

**From:** [theresemhall@aol.com](mailto:theresemhall@aol.com)  
**To:** [City Clerk](#); [mezzyashcraft@alameda.ca.gov](mailto:mezzyashcraft@alameda.ca.gov); [John Knox White](#); [Tony Daysog](#); [Trish Spencer](#); [Malia Vella](#)  
**Subject:** [EXTERNAL] 6/15/21 City Council Meeting Agenda Item 6-G  
**Date:** Tuesday, June 15, 2021 10:38:28 PM

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Dear City Council,

I am very concerned to hear that the McKay property is being considered for complete demolition. As a voter, I was reassured that the facility was going to be rehabilitated for a wellness center. The expectation was that these vintage WWII era barracks would become modern day housing units for our homeless seniors in the same way that the Alameda Theater was restored as a modern day movie theater and Alameda High School was rehabilitated for a myriad of modern day uses, not just education.

It's incumbent upon us to protect these structures as a critical link to our City's past. It's also imperative to send the message that as a community we rehabilitate, reuse, recycle, and repurpose wherever we can. The Federal facility presents our most recent opportunity to restore an historical monument and indeed these buildings are cataloged in Alameda's Historical Study List. Given that they are listed there, the City needs to insure that procedures described in California Section 21084 are followed and if after discussions, the property is found to be a 'Detriment to the community' then opportunity should and must be given to cure or correct it.

The Senior Homeless Housing and Respite Center Project reassured Alamedans that these buildings would be rehabilitated. Do not approve to demolish, please. Once they're gone, they're gone.

Respectfully,

Therese Hall

**From:** [K Welch](#)  
**To:** [City Clerk](#)  
**Subject:** [EXTERNAL] Fwd: City Council Meeting 6/15/21: Item 6-G  
**Date:** Tuesday, June 15, 2021 6:49:12 PM

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----- Forwarded message -----

From: **K Welch** <[kwelchalameda@gmail.com](mailto:kwelchalameda@gmail.com)>  
Date: Tue, Jun 15, 2021 at 6:47 PM  
Subject: City Council Meeting 6/15/21: Item 6-G  
To: Marilyn Ezzy <[mezzyashcraft@gmail.com](mailto:mezzyashcraft@gmail.com)>, <[mvella@alamedaca.gov](mailto:mvella@alamedaca.gov)>, <[tpencer@alamedaca.gov](mailto:tpencer@alamedaca.gov)>, <[tdaysog@alamedaca.gov](mailto:tdaysog@alamedaca.gov)>, John Knox White <[jknoxwhite@gmail.com](mailto:jknoxwhite@gmail.com)>

Dear Mayor and City Council Members,

I am writing to you in reference to the June 15th City Council Agenda Item 6-G regarding HAB's Decision to Approve the Certificate of Approval Number PLN20-0431 to allow the demolition of two main buildings and four accessory buildings at 620 Central Avenue (the "McKay Wellness Center" Project).

In April 2019, the voters approved Ballot Measure A affirming the City Council's December 18, 2018 decision to change the land use designations for the property to facilitate the McKay Wellness Center Project.

In December 2020, the applicant, Alameda Point Collaborative, submitted an application to delist the Alameda Federal Center property from the Historical Building Study List; the applicant also filed a Certificate of Approval application to demolish Buildings 1 and 2, and four accessory buildings.

On March 4 and May 6, 2021, the Historical Advisory Board held public hearings to consider delisting the 3.65-acre site from the Historical Building Study List

On May 6, 2021, after considering the submitted material and the public testimony, the Historical Advisory Board (HAB) approved Resolution No. HAB-21-01 for a Certificate of Approval to allow demolition of two main buildings (Building 1 and Building 2) and four accessory buildings (Buildings 8, 9, 10 and 13) at 620 Central Avenue (Alameda Federal Center site).

It is beyond time to allow the Wellness Center to proceed. I encourage you to adopt the Resolution Approving Certificate of Approval Application No. PLN20-0431 and upholding the decision of the Historical Advisory Board to allow the demolition of two main buildings and four accessory buildings at 620 Central Avenue (The "McKay Wellness Center" Project).

The Alameda voters have spoken. The Alameda Historical Advisory Board has spoken. It's now your turn to uphold HAB's decision and allow the long-awaited

McKay Wellness Center to move forward so that they can provide critical supportive care to those individuals who need it most.

Sincerely,  
Kristin Welch

**From:** [Imi Lee](#)  
**To:** [City Clerk](#); [Marilyn Ezzy Ashcraft](#); [John Knox White](#); [Tony Daysog](#); [Trish Spencer](#); [Malia Vella](#)  
**Subject:** [EXTERNAL] Re: Agenda Item 6-G; 6/15/21 Meeting  
**Date:** Tuesday, June 15, 2021 5:57:20 PM

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Dear City Council

Re: **Agenda Item 6-G; 6/15/21 Meeting**

I strongly object to the proposed demolition of the property at 620 Central Ave/ 1245 McKay Ave. historically known as the U.S. Maritime Officers Training School.

--The Historical Advisory Board did not follow the proper protocol under the Alameda Municipal Code Section 13-21-5, and they did not discuss whether or not the buildings are a "detriment to the community".

---The City Staff report mischaracterized the property and stated that the property is not a historic resource, when in fact the Historical Advisory Board **approved** to keep the property on the Historical Advisory Board Study List, and stated in its meeting that the buildings have historic value and merit. The site unequivocally has historical importance for Alameda's military history, as well as State, National and International WWII and Korean War history.

--There is a pending application to the National Register of Historic Places and there is new information that the architect was Harry A. Bruno, a notable and prolific Bay Area architect.

--A petition that is currently being circulated by the American Merchant Marine Veterans group has gathered over 250 signatures from Alameda residents and over 1000+ total.

<http://chnng.it/YvmqpXBcXR>

This cumulative public sentiment should be noted and taken into consideration.

--The ballot measure language of the 2019 special election, Measure A, clearly stated, "reuse" of existing buildings, and the voters expected the buildings to be repurposed.



Measure A: *"Shall an ordinance confirming the City Council's actions **to permit reuse of vacant federal buildings** on a 3.65-acre parcel on McKay Avenue and allow for the development of a wellness center for senior assisted living and supportive services for homeless individuals by changing the General Plan designation from "Federal Facilities" to "Office," removing the Government Combining District classification and maintaining the existing zoning district designation, be adopted?"* (emphasis added)

--The property has extraordinary historical significance

--The U.S. Merchant Marines led exceptional efforts during WWII, supplying crucial supplies to our troops and Allies, risking their lives as the front liners, and assisted in what ultimately resulted in victory. The U.S. Merchant Marines also had the highest casualty rate during WWII.

--The U.S. Merchant Marine Training Officer School in Alameda was a crucial component to their heroic efforts, preparing leaders to strategize and organize crew. •The radio operator component of the school was also an important contributor to these efforts.

--The only other U.S. Merchant Marine Officer School at Fort Trumbull does not have the unique character and design as the original buildings in Alameda. The training school at Fort Trumbull repurposed older barracks dating back from the 1800s. The facility in Alameda was intentionally built at Neptune Beach for these WWII efforts. The training facility at Sheephead's Bay in NY was razed in 1960. This site in Alameda is one the last remaining remnants of the historical significance of the U.S. Merchant Marine efforts in WWII as well as the Korean War. It was also important during the Cold War when the facility was the Western Training Center.

--This property should be protected, and the buildings should be repurposed to include an interpretive center, community space, museum and other historical artifacts from WWII.

--This is an opportunity to preserve and honor the legacy of our veterans and educate the public on the history of the U.S. Merchant Marines, their dedicated service in WWII and how Alameda

played a part in those important efforts.

Thank you.

Sincerely,

Imi Lee

**From:** [Michael Yoshii](#)  
**To:** [City Clerk](#)  
**Subject:** [EXTERNAL] Wellness Center  
**Date:** Tuesday, June 15, 2021 5:56:38 PM

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Dear Alameda City Council Members:

I want express my concern that attempts are being made to derail the proposed Wellness Center in Alameda as it continues to move forward in it's next phase of development.

The Wellness Center deserves total community support as an innovative attempt to serve the unsheltered in an innovative and comprehensive manner. It honors the whole person and does not judge or stigmatize people based on their life circumstances.

Thank you in advance for your principled support of this project. Your leadership helps the community feel proud to be part of a caring and compassionate city anchored in human values.

Blessings & Peace,

Michael Yoshii

Sent from my iPhone

**From:** [Lorin Laiacona Salem](#)  
**To:** [City Clerk](#)  
**Subject:** [EXTERNAL] in support of HAB decision  
**Date:** Tuesday, June 15, 2021 5:09:06 PM

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Mme. Mayor and Councilmembers,

I am writing in support of the Wellness Center on McKay. The Historical Advisory Board was right to approve the demolition of the defunct buildings on site. There are many historical buildings in Alameda worth saving - these are not among them. Let's protect our seniors and give this site a new life.

Thank you,  
Lorin Laiacona Salem  
Alameda resident

**From:** [ljunglee@aol.com](mailto:ljunglee@aol.com)  
**To:** [City Clerk](#)  
**Subject:** [EXTERNAL] I Support the Wellness Center  
**Date:** Tuesday, June 15, 2021 3:06:02 PM

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Dear Mayor Ashcraft and Members of the City Council,

I am writing to express my continued support for the Wellness Center on MacKay Avenue in West Alameda. As a member of the Renewed Hope Housing Advocates and the Buena Vista United Methodist Church, I strongly believe that the Wellness Center and the ninety units of senior housing offer a unique opportunity to provide both a resource center and respite center for the homeless, as well as affordable housing for frail seniors. While I looked forward to seeing the former administration buildings transformed, I understand that rehabilitation of old buildings is not easy and can often be very expensive. Thus, I support the tearing down of the existing buildings so that new and more affordable construction can occur.

I ask that the City Council provide unanimous support for the Wellness Center,

Sincerely,  
Lynette Jung Lee

**From:** [Transform Alameda](#)  
**To:** [City Clerk](#); [Lara Weisiger](#)  
**Cc:** [Trish Spencer](#); [Tony Daysog](#); [Marilyn Ezzy Ashcraft](#); [John Knox White](#); [Malia Vella](#)  
**Subject:** [EXTERNAL] Action on item 6-G in regular agenda  
**Date:** Tuesday, June 15, 2021 2:47:43 PM

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Hello:

We would like to urge you to support the decision made by the HAB regarding the Certificate of Approval for the demolition of buildings at the site of the Wellness Center. It's really unfortunate that stalling efforts, like this appeal, take up critical time from forward progress on a project that will serve vulnerable members of our community. Please support that HAB's decision and allow for the Wellness Center progress to continue.

Thank you,  
Transform Alameda

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[Web](#) | [Twitter](#) | [Instagram](#) | [Facebook](#)

**From:** [Frank Matarrese](#)  
**To:** [Marilyn Ezzy Ashcraft](#); [John Knox White](#); [Trish Spencer](#); [Tony Daysog](#); [Malia Vella](#); [Lara Weisiger](#)  
**Subject:** [EXTERNAL] Action on CC/SACIC Agenda Item 3B and Regular Agenda Items 6C and 6G  
**Date:** Tuesday, June 15, 2021 11:53:37 AM

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Honorable Mayor and City Council Members

Under Item 3B of the special joint meeting of the Council and SACIC, I ask the the City Council takes the opportunity when discussing and approving the 2021-22 / 2022-23 Budget, to make it clear that there will be specific goals for the City Manager for achieving and maintaining equitable and fair law enforcement in Alameda. And, there will be routine, ongoing scheduled reporting to the community on the progress in meeting these goals.

Along with this, please vote *tonight* to set law enforcement policy by selecting from the options in regular meeting agenda item 6C. I believe our City Council must set policy to assure that the law is being enforced with equity and fairness for all, not just until things "get better" but continually monitoring and correcting to ensure equal treatment under the law..

And, please vote *tonight* to uphold the HAB determination allowing the demolition of buildings at 620 Central under regular agenda item 6-G. I believe the HAB made the correct decision and followed proper procedure, and it looks like there is no new information that supports overturning the HAB vote. By upholding the HAB's decision, the City Council can clear the path for our community to truly help some among us who are in desperate need. .

Thank you for your consideration and attention.

Respectfully,

Frank Matarrese

**From:** [Eric Levitt](#)  
**To:** [CityCouncil-List](#)  
**Cc:** [Lara Weisiger](#); [Yibin Shen](#); [Gerry Beaudin](#)  
**Subject:** FW: [EXTERNAL] Ballot Measures/McKay Ave Federal Property  
**Date:** Tuesday, June 15, 2021 11:45:19 AM

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Mayor Ezzy Ashcraft & City Council Members:

I was asked to forward the below e-mail to the City Council.

Thanks

Eric Levitt  
CM

Hi Mr. Levitt,

I remain concerned about the 2019 ballot measure language and the campaign that supported efforts to gather support by telling the voters that the buildings on McKay Avenue were to be reused. Here is a copy of one of their campaign flyers that was circulated widely across Alameda:

....”structurally sound yet abandoned buildings”  
...”covert boarded up buildings...”

<image001.jpg>

It appears the City should bring this measure back to the voters since the project has deviated significantly from what the voters approved.

Please advise.  
Thank you.  
Best,  
Carmen



**From:** [Diane Cunningham Rizzo](#)  
**To:** [City Clerk](#)  
**Subject:** [EXTERNAL] The Wellness Center City Council Agenda Item  
**Date:** Tuesday, June 15, 2021 11:30:19 AM

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Dear City Council Members,

The Wellness Center is a critical and much needed resource for vulnerable elders and homeless individuals with health conditions in Alameda County. It will become a model for future centers in other communities.

I urge you to protect the integrity of the Historical Advisory Board and uphold the decision they made to issue a Certificate of Approval for the Center. This is an amazing project that our community needs and will benefit from.

Thank you,  
Diane Cunningham Rizzo

**From:** [MARGARET HALL](#)  
**To:** [City Clerk](#); [Marilyn Ezzy Ashcraft](#); [John Knox White](#); [Tony Daysog](#); [Trish Spencer](#); [Malia Vella](#)  
**Subject:** [EXTERNAL] McKay Ave. Demolition  
**Date:** Tuesday, June 15, 2021 10:55:57 AM  
**Attachments:** [We sent you safe versions of your files.msg](#)  
[Yes on A Campaign Flyer.pdf](#)

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Mimecast Attachment Protection has deemed this file to be safe, but always exercise caution when opening files.

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Hello City Council,

Please do not approve the demolition of the McKay Ave buildings until you have more information. Once its gone, its gone!

Please require a written cost analysis of demolition versus reuse. Andrew Thomas has stated this is a 'purely financial' decision but the public has yet to see any costs. Personally, looking back on my life, many of the 'purely financial' decisions I have made, I have lived to regret. On a public level, we wouldn't have the restored Alameda Theater or Old Alameda High School if the City had acted solely on 'purely financial' decisions or without the grassroots efforts of Alamedan's.

As a General Contractor in Alameda for over 30+ years, I am also a strong advocate for reuse of space and repurposing of materials. I loved the idea that this whole site would be reused. Demolition is the antithesis of reuse and the furthest thing from 'green' building as you can get. It is major cause of pollution including air quality, noise pollution, trucking through neighborhoods and parks, and impact on landfill. I've attached the Yes on A campaign flyers that assured voters the 'structurally sound' federal buildings would be 'converted' into a lifesaving facility. Lets do what we can to achieve this. It would be really cool to have the history and legacy of our City's contribution to World War II embedded in a lifesaving facility!

I would also like to please ask you to somehow verify that the funds for this entire portion of this project (not just the demolition) are a sure thing, not just speculation. With construction materials costs skyrocketing 375% (per the WSJ) and National concerns of inflation rising, the cost of new construction is fluctuating daily. I'm very concerned the buildings will be torn down prematurely!

Thank you for all your time and service to Alameda!

Margaret Hall



# The Future Home of the Alameda Cares: Vote Yes on A



The proposed home of the Alameda Wellness Center is a number of structurally sound yet abandoned federal buildings. It is not suitable for open space, a position shared by the Sierra Club, Alameda City Council, and East Bay Regional Parks District, which manages Crab Cove. The lot is surrounded by housing and a shopping plaza.

The East Bay Regional Parks District purchased this parcel of land with Measure WW funds. They plan to include a truck and equipment storage area along the northern boundary bordering the Alameda Wellness Center, making the property above it even less suitable for open space.

**Proposed Location  
of the Alameda  
Wellness Center**



An artist's rendering of the Alameda Wellness Center. It will convert boarded up buildings into a lifesaving facility that will help our neighbors.

Crab Cove provides a large  
We already have insufficient



# SAVE ALAMEDA

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875A Island Drive, Suite 135, Alameda, CA 94502

15 June 2021

To: Members of the Alameda City Council:

From: Save Alameda – Representative John Healy

Subj: Letter for Appeal of 620 Central Avenue aka McKay Wellness Center

This letter is in response to the appeal made by Alameda Council Members Spencer and Daysog regarding the demolition permit granted by the Historical Advisory Board for 620 Central Avenue and the CEQA declaration supporting the 620 Central Avenue project. The hearing before the Alameda City Council is set for June 15, 2021.

Regarding 620 Central Avenue:

The City has abused its discretion and has not proceeded in a manner required by law, and their determinations and decisions are not supported by substantial evidence. The City of Alameda has acted in bad faith by granting a Demolition Permit while certifying an Addendum to a Mitigated Negative Declaration under California Environmental Quality Act (CEQA) when neither should approve or issue. There has been substantial evidence supporting that a "Fair Argument" has been made that a significant impact and or effect will occur at 620 Central Avenue aka McKay Wellness Center project requiring an Environmental Impact Report (EIR) and that the evidence does not support an addendum to a mitigated negative declaration based on an Environment Analysis and clearly cannot be certified.

The Federal Government owns 620 Central Avenue since 1942, fee simple absolute. The Federal Government maintains dominion and control over the property, invoking federal jurisdiction. Even though the City of Alameda just recently removed a Government Combining District designation ("G-Overlay") from the parcel, the real property remains under the control of the Federal Government, requiring the application of federal statutes. The real property in question is clearly and unambiguously property under federal jurisdiction, and private conversion has not taken place. Federal participation is required as funds identified for this project are reportedly coming from Federal Government. This project invokes both the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA). The City of Alameda and the Federal Government must develop a plan to fulfill CEQA and NEPA compliance requirements. To date, only the CEQA has attempted to be applied in bad faith.

Through General Services Administration (GSA), the Federal Government has failed to perform several federal laws as required, including but not limited to § 110 of the National Environmental Policy Act (NEPA) and 36 CFR PART 800 -Protection of Historic Properties.

Section 110 of the National Historic Preservation Act (NHPA) sets out federal agencies' broad historic preservation responsibilities. It is intended to ensure that historic preservation is fully integrated into the ongoing programs of all Federal agencies. The language of § 110 of the NHPA provides that "the heads of all Federal agencies shall assume responsibility for the preservation of historic properties which are owned or controlled by such agency" ([16 USC § 470h-2\(a\)\(1\)](#)) and that properties listed on the National Register be "managed and maintained in a way that considers the preservation of history,

archaeological, architectural and cultural values ... and gives special consideration to the preservation of such values" ([16 USC § 470h-2\(a\)\(2\)\(B\)](#)).

620 Central Avenue has active applications for listing on the National Register as a historical Resource with both the State of California Perseveration Office and the US Department of the Interior National Park Service Cultural Resources, specifically to the National Preservation Office.

The City of Alameda provided an email in an attempt to support its position from Jane Lehman, Architect, LEED AP Regional Historic Preservation Officer from the Design and Construction Division, dated May 03, 2021; she stated in her email, *"I don't believe that any recent actions warrant reopening of the federal 106 processes. The property was determined not eligible back in 2003 based on its lack of integrity. And after demolition of so many remaining buildings, we know the integrity has not improved. In my professional opinion, this property is not eligible for the National Register."* Ms. Lehman's opinion is inconsistent with federal law and guidelines for multiple reasons to include but not limited to the timeliness of the information, the content of the information, and how it was evaluated.

The initial evaluation and only evaluation performed for 620 Central Avenue was by Page and Turnbull in 1996. On March 12, 2003, a letter was sent by Arthur Layne, the Regional Historic Preservation Officer, Public Building Service, to Clarence Caesar of The California Department of Parks and Recreation, Office of Historic Preservation asking for an evaluation and determination of a federal property with the preview of the General Services Administration (GSA,) a federal agency. The letter states that **the property in question is federal under the preview of a federal agency**, thus requiring the involvement of the **Advisory Council on Historic Preservation** (ACHP), which has never taken place.

The letter by Mr. Layne stated: (Attached as Exhibit 1)

"Because of its age and the significant activities that transpired on this property during World War II, the possibility exists that this facility could qualify for listing in the National Register of Historic Places. Presently, it is GSA's position that the criteria for eligibility do not support a Historic Register listing. In order for you to get a better understanding of the Alameda Federal Center, I am enclosing copies of the following.

1. Historic Building Preservation Plan (I-DPP) prepared by Page & Turnbull, Inc. dated February 23, 1996
2. Supporting for Determination of Eligibility for National Register of Historic Places prepared by Page & Tumbull, Inc. Dated February 1996

We are asking that you provide comments regarding the above."

The letter in response to Mr. Layne came from Dr. Knox Mellon, a California State Historic Preservation Officer (SHIPO), dated March 20, 2003. Dr. Mellon responded in seven (7) days from the request made by Mr. Layne, and the letter states in part the following: (Attached as Exhibit 2)

"A review of the **submitted documentation** leads me to concur with GSA's determination that the Alameda Federal Center is not eligible for inclusion on the NRHP under any of the criteria established by 36 CFR 60.4."

The letter Dr. Mellon, the California SHIPO provided, with his opinion, was returned to GSA in under seven (7) days, a brief period to review, investigate, verify, ensure accuracy and apply the National Register Criteria for evaluation on the property in question under CFR, Title 36, Part 60.4. The letter shows unmistakably that an independent assessment or determination **had not taken** place. Dr. Mellon

states he only used the information provided by Page and Turnbull from 1996. The information Dr. Mellon used was eight (8) years old. How can a proper evaluation occur without verifying and ensuring the information provided is correct and factual in such a short time period from outdated information?

Under **Cal. Code Regs. tit. 14 § 4852 section (3)** If the results of the survey are five or more years old at the time of nomination, the documentation for a resource, or resources, must be updated prior to nomination to ensure the accuracy of the information. The statute creating the California Register **requires surveys over five (5) years old to be updated.**

We have shown that the information provided to Dr. Mellon, the California SHIPO, was eight years old when evaluated. The information provided to the Alameda Historical Advisory Board was 26 years old. Well beyond the five (5) year limit. The regurgitation by Page and Turnbull in 2021 of their now 25-year-old report was based on outdated, missing, and incorrect data. The report by Page and Turnbull produced in 1996 and 2021 contains multiple errors and misstatements of fact. These errors include but are not limited to not listing the Architect of 620 Central Avenue, who has numerous buildings listed in the National Registry, the uses of the buildings, and subsequent tenants of a historical nature. The age of the information presented requires the review of section 106 and section 110 compliance under NHPA.

Provisions of section 110 under NHPA, required under the law, the head of each Federal agency must do several things.

First, he or she must assume responsibility for the preservation of historic properties owned or controlled by the agency. Each Federal agency must establish a preservation program for the identification, evaluation, nomination to the National Register, and protection of historic properties. Each Federal agency must consult with the Secretary of the Interior (acting through the Director of the National Park Service) in establishing its preservation programs. **Each Federal agency must, to the maximum extent feasible, use historic properties available to it in carrying out its responsibilities.** *The 1992 additions to section 110 also set out some specific benchmarks for Federal agency preservation programs.* In addition, **Guidelines were provided to show how Federal agencies should address these various other requirements and guidelines in carrying out their responsibilities under the Act.**

Under these guidelines of section 110, specifically under Standard 2 subsection (g), the email provided by the City of Alameda from Jane Lehman of GSA dated May 03, 2021, is not in compliance as required as the information is outdated, directing a re-investigation and not by a Page & Turnbull regurgitation their old report of 25 years ago!

The Guidelines as provided by Section 110,

**Standard 2.** An agency provides for the timely identification and evaluation of historic properties under agency jurisdiction or control and/or subject to effect by agency actions. [Sec. 110(a)(2)(A) and Sec. 112].

(g) Identification of historic properties is an ongoing process. As time passes, events occur, or scholarly and public thinking about historical significance changes. Therefore, even when an area has been completely surveyed for historic properties of all types, it may require re-investigation if many years have passed since the survey was completed. Such follow-up studies should be based upon previously obtained information, may focus upon filling information gaps, and should consider re-evaluation of properties based upon new information or changed historical understanding.

Because of the age of the information presented, a review of section 106 compliance is mandated. In addition, there has been no public notification or input as required under section 106.

#### **§ 800.2 Participants in the Section 106 process.**

##### **(d) The public –**

**(1) Nature of involvement.** The views of the public are essential to informed Federal decision-making in the section 106 process. The agency official shall seek and consider the views of the public in a manner that reflects the nature and complexity of the undertaking and its effects on historic properties, the likely interest of the public in the effects on historic properties, confidentiality concerns of private individuals, and businesses, and the relationship of the Federal involvement to the undertaking.

**(2) Providing notice and information.** The agency official must, except where appropriate to protect confidentiality concerns of affected parties, provide the public with information about an undertaking and its effects on historic properties and seek public comment and input. Members of the public may also provide views on their own initiative for the agency official to consider in decision-making.

**(3) Use of agency procedures.** The agency official may use the agency's procedures for public involvement under the National Environmental Policy Act or other program requirements in lieu of public involvement requirements in subpart B of this part if they provide adequate opportunities for public involvement consistent with this subpart.

The argument that Page and Turnbull presented states that the property has lost integrity of design, materials, setting, feeling, and association with its historical period and does not convey the property's historic maritime training mission during and after World War II **is entirely subjective**. The report states that the color of the buildings has changed, the windows have been modified, and some staircases have been altered. These are the conditions Page and Turnbull claim that has caused the loss of integrity of the buildings. Every single one of these issues can be simply remediated. These are the last buildings of this type in the entire world used for the maritime mission during World War II. There were only two places during World War II, Alameda and New York, where this naval activity took place. The facility in New York has been entirely raised and is now a community college. The only history of these maritime activities is located in Alameda, known as 620 Central Avenue.

The application of federal and state statutes, including guidelines, has not been appropriately followed as prescribed by law. The Federal Government owns the property fee simple absolute and maintains dominion and control over the property. Therefore, the real property 620 Central Avenue is clearly and unambiguously under federal jurisdiction. Private conversion has not occurred; thus, federal involvement involving the National Environmental Policy Act (NEPA) is required along with CEQA.

Moving back to the California Environmental Quality Act (CEQA)

The property is Historical, and an application has been made to list the property on The National Registry of Historic Places. In addition, new information has been obtained about the historical nature of the building and its distinguished history, requiring the saving of whatever is in tack that can be remediated.

The City of Alameda, in this matter, has prepared an addendum to mitigated declaration based on an Environmental Analysis (EA) and refuses to perform an Environmental Impact Report (EIR) even through substantial evidence supporting that a "Fair Argument" has been made that a significant impact and or effect will occur at 620 Central Avenue aka McKay Wellness Center project requiring an Environmental Impact Report (EIR) and that the evidence does not support an addendum to a mitigated negative declaration based on an Environment Analysis and clearly cannot be certified.

"The 'fair argument' test is derived from Public Resources Code section 2115, which requires an EIR on any project which 'may have a significant effect on the environment.' That section mandates preparation of an EIR in the first instance 'whenever it can be fairly argued based on substantial evidence that the project may have a significant environmental impact.' (*No Oil, Inc. v. City of Los Angeles* (1974) [13 Cal.3d 68, 75](#) [ [118 Cal.Rptr. 34, 529 P.2d 66](#)].)

If there is substantial evidence of such impact, contrary evidence is not adequate to support a decision to dispense with an EIR. (*Long Beach Sav. Loan Assn. v. Long Beach Redevelopment Agency* (1986) [188 Cal.App.3d 249, 264](#) [ [232 Cal.Rptr. 772](#)]; *Bowman v. City of Petaluma* (1986) [185 Cal.App.3d 1065, 1071](#) [ [230 Cal.Rptr. 413](#)];

Under the Guidelines of § 15064, subs. (g), (h).) Section 21151 creates a low threshold requirement for initial preparation of an EIR and reflects a preference for resolving doubts in favor of environmental review when the question is whether any such review is warranted. See ( *Oro Fino Gold Mining Corp. v. County of El Dorado* (1990) [225 Cal.App.3d 872, 881](#) [ [274 Cal.Rptr. 720](#)]; *Bowman v. City of Petaluma, supra*, at p. 1073.)" ( *Sierra Club v. County of Sonoma* (1992) [6 Cal.App.4th 1307, 1316-1317](#) [ [8 Cal.Rptr.2d 473](#)]. )

If the reviewing court: 'perceives substantial evidence that the project might have such an impact, but the agency failed to secure preparation of the required EIR, the agency's action is to be set aside because the agency abused its discretion by failing to proceed "in a manner required by law."' [Citation.]" ( *Quail Botanical Gardens Foundation, Inc. v. City of Encinitas* (1994) [29 Cal.App.4th 1597, 1602](#) [ [35 Cal.Rptr.2d 470](#)].)

"Restated, when the reviewing court: 'perceives substantial evidence that the project might have such an impact, but the agency failed to secure preparation of the required EIR, the agency's action is to be set aside because the agency abused its discretion by failing to proceed "in a manner required by law."' [Citation.]" (*Quail Botanical Gardens Foundation, Inc. v. City of Encinitas, supra*, [29 Cal.App.4th at](#)

The evidence presented to the Historical Advisory Board and the City of Alameda would lead a Court of Law to perceive that substantial evidence was provided. The project in question might have such an impact, and the City of Alameda failed to secure the preparation of the required EIR. The Court must set aside the City of Alameda's actions because the City of Alameda abused its discretion by failing to proceed "in a manner required by law." [Citation.]" (*Quail Botanical Gardens Foundation, Inc. v. City of Encinitas, supra*, [29 Cal.App.4th at p. 1602](#).) Under the Guidelines, " '[s]ubstantial evidence' " is 'enough relevant information and reasonable inferences from this information that a fair argument can be made to support a conclusion, even though other conclusions might also be reached.' ( *Cal. Code Regs., tit. 14, § 15384, subd. (a)*.)" ( *Stanislaus Audubon Society, Inc. v. County of Stanislaus* (1995) [33 Cal.App.4th 144, 152](#) [ [39 Cal.Rptr.2d 54](#)].)

A court reviewing The City of Alameda's decision not to prepare an EIR in the first instance must set aside the decision if the administrative record contains substantial evidence that a proposed project might have a significant environmental impact; in such a case, the agency has not proceeded as required by law. ( *Friends of 'B' Street v. City of Hayward* [(1980)] [106 Cal.App.3d 988, 1002](#) [ [165 Cal.Rptr. 514](#)].)

According to [section 21084.1](#), a "project that may cause a substantial adverse change in the significance of an *historical resource* is a project that may have a significant effect on the environment." (Italics added.) "A project will normally have a significant effect on the environment if it will . . . [¶] [d]isrupt or adversely affect . . . a property of *historic or cultural significance to a community* or ethnic or social group." (Guidelines, appen. G, subd. (j).)" ( *Gentry v. City of Murrieta, supra*, [36 Cal.App.4th at p. 1418](#), italics added.) Thus, the significant impacts of a discretionary project upon a historic building must be



considered in an EIR. (See *Prentiss v. City of South Pasadena* (1993) [15 Cal.App.4th 85, 92](#) [ [18 Cal.Rptr.2d 641](#)].)

Historical resources included in a local register of historical resources, as defined in subdivision (k) of [Section 5020.1](#), or deemed significant pursuant to criteria set forth in subdivision (g) of [Section 5024.1](#), are presumed to be historically or culturally significant for purposes of this section, unless the preponderance of the evidence demonstrates that the resource is not historically or culturally significant. The fact that a resource is not listed in, or determined to be eligible for listing in, the California Register of Historical Resources, not included in a local register of historical resources, or not deemed significant pursuant to criteria set forth in subdivision (g) of [Section 5024.1](#) shall not preclude a lead agency from determining whether the resource may be an historical resource for purposes of this section."

[Section 21084.1](#) includes within the mandatory definition of historical resources all buildings either "listed in, or determined to be eligible for listing" in the California Register.

[Section 5020.1](#), subdivision (k), defines presumptively historic buildings in similarly disjunctive language by stating that a "local register of historical resources" means a list of properties officially designated *or* recognized as historically significant by a local government pursuant to local ordinance or resolution." (Italics added.) The California Register description of historical resources also encompasses eligibility in addition to listing; it provides that "historical resources" shall include "California properties formally determined *eligible for, or listed in*, the National Register of Historic Places." ([§ 5024.1, subd. \(d\)\(1\)](#), italics added.)

[Section 21084.1](#) provides further indication that official designation is not the sole qualifying standard by stating that even those resources not listed or determined to be eligible in the state or local register or survey may nevertheless be classified as historical by a lead agency. Even the City's historic preservation element takes a consistent approach; it provides: "For purposes of environmental review under the California Environmental Quality Act, any change that has the potential to disqualify an existing or *Potential Designated Historic Property* from Landmark or Preservation District *eligibility* or may have substantial adverse effects on the property's Character-Defining Elements will normally, unless adequately mitigated, be considered to have a significant effect." (Italics added.)

And finally, if historical resources were limited to properties actually listed, owner resistance to inclusion or mere government inaction might forestall preparation of an EIR for a worthy structure, a result certainly not sanctioned by CEQA. (See *Orinda Assn. v. Board of Supervisors* (1986) [182 Cal.App.3d 1145, 1153](#), fn. 3 [ [227 Cal.Rptr. 688](#)].)

The City of Alameda Must perform an EIR and cannot certify an Addendum to a Mitigated Negative Declaration under California Environmental Quality Act (CEQA).

To ensure that government agencies and the public are adequately informed about the environmental impact of public decisions, the California Environmental Quality Act (CEQA) ([Pub. Resources Code, § 21000](#) et seq. ) requires a lead agency (*id.* , § 21067) to prepare an environmental impact report (EIR) before approving a new project that "may have a significant effect on the environment." (*Id.* , § 21151, subd. (a).) When changes are proposed to a project for which an EIR has already been prepared, the agency must prepare a subsequent or supplemental EIR only if the changes are "[s]ubstantial" and require "major revisions" of the previous EIR. (*Id.* , § 21166.) Guidelines promulgated by

the state Natural Resources Agency (Resources Agency) extend this subsequent review framework to projects for which a negative declaration was initially adopted, and no EIR prepared, because the agency had concluded the project would have no potentially significant environmental effects. ([Cal. Code Regs., tit. 14, § 15162](#); hereafter CEQA Guidelines.)

"In CEQA, the Legislature sought to protect the environment by the establishment of administrative procedures drafted to '[e]nsure that the long-term protection of the environment shall be the guiding criterion in public decisions.'" (*No Oil, Inc. v. City of Los Angeles* (1974) [13 Cal.3d 68, 74](#), [118 Cal.Rptr. 34](#), [529 P.2d 66](#) (*No Oil* ).)

At the "heart of CEQA" (CEQA Guidelines, § 15003, subd. (a)) is the requirement that public agencies prepare an EIR for any "project" that "may have a significant effect on the environment." ([§ 21151, subd. \(a\)](#)); see *id.*, §§ 21080, subd. (a), 21100, subd. (a).)

The purpose of the EIR is "to provide public agencies and the public in general with detailed information about the effect which a proposed project is likely to have on the environment; to list ways in which the significant effects of such a project might be minimized; and to indicate alternatives to such a project." ([Pub. Resources Code, § 21061](#).) The EIR thus works to "inform the public and its responsible officials of the environmental consequences of their decisions *before* they are made," thereby protecting "'not only the environment but also informed self-government.'" (*Citizens of Goleta Valley v. Board of Supervisors* (1990) [52 Cal.3d 553, 564](#), [276 Cal.Rptr. 410](#), [801 P.2d 1161](#), quoting *Laurel Heights Improvement Assn. v. Regents of University of California* (1988) [47 Cal.3d 376, 392](#), [253 Cal.Rptr. 426](#), [764 P.2d 278](#) (*Laurel Heights* ).)

Section [21166](#) provides that "no subsequent or supplemental environmental impact report shall be required" unless at least one or more of the following occurs:

- (1) "[s]ubstantial changes are proposed in the project which will require major revisions of the environmental impact report,"
- (2) there are "[s]ubstantial changes" to the project's circumstances that will require major revisions to the EIR, or
- (3) new information becomes available. ([§ 21166](#).)

CEQA Guidelines [section 15162](#) provides that no subsequent EIR is required either "[w]hen an EIR has [previously] been certified *or* [when] a negative declaration [has previously been] adopted for a project," unless there are substantial changes to a project or its circumstances that will require major revisions to the existing EIR or negative declaration.

CEQA Guidelines, [§ 15162, subd. \(a\)](#), italics added; see also [§ 21166](#).) "If changes to a project or its circumstances occur or new information becomes available after the adoption of a negative declaration," and if no subsequent EIR is required, the agency "shall determine whether to prepare a subsequent negative declaration, an addendum, or no further documentation."

CEQA Guidelines, [§ 15162, subd. \(b\)](#).) CEQA Guidelines further provide that an agency must prepare an addendum to a previously certified EIR "if some changes or additions are necessary, but none of the conditions described in [Section 15162](#) calling for preparation of a subsequent EIR have occurred." (*Id.*, § 15164, subd. (a).)

An addendum to an adopted negative declaration "may be prepared if only minor technical changes or additions are necessary or none of the conditions described in [Section 15162](#) calling for the preparation of a subsequent EIR or negative declaration have occurred." (*Id.* , § 15164, subd. (b).)

There has been substantial evidence supporting that a "Fair Argument" has been made that a significant impact and or effect will occur and that major changes are taking place, not minor technical changes at 620 Central Avenue aka McKay Wellness Center project requiring an Environmental Impact Report (EIR) and that the evidence does not support an addendum to a mitigated negative declaration based on an Environment Analysis. Substantial changes are proposed in the project, which will require significant revisions of the environmental impact report. The size of the operation has significantly changed, the intended use of the buildings has changed substantially. There are substantial changes to the project's circumstances that will require major revisions to the EIR, and new information has become available about the historical nature of the building, including that an application has been made to list the property on the National Registry of Historic Buildings. In addition, the City of Alameda, through its general plan, intended to rezone the parcel from Administrative Professional to Residential. Monies recently received by Alameda Point Collaborative (APC) from Alameda County Representative Wilma Chan are for Section Eight Housing and can only be used for the purpose.

The City of Alameda must conduct an EIR in this matter under CEQA and must involve the Federal Government in this process. The City of Alameda cannot allow the demolition of any buildings at 620 Central Avenue while the application for listing of 620 Central Avenue is pending before the National Registry of Historic Buildings.

The biggest question why the City of Alameda would destroy a Historical Building while it has land available at Alameda Point that requires not demolition. Assembly Bill No. 1486 requires cities, counties, special districts, and the state first to offer any surplus land to affordable housing developers before it can be leased for more than one year or sold. The city has 22 acres, and the acreage is within the larger commercial and light industrial zone adjacent to Main Street and includes self-storage facilities.

Respectfully Submitted,  
John Healy

File Copy



GSA Pacific Rim Region

March 12, 2003

Clarence Caesar  
Department of Parks and Recreation  
Office of Historic Preservation  
1416 9<sup>th</sup> Street, Room 1442  
Sacramento, CA 95814

Re: Historic Evaluation for a federally owned property located at  
620 Central Avenue, Alameda, CA.

Dear Mr. Caesar:

This letter is to seek your offices' evaluation and determination of a federal property within the purview of the General Services Administration (GSA), a federal agency.

The subject property known as the Alameda Federal Center was constructed as Maritime Officers School during World War II years 1942-43. The original 32-acre site has been reduced to 7.6 acres. Many of the original structures have been demolished. GSA presently owns the property and is considering the possibility of disposal.

Because of its age and the significant activities that transpired on this property during World War II, the possibility exists that this facility could qualify for listing in the National Register of Historic Places. Presently, it is GSA's position that the criteria for eligibility do not support a Historic Register listing. In order for you to get a better understanding of the Alameda Federal Center, I am enclosing copies of the following.

1. Historic Building Preservation Plan (HBPP) prepared by Page & Turnbull, Inc. dated February 23, 1996
2. Supporting for Determination of Eligibility for National Register of Historic Places prepared by Page & Turnbull, Inc. Dated February 1996

We are asking that you provide comments regarding the above. A response within 30 days would be very much appreciated. If you have questions or require more information, please contact Mr. Javad Soltani at (415) 522-3493. Again, we appreciate your consideration in this matter.

EXHIBIT 1

U.S. General Services Administration  
450 Golden Gate Avenue  
San Francisco, CA 94102-3434  
www.gsa.gov

Sincerely,

A handwritten signature in cursive script, reading "Arthur Layne". The signature is fluid and elegant, with a long, sweeping underline that extends to the right.

Arthur Layne  
Regional Historic Preservation Officer (9PCT)  
Public Buildings Service

Enclosures



**OFFICE OF HISTORIC PRESERVATION  
DEPARTMENT OF PARKS AND RECREATION**

P.O. BOX 942898  
SACRAMENTO, CA 94290-0001  
(916) 653-0624 Fax: (916) 653-9824  
calshpo@mail2.cnet.com



03 MAR 27 PM 12:37  
PROPERTY, ENVIRONMENT DIV

March 20, 2003

REPLY TO: GSA030312A

Arthur Layne, Regional Historic Preservation Officer  
U.S. General Services Administration  
450 Golden Gate Avenue  
SAN FRANCISCO CA 94102-3434

Re: Historic Evaluation of a Federally Owned Property at 620 Central Avenue in the  
City of Alameda, Alameda County.

Dear Mr. Layne:

Thank you for submitting to our office your March 12, 2003 letter and supporting documentation regarding the historic evaluation of a federally owned property located at 620 Central Avenue in the City of Alameda in Alameda County. Constructed in 1942-42, the property was known as the Maritime Officers School until 1947 when the mission it served was changed. From 1947 until its deactivation in 1957 the property served as the U.S. Maritime Service Training Station, Alameda. In 1957, the site was declared surplus and was sold in 1961. Many of the original structures were demolished and the federal government retained ownership of the property, eventually utilizing it as the Alameda Federal Center, the function it currently serves. The current facility is managed by the General Services Administration (GSA), providing leased office space to a wide variety of federal agencies.

Of the twenty-five structures that once made up the Maritime Officers School, nine have been removed, and two are now part of the Robert W. Crown State Beach located to the south and east of the Federal Center. The complex today consists of a total of seventeen one and two story buildings, including fourteen that are original to the complex. The original Maritime Officers School could be divided into two groups of buildings: the working buildings and the living buildings. The living buildings included barracks, mess hall, firehouse, infirmary, garage, and store. The working buildings and features included administration, auditorium, indoor swimming pool, parade ground, seamanship building, night-vision classroom, anti-aircraft building, the mast assembly, the pier, the engineering building, and the academic building. In the World War II years most of the working buildings had a more direct relation to the special nature of the school's maritime training mission. Of these structures, only the seamanship building, the engineering building, and the academic building survive.

GSA is seeking my comments on its determination of the eligibility of the Alameda Federal Center for inclusion on the National Register of Historic Places (NRHP) in accordance with 36 CFR 800, regulations implementing Section 106 of the National Historic Preservation Act. A review of the submitted documentation leads me to concur with GSA's determination that the Alameda Federal Center is not eligible for inclusion on the NRHP under any of the criteria established by 36 CFR 60.4. Although the property has associations with World War II-era training of officers associated with the U.S. Maritime Service, it has lost considerable integrity of design, materials, setting,

2  
EXHIBIT

feeling, and association with its historic period of significance (1942-1957). Those structures that remain do not convey the special nature of the property's historic maritime training mission during and after World War II.

Thank you again for seeking my comments on your project. If you have any questions, please contact staff historian Clarence Caesar by phone at (916) 653-8902, or by e-mail at [ccaes@ohp.parks.ca.gov](mailto:ccaes@ohp.parks.ca.gov).

Sincerely,

A handwritten signature in black ink, appearing to read 'Knox Mellon', with a long, sweeping horizontal stroke extending to the right.

Dr. Knox Mellon  
State Historic Preservation Officer

**From:** [Carne001](#)  
**To:** [City Clerk](#)  
**Subject:** [EXTERNAL] 6/25/21 City Council Meeting, Item 6-G/ National Register  
**Date:** Tuesday, June 15, 2021 9:43:56 AM

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Please see attached documents that correspond to the application for the National Register.



**4\_Additional Documents - Figures.pdf**



**5\_Additional Document - Photos.tiff**

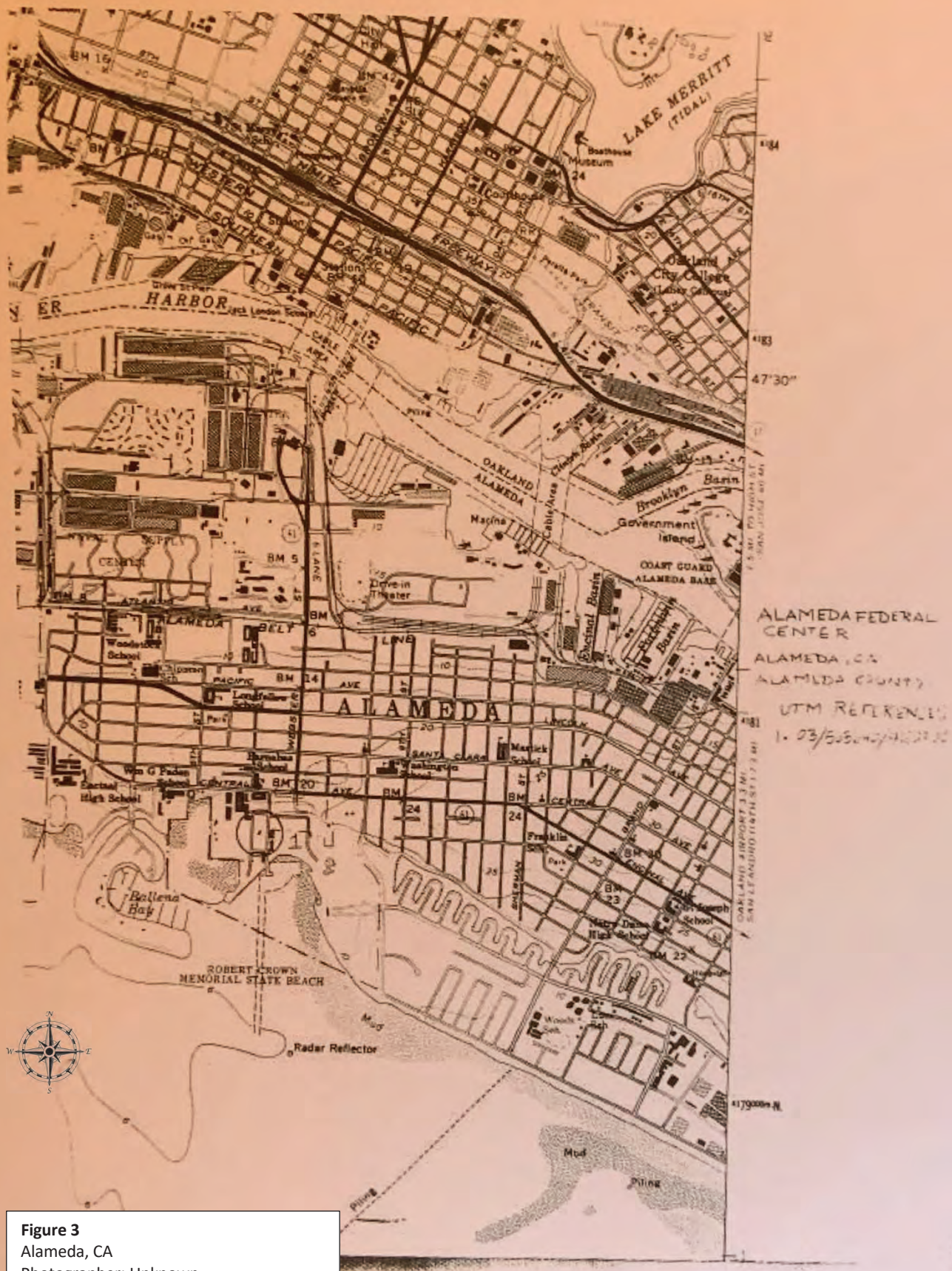






**Figure 2**  
U.S. Maritime Service Officers School  
Alameda, CA  
Source: Google Earth  
Date: Unknown (current)  
View: Satellite





**Figure 3**

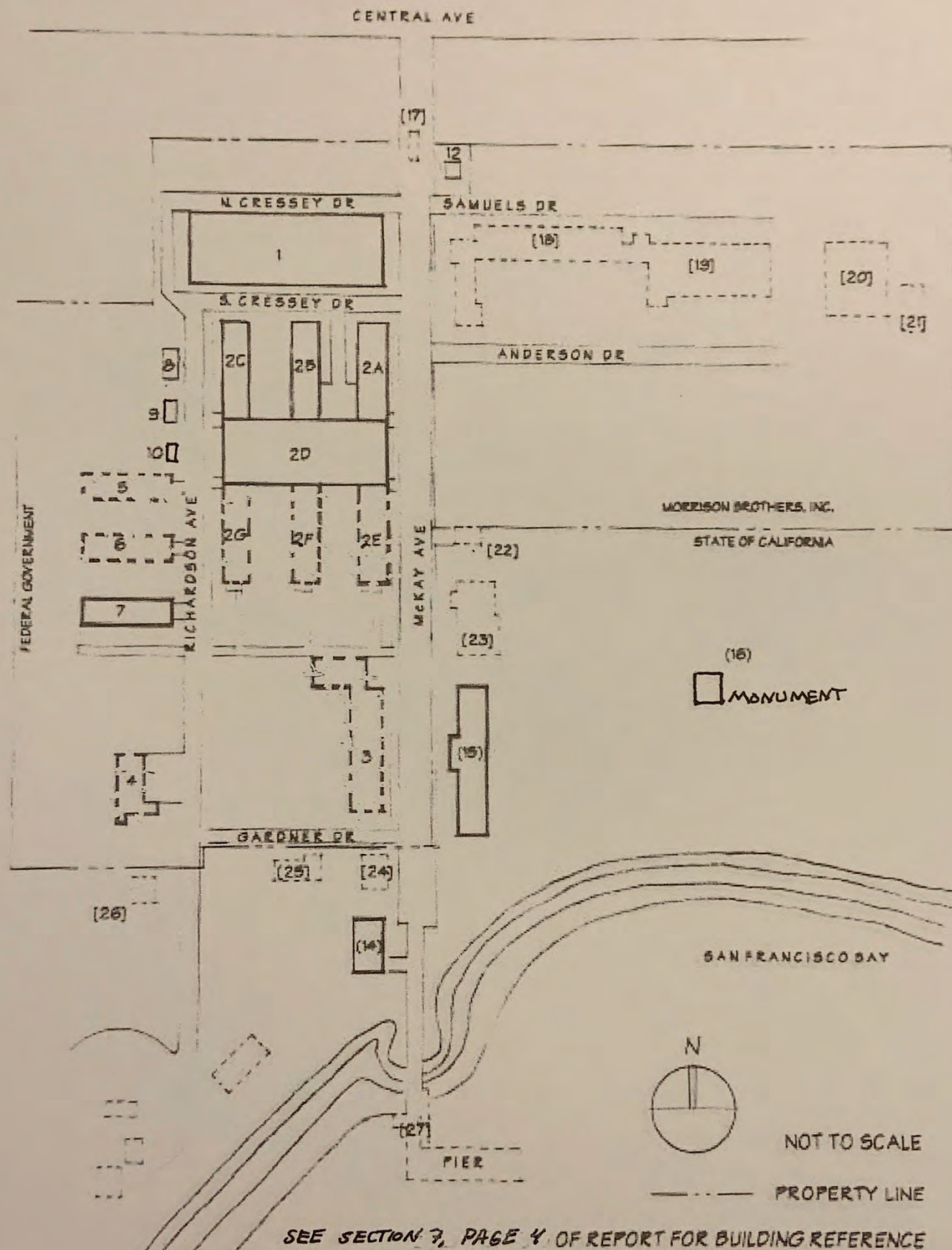
Alameda, CA

Photographer: Unknown

Date: 1996

View: Map of Alameda and shore



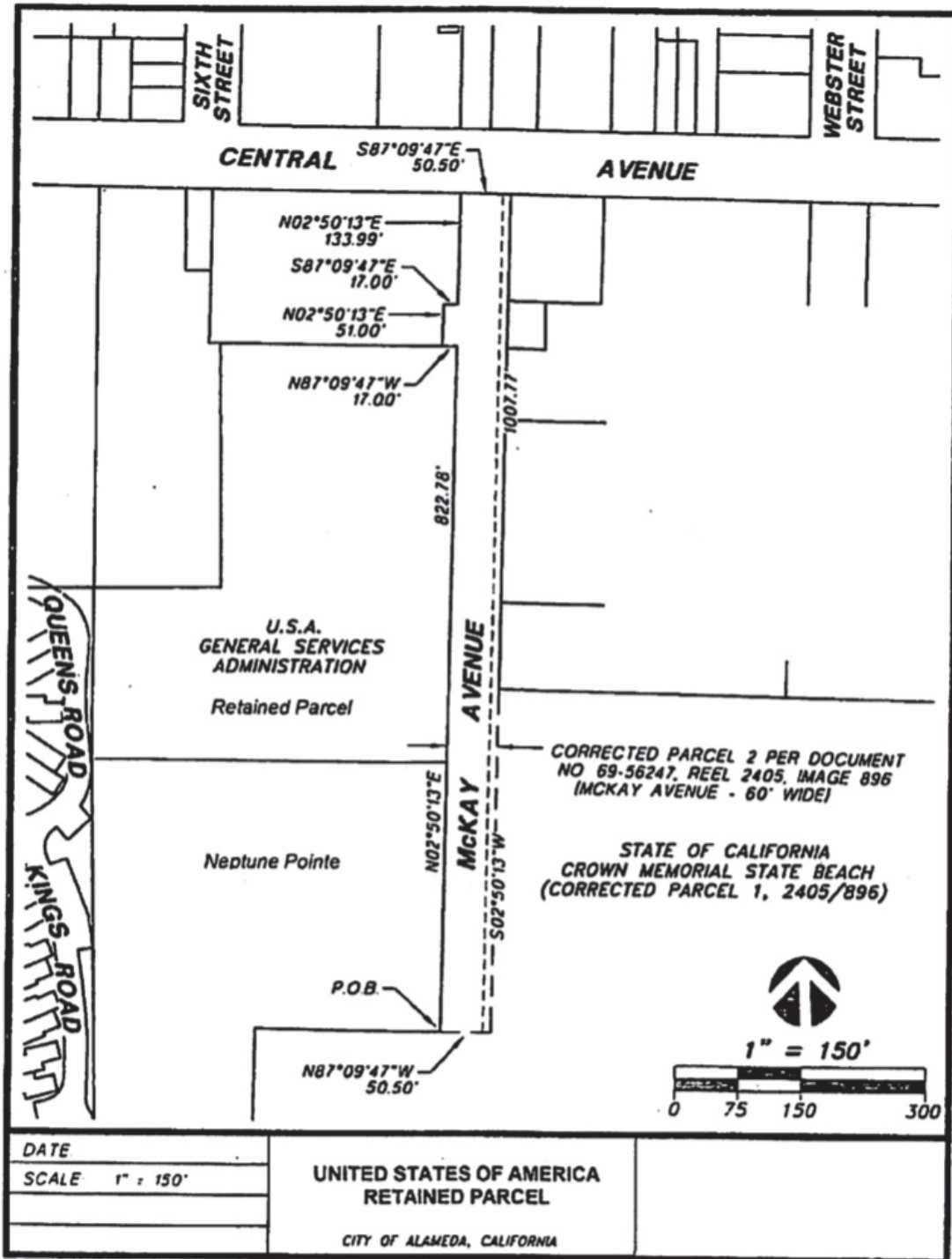


**Figure 4**  
 Alameda, CA  
 Photographer: Unknown  
 Date: 1996

# EXHIBIT "B"

32 of 48

## MAP OF THE RETAINED PARCEL



**Figure 5**

U.S. Maritime Service Officers School  
Alameda, CA  
Date: April 2014  
View: Parcel map



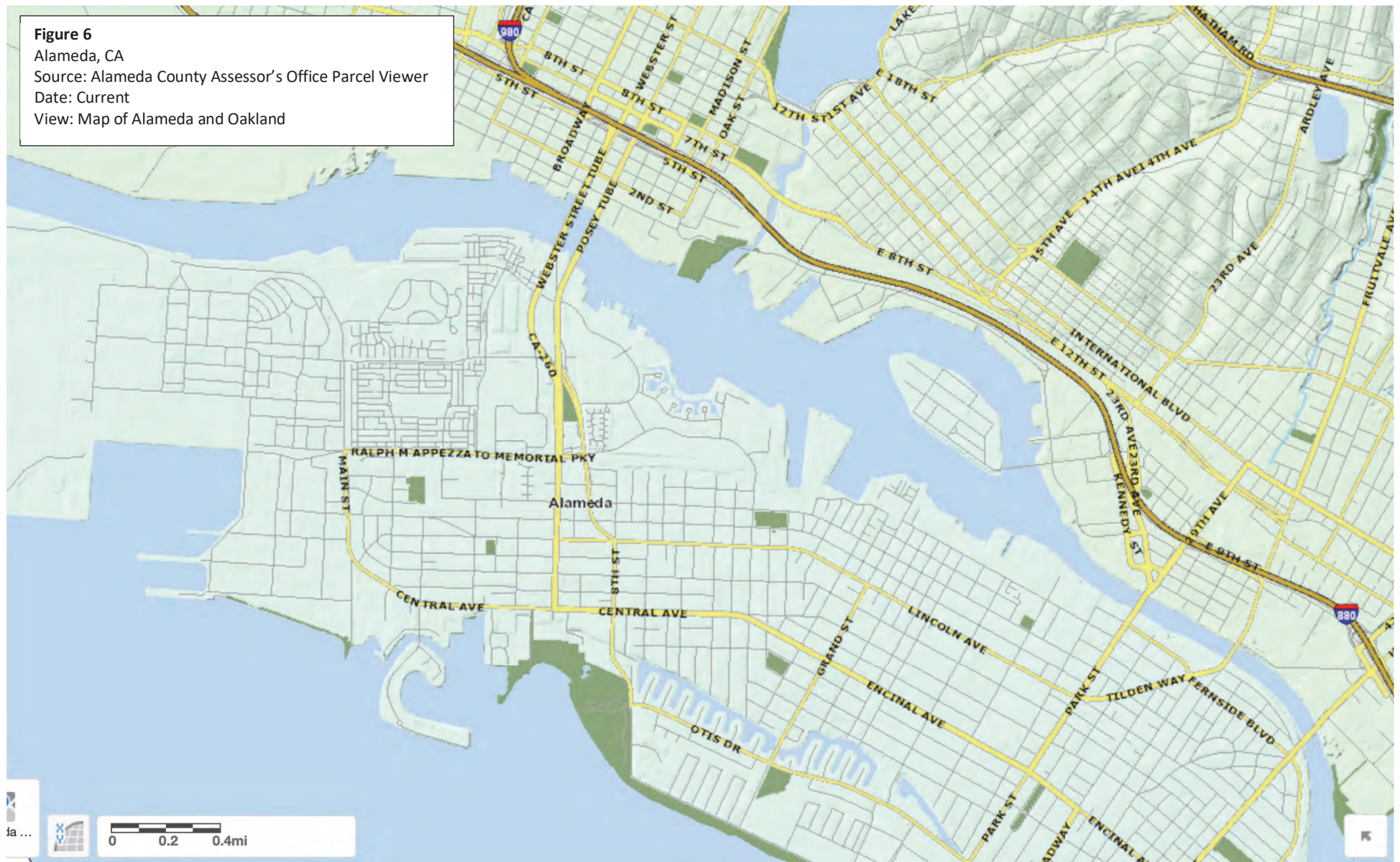
**Figure 6**

Alameda, CA

Source: Alameda County Assessor's Office Parcel Viewer

Date: Current

View: Map of Alameda and Oakland





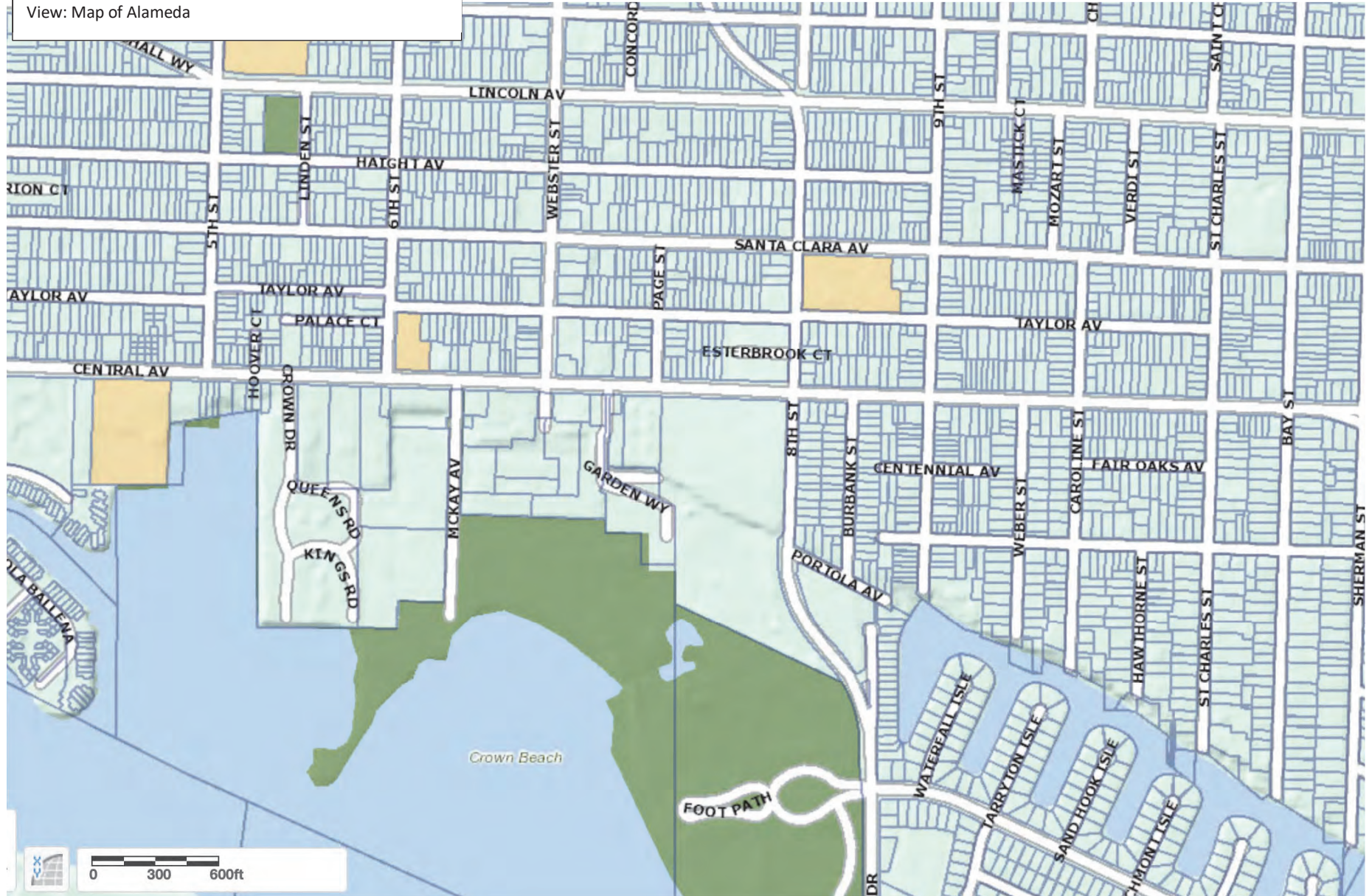
**Figure 7**

Alameda, CA

Source: Alameda County Assessor's Office Parcel Viewer

Date: Current

View: Map of Alameda







**Figure 8**  
U.S. Maritime Service Officers School  
Alameda, CA  
Photographer: Gunterman  
Date: 1944  
View: Building 14 to right





**Figure 9**  
U.S. Maritime Service Officers School  
Alameda, CA  
Photographer: Gunterman  
Date: 1944  
View: Building 1 to right

**Figure 10**

U.S. Maritime Service Officers School

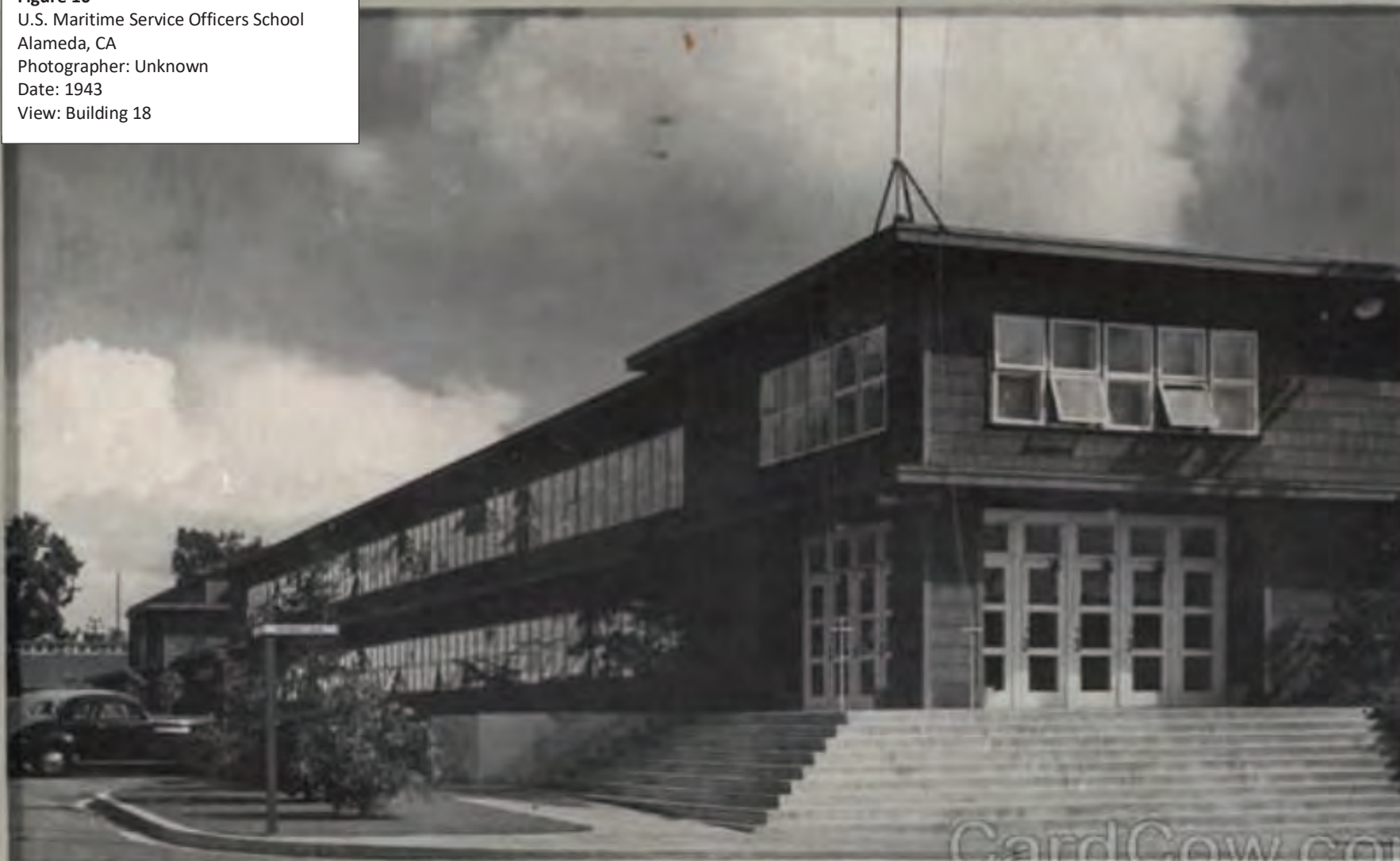
Alameda, CA

Photographer: Unknown

Date: 1943

View: Building 18

*Official U. S. Maritime Photo*



ADMINISTRATION BUILDING—U. S. MARITIME SERVICE OFFICERS' TRAINING SCHOOL—ALAMEDA, CALIF.

L-206



**Figure 11**

U.S. Maritime Service Officers School

Alameda, CA

Photographer: Unknown, Neptune Magazine Vol. IV No. 5

Date: 1945

View: Main gate





**Figure 12**  
U.S. Maritime Service Officers School  
Alameda, CA  
Photographer: Unknown, Neptune Magazine Vol. IV No. 5  
Date: 1945  
View: Building 1 - engineering



**Figure 13**

U.S. Maritime Service Officers School

Alameda, CA

Photographer: Unknown, Neptune Magazine Vol. IV No. 5

Date: 1945

View: Building 18





**Figure 14**  
U.S. Maritime Service Officers School  
Alameda, CA  
Photographer: Gunterman  
Date: 1944  
View: Looking north along McKay Ave, Building 2d in background





**Photo Number 1**  
U.S. Maritime Service Officers School  
Alameda, CA  
Photographer: Carmen Reid  
Date: April 2021  
View: Building 1





**Photo Number 2**  
U.S. Maritime Service Officers School  
Alameda, CA  
Photographer: Carmen Reid  
Date: April 2021  
View: Building 2a





**Photo Number 3**

U.S. Maritime Service Officers School

Alameda, CA

Photographer: Carmen Reid

Date: April 2021

View: Buildings 2b and 2c





**Photo Number 4**

U.S. Maritime Service Officers School  
Alameda, CA

Photographer: Carmen Reid

Date: April 2021

View: Building 2c





**Photo Number 5**  
U.S. Maritime Service Officers School  
Alameda, CA  
Photographer: Carmen Reid  
Date: April 2021  
View: Building 2d





**Photo Number 6**

U.S. Maritime Service Officers School  
Alameda, CA

Photographer: Carmen Reid

Date: April 2021

View: Building 7





**Photo Number 7**

U.S. Maritime Service Officers School

Alameda, CA

Photographer: Carmen Reid

Date: April 2021

View: Building 14





**Photo Number 8**  
U.S. Maritime Service Officers School  
Alameda, CA  
Photographer: Carmen Reid  
Date: April 2021  
View: Building 15





**Photo Number 9**

U.S. Maritime Service Officers School  
Alameda, CA

Photographer: Carmen Reid

Date: April 2021

View: Monument (Marker 16)





**Photo Number 10**  
U.S. Maritime Service Officers School  
Alameda, CA  
Photographer: Carmen Reid  
Date: April 2021  
View: Plaque (Marker 16)



**From:** [Carne001](#)  
**To:** [City Clerk](#)  
**Subject:** [EXTERNAL] For City Council/6/15/21/ ITEM 6-G  
**Date:** Tuesday, June 15, 2021 9:43:25 AM  
**Attachments:** [We sent you safe versions of your files.msg](#)  
[2 NPS-Form-10-900a-NRHP-Continuation-Sheet- Section 7.pdf](#)  
[3 NPS-Form-10-900a-NRHP-Continuation-Sheet- Section 8.pdf](#)  
[1 NRForm 10-900 U.S. Maritime Service Officers School.pdf](#)

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Mimecast Attachment Protection has deemed this file to be safe, but always exercise caution when opening files.

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Attached is a copy of the Application for the National Register for Historic U.S. Maritime Officers School that was submitted to the National Park Service.

Photos will be attached in a separate email.

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. **Place additional certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).**

## 1. Name of Property

historic name United States Maritime Service Officers School

other names/site number United States Maritime Service Training Station/ Alameda Federal Center

Name of Multiple Property Listing N/A

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

## 2. Location

street & number 620 Central Ave./ 1251-1253 McKay Ave./ 1231 McKay Ave.

☐ not for publication

city or town Alameda

☐ vicinity

state California code CA county Alameda code 01 zip code 94501

## 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: Deputy State Historic Preservation Officer 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

## 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

U.S. Maritime Service Officers School  
Name of Property

Alameda, CA  
County and State

## 5. Classification

**Ownership of Property**  
(Check as many boxes as apply.)

**Category of Property**  
(Check only **one** box.)

**Number of Resources within Property**  
(Do not include previously listed resources in the count.)

			Contributing	Noncontributing	
<input type="checkbox"/>	private	<input type="checkbox"/>	8	5	buildings
<input checked="" type="checkbox"/>	public – Local (East Bay Regional Parks	<input checked="" type="checkbox"/>			site
<input checked="" type="checkbox"/>	public – State (Robert W. Crown Memorial State Beach)	<input type="checkbox"/>			structure
<input checked="" type="checkbox"/>	public – Federal (Government Services Administration) I	<input type="checkbox"/>			object
		<input type="checkbox"/>	8	5	<b>Total</b>

**Number of contributing resources previously listed in the National Register**

N/A

## 6. Function or Use

### Historic Functions

(Enter categories from instructions.)

DEFENSE/ Military Facility

COMMERCE/TRADE/Organizational

TRANSPORTATION/ Water-related

EDUCATION/ Schools

### Current Functions

(Enter categories from instructions.)

VACANT/ Not in Use (Buildings 1, 2A-D, 7)

RECREATION AND CULTURE/ outdoor (Buildings 14 and 15)

## 7. Description

### Architectural Classification

(Enter categories from instructions.)

MODERN/Moderne- Second Bay Tradition Style

### Materials

(Enter categories from instructions.)

foundation: concrete

walls: asbestos shingles

roof: asphalt

other:



U.S. Maritime Service Officers School  
Name of Property

Alameda, CA  
County and State

### **Narrative Description**

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity).

#### **Summary Paragraph**

Contributions by the U.S. Merchant Marine and associated U.S. Maritime Service to the Allies' victory in World War II have historically been under-acknowledged. It wasn't until 1988 that those serving in this capacity were recognized as Veterans, despite suffering the highest casualty rate in WWII (1 in 26 were killed in action). A Congressional Gold Medal of Honor was attributed to the entire group of Mariners serving in WWII in March 2020 (H.R. 5671 in 116th Congress). In addition to enumerating the myriad contributions made by this group and listing important quotes from leaders at the time, the text of the resolution also states: "The feats and accomplishments of the Merchant Marine are deserving of broader public recognition." It is in the spirit of this quote that we present to you a case for inclusion of the U.S. Maritime Service Officers School in Alameda, CA, on the National Registry of Historic Places.

Due to the historical marginalization of this service branch, most physical evidence of the tremendous expansion of Merchant Marine operations in wartime have been demolished, as training and infrastructure facilities have been repurposed or sold for private use. There are currently no sites or buildings on the National Registry specific to the U.S. Merchant Marine. The training facility in Alameda, CA, while having been modestly repurposed by other federal agencies, is currently at risk of wholesale demolition and we think any future adaptive reuse of at least 8 of the remaining 13 structures should require original elements to be left intact and commemorative information be made available onsite. We think inclusion on the National Registry, coupled with attentive local governance, will help ensure that the remarkable history of this group of young mariners will be preserved for future generations.

The U.S. Maritime Service Officers School is located on the south-central shoreline of the island of Alameda on the San Francisco Bay. While the School originally occupied 32 acres, the remaining buildings sit on two adjacent parcels totaling 7.6 acres on G.S.A. and East Bay Regional Parks property, and across McKay Avenue on Crown Memorial State Beach land by the San Francisco Bay. Designed in 1942 and constructed in 1942-43, it was one of just two schools established during World War II to train deck and engineering officers for duty on American merchant vessels (the other was at Fort Trumbull, CT, which has no remaining physical evidence from this period). Over 6500 officers were trained in Alameda during 4-month intensive courses, after which graduates were immediately dispatched for duty. During the Korean conflict (1950-53) this was the only such officers' school. After the Officers School was closed in 1957, the site served various purposes for federal agencies including the Food and Drug Administration. Buildings 1, 2A-D, and 7 are now unused. Buildings 14, 15 are used by East Bay Regional Parks. Of the original 25 structures, 13 remain, and 8 are identified in this application. These eight buildings include an Engineering Building, several barracks, a mess hall and galley, a custom Seamanship instruction building shaped like the prow of a ship, and the Infirmary. For the purpose of this application, please refer to the map where these remaining original buildings are identified:

#### Contributing

Building 1: Engineering  
Building 2A: Barracks  
Building 2B: Barracks  
Building 2C: Barracks  
Building 2D: Mess Hall and Galley  
Building 7: Barracks  
Building 14: Seamanship/Navigation  
Building 15: Infirmary

#### Non-Contributing

Building 8: Storage/Workshop  
Building 9: Storage  
Building 10: Storage  
Building 12: Sewage Pumping Station  
Building 13: Equipment

The facility was built with concrete foundations, wood-post framing and asbestos shingles. The architectural design is in the International "moderne" Second Bay Tradition style. Significant features include a very early and rare example of military use buildings that included consecutive bands of uninterrupted horizontal, awning-style windows and covered walkways between structures that strongly influenced later post-war institutional architecture.

As it relates to the historical integrity of the district, by registering these structures on both sides of McKay Avenue, stretching from Central Avenue to the water's edge, a semblance of the site's former scale is preserved.

### **Narrative Description**

(see Continuation Pages)

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## 8. Statement of Significance

### Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- ☒ A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- ☐ B Property is associated with the lives of persons significant in our past.
- ☒ C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- ☐ D Property has yielded, or is likely to yield, information important in prehistory or history.

### Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

- ☐ A Owned by a religious institution or used for religious purposes.
- ☐ B removed from its original location.
- ☐ C a birthplace or grave.
- ☐ D a cemetery.
- ☐ E a reconstructed building, object, or structure.
- ☐ F a commemorative property.
- ☐ G less than 50 years old or achieving significance within the past 50 years.

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**Areas of Significance**

(Enter categories from instructions.)

MARITIME HISTORY

MILITARY

EDUCATION

**Period of Significance**

1942-1945 (WWII)

1950-1953 (Korean Conflict)

1965-1966 (Cold War--Western Training Center)

**Significant Dates**

**Significant Person**

(Complete only if Criterion B is marked above.)

**Cultural Affiliation** (if applicable)

**Architect/Builder**

Fred J Early, Jr. (Builder)

Addition - 1946-Joseph Esherick (architect)

Harry A. Bruno, F.A.I.A.-1942 (main architect)

**Period of Significance (justification)**

From an historical perspective, the site was central to activity of the Merchant Marine/U.S. Maritime Service during World War II, and comprises the last extant structures associated with this endeavor. It is also a rare and unique example of a World War II era military facility, in a design that later influenced institutional architecture. It later served as a training facility for the Merchant Marines during the Korean Conflict. During the Cold War the center was called Western Training Center and was utilized by the Office of Civil Defense in Civil Defense Management Operations.

**Criteria Considerations (explanation, if necessary)**



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## Statement of

**Significance Summary Paragraph** (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations).

Following National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation, the Maritime Service Officers School, Alameda appears eligible for the National Register of Historic Places (NRHP) due to its rarity in historical purpose and concomitant historical importance. No other edifice serving a similar purpose remains extant today, and very few examples of this architectural style- particularly the "western" version of early WWII construction in the International "moderne" Second Bay Tradition style- are extant. The district possesses significance under both **criteria A and C** for the period 1943 to 1945 (World War II) and 1950 to 1953 (the Korean War). It also appears to have significance as a training center for Civil Defense Training during the Cold War.

While the site in its entirety has been reduced in scope, the remaining structures - particularly Buildings 1, 2A, 2B, 2C, 2D, and 7 effectively convey the planned layout in which buildings do not predominate over others, thus sharing a common focality, as well as the perpendicular squared orientation of the primary living structures (mess hall and barracks). Building 1 functioned as the Engineering building and has historical significance in the specific training that took place here, preparing officer mariners for critical hands-on work related to war vessels. Building 14 on its own is very rare and unique in its purpose in navigational training and Building 15 conveys that the original site spanned both sides of the present-day McKay Avenue. Thus, while from a total structure and acreage count perspective, site integrity for the U.S. Maritime Officers School may appear to have been dramatically impacted, in fact the 8 structures enumerated here, when taken as a whole, provide effective and meaningful visual reminders of the important function the site once served, its prior scope, as well as its influence on post-war institutional architecture.

**Narrative Statement of Significance** (Provide at least one paragraph for each area of significance.)

Regarding **Criterion A**, the U.S. Maritime Service Officers School in Alameda was one of only two officers training schools in the WWII era (1943-1946), and the only one during the Korean War (1950-1953). It played a critical role in training 6,513 seamen to become deck and engineering officers to command the merchant fleet. This fleet provided critical supplies to fighting ships and armies across all theaters of war in these conflicts. Long overlooked, the U.S. Merchant Marine has over time garnered more recognition - including formal recognition of Veterans' status in 1988 and receiving as a group the Congressional Medal of Honor in 2020. Mariners experienced the highest fatality rates of any branch of service during WWII. Extant buildings on the site today represent a mix of "working" buildings (the Engineering Building, and the Glory of the Seas Seamanship Building) as well as "living" buildings- the Infirmary and 5 barracks. Four of the barracks - 2A-D maintain the original campus design in terms of perpendicular buildings connected via covered walkways. Building 7 barracks maintain a portion of the adjacent walkway. While "living" buildings are sometimes considered less relevant to significance, we think in this case the preserved campus layout serves as a visual reminder of the broader scope of the facility. The challenge faced by these seamen and officers was distinctive amongst service branches, in that a much-reduced crew was expected to manage a ship which would otherwise be crewed with a much larger staff in other branches such as the U.S. Navy. For example, a Liberty Ship with a crew of 50 mariners, when converted for naval use would carry a crew of over 200 sailors. As a result, this group had a unique camaraderie in the history of naval warfare and logistics. This is an important distinction to make in that the relevant training correlated with closer relationships amongst the mariners. This tight-knit community is reflected in the compact campus of the officer training facility. Thus, the district has substantial historical significance in terms of Criterion A.

Regarding **Criterion C**, the U.S. Maritime Service Officers School serves as a good example of WWII rapid design and construction, but also a rare example of the International "moderne" style of the Second Bay Tradition, particularly unique to our Bay Area and rooted in influential architects such as Bernard Maybeck. Architects such as Joseph Esherick (1946: blueprint of an addition to U.S. Maritime Officer Training School in Alameda, CA), Gardner Dailey (1942: U.S. Maritime Cadet School, San Mateo, CA—now razed), Carl Warnecke (1942: Atchison Village, Richmond, CA; 1942: Lockwood Gardens, Oakland, CA), Donald Olsen (1942: Kaiser Shipyards, Richmond, CA), all received contracts for war housing and mobilization. William Wurster was charged with overseeing war-housing commissions in 1942 for the Advisory Committee for the National Housing Agency and was likely influential in connecting local architects to these regional projects. Of note is an article referencing Gardner Dailey who designed the U.S. Maritime Cadet School in San Mateo, CA. This style of architecture was recognized in 1944 by the Modern Art Museum in New York and highlighted in their Built in USA:1932-1944 exhibition. The U.S. Maritime Officer School in Alameda has a strong visual resemblance to this site. Furthermore, 1956 blueprints from modifications signed by Harold A Onstad were found recently on the property. Onstad was employed by William Wurster and his associates Emmons and Bernadi.-Recent research and discovery of the original drawings in the Alameda Museum warehouse has uncovered that the architect was Harry A. Bruno, a contemporary and colleague of those cited above. Harry A. Bruno was a notable and prolific architect, graduated from U.C. Berkeley in 1932, and received the highest distinction of "Fellowship" by the American Institute of Architects. According to the A.I.A., Fellowship status is awarded when an architect "has a body of work and contributions to the profession and society that they are elevated to the college." Harry A. Bruno was also designated President of the East Bay Chapter of the A.I.A., and his membership file includes references from the Governor of California (Ronald Reagan) as well as several other respected architects such as Vincent Raney, Vernon DeMars, Don Hardison, Henry Wright and others. hence demonstrating strong support of his work. Two of his residential projects have been included within properties listed in the National Register: Patrick Rodgers Farm, 315 Cortsen Rd. Pleasant Hill, CA and the Stanley Dollar Residence in Walnut Creek, CA.

His work includes both institutional and residential projects, including prominent maritime developments such as Jack London Square, Oakland, CA, Watergate at Emeryville, CA and Marina at Ballena Bay, Alameda, CA. His institutional projects include two elementary

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schools in Oakland--Jefferson School and Santa Fe School. His residential projects include dozens of homes in prominent neighborhoods in Alameda, Piedmont, Oakland, Berkeley, El Cerrito.

His work has been recognized in Sunset Magazines as exemplary design of modern homes (1938 and 1946), and his work has been cited in publications related to early mid-century modern Bay Area architecture.

The facility was intentionally designed as a modern campus which combines the international modernist movement with local features such as wood frames, and an egalitarian design which doesn't place auxiliary buildings in a subservient visual position when compared to a central focal point (e.g., an administrative building). Most larger-scaled rapid construction from this era (early WWII) has been demolished or reconfigured to such an extent as to no longer resemble the original look and feel of the structures. That this district's buildings served in numerous capacities beyond the Maritime School for decades after the Merchant Marine closed its school is a testament to the unusual durability of this site. Its significant concrete foundations suggest that unlike many of the "instant cities" built at this time, structures here were intended for more sustained use. In particular the Glory of the Seas Seamanship building is notable in its unique design for a bespoke training purpose.



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**D. LIBRARIES, ARCHIVES, AND PEOPLE CONSULTED**



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American Institute of Architects, email assistance from A.I.A. Honors and Awards.

Alameda Museum Archive, assistance from Valerie Turpen and Myrna VanLuntern.

American Merchant Marine Veterans, assistance from Shela Sova.

Connecticut State Parks, Fort Trumbull, assistance from Michael McKenna.

Crab Cove Visitor Center, Robert W. Crown Memorial State Beach, Alameda.

EHDD Architects, email assistance from Glennis Briggs and Chuck Davis.

Minor, Woodruff. Alameda Historian. Email assistance.

National Maritime Museum, J. Porter Shaw Library, San Francisco, assistance from Gina Bardi.

Seamen's Church Institute Archive: Oral histories.

Serraino, Pierluigi. Architect. Email assistance.

Stanford University. Department of Art and Art History, assistance from Professor V. Turner.

Stanford University. Special Collections, assistance from Tim Noakes.

U.S. Coast Guard, Pacific Area Historian, Pacific Area Public Affairs Office, assistance from David S. Rosen.

University of California at Berkeley, College of Environmental Design Archives, assistance from Katie Riddle.  
---Joseph Esherick Collection. Entry 4632. U.S. Maritime Service Training Station, Alameda. 1946.

University of Washington, College of Built Environments, assistance from Professor Alan Michelson.

Warnecke & Warnecke Archive. Healdsburg, CA., assistance from Margo Warnecke Merck.

Watts, Ian, Ph.D. Historian on the U.S. Merchant Marines.

<https://ianewatts.org/blog/2012/09/15/u-s-naval-reserve-insignia/>

**E. OTHER**

**Notable Projects by Harry Alexander Bruno, F.A.I.A. Include:**

**\*Denotes project included in National Register property**

- |       |  |
|-------|--|
| 1939* | <u>Residence of author Alice Tisdale</u> : 315 Cortsen Rd. Pleasant Hill, CA |
| 1940  | <u>Smith Residence</u> : 6642 Longwalk Drive, Oakland, CA                    |
| 1941  | Lafayette Oaks Home development, Lafayette, CA                               |
| 1942  | U.S. Maritime Officers Training School, Alameda, CA                          |
| 1945  | <u>Residence</u> : 1240 Hawthorne St, Alameda, CA                            |
| 1948  | <u>Residence</u> : 1417-19 Walnut St, Alameda, CA                            |
| 1948  | <u>Residence</u> : 5551 Country Club Rd. Oakland, CA                         |
| 1949  | El Cerrito Library, El Cerrito, CA   |
| 1949  | <u>McLeod Residence</u> : 55 Sierra Ave., Piedmont, CA                       |
| 1949  | <u>Residence</u> : 138 Wildwood Gardens, Piedmont, CA                        |

U.S. Maritime Service Officers School

Name of Property

Alameda, CA

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- 1950 Residence: 1401 Atwell Rd. El Cerrito, CA  
1950 Commercial Building: 1417-9 Webster St, Alameda, CA
- 1951 Residence: 77 Eucalyptus Rd. Berkeley, CA  
1951 Residence: 1517 La Vereda, Berkeley, CA
- 1952 Medical (front addition): 2238 Santa Clara Ave., Alameda, CA
- 1952-1964 Sea Wolf Restaurant, (Jack London Square) Oakland, CA  
(later became Scott's Restaurant)  
Grotto Restaurant, (Jack London Square) Oakland, CA  
(later became Kincaid's Restaurant)  
Convention and Banquet Building, (Jack London Square) Oakland, CA  
Oakland Port Administration Building (66 Jack London Square- F-107)  
The Boatel (Jack London Square), Oakland, CA  
(later Waterfront Plaza Hotel)
- 1953 Medical: 2219 Santa Clara Ave., Alameda, CA  
1953 Ranch House, Mendocino County, CA  
1953 Residence: 119 Dudley Ave. Piedmont, CA
- 1954 McDonnell Nursery, Walnut Creek, CA  
1954\* Stanley Dollar Residence: Walnut Creek, CA  
1954 East Contra Costa College Student Building, with John C. Warnecke,  
(Diablo Valley College)
- 1955 Alpha Chi Omega, Sorority, Berkeley, CA  
1955 Medical: 2223 Santa Clara Ave., Alameda, CA  
1955 Jefferson School, Oakland, CA
- 1956 Residence: 108 Dudley Drive. Piedmont, CA
- 1957 Alameda Municipal Golf Course Clubhouse, Alameda, CA
- 1959 Residence: 4859 Geranium Place, Oakland, CA 94619
- 1960 Santa Fe School, Oakland, CA
- 1964 Oakland Title Insurance and Guarantee Co./ Title Insurance and Trust Co.,  
1700 Webster St. Oakland, CA
- 1968 Trans International Airlines Building, Oakland, CA
- 1969 Marina at Ballena Bay, Alameda, CA
- 1972 Watergate, Emeryville, CA (in collaboration with William Wurster)

From A.I.A. Membership File:

Projects cover a wide range: schools, residences, restaurants, marinas, office buildings. His design is free from passing fads while at the same time it is as new as tomorrow. Nominee received from A.I.A. in 1969 "Citation for Excellence in Community Architecture: in the design of the individual buildings and the overall planning at Jack London Square.



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President of East Bay Chapter A.I.A.  
Vice-President of the East Bay Chapter A.I.A.  
Member of local and State committees.  
Chapter Delegate to California Council, A.I.A.

President, Oakland Chamber of Commerce  
Commissioner, Bay Conservation and Development Commission (appointed by the governor)  
Vice Chairman, Board of Examiners and Appeals, Oakland Building Department  
Chairman, Construction Industries Committee  
Member, Oakland Economic Development Council  
Member, Board of Governors, Oakland Cultural Foundation  
President, North Oakland Kiwanis Club

**Previous documentation on file (NPS):**

☐ preliminary determination of individual listing (36 CFR 67 has been requested)  
☐ previously listed in the National Register  
☐ previously determined eligible by the National Register  
☐ designated a National Historic Landmark  
☐ recorded by Historic American Buildings Survey # \_\_\_\_\_  
☐ recorded by Historic American Engineering Record # \_\_\_\_\_  
☐ recorded by Historic American Landscape Survey # \_\_\_\_\_

**Primary location of additional data:**

☐ State Historic Preservation Office  
☐ Other State agency  
☐ Federal agency  
☐ Local government  
☐ University  
☐ Other

Name of repository: \_\_\_\_\_

Historic Resources Survey Number (if assigned): \_\_\_\_\_

U.S. Maritime Service Officers School  
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## 10. Geographical Data

### Acreage of Property 7.6

(Do not include previously listed resource acreage; enter "Less than one" if the acreage is .99 or less)

### Latitude/Longitude Coordinates

Datum if other than WGS84: \_\_\_\_\_

(enter coordinates to 6 decimal places)

1	<u>37.770878</u>	<u>-122.279460</u>	3	<u>37.768693</u>	<u>-122.277980</u>
	Latitude	Longitude		Latitude	Longitude
2	<u>37.768198</u>	<u>-122.279322</u>	4	<u>37.770763</u>	<u>-122.278357</u>
	Latitude	Longitude		Latitude	Longitude

### Verbal Boundary Description (Describe the boundaries of the property.)

North South parallel to McKay Ave, west as far as the property boundary encompassing Buildings 1 and 7, and east to encompass the Building 15 (Visitors Center). North as far as Building 1 northern border, South as far as the southern border of Building 14.

### Boundary Justification (Explain why the boundaries were selected.)

In order to encompass buildings on the west side of McKay Ave (1, 2a-2d, 7, 14) as well as those on the east side of McKay Ave (15)

## 11. Form Prepared By

name/title	_____	date	<u>April 30, 2021</u>
organization	<u>Alameda Architectural Preservation Society</u>	telephone	_____
street & number	_____	email	_____
city or town	<u>Alameda</u>	state	<u>CA</u> zip code <u>94501</u>

### Additional Documentation

Submit the following items with the completed form: (see attached)

- **Regional Location Map**
- **Local Location Map**
- **Tax Lot Map**
- **Site Plan**
- **Floor Plans (As Applicable)**
- **Photo Location Map** (Include for historic districts and properties having large acreage or numerous resources. Key all photographs to this map and insert immediately after the photo log and before the list of figures).



U.S. Maritime Service Officers School  
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**Photographs:**

Submit clear and descriptive photographs. The size of each image must be 3000x2000 pixels, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

**Photo Log**

<b>Name of Property:</b>	<u>U.S. Maritime Service Officers School</u>		
<b>City or Vicinity:</b>	<u>Alameda</u>		
<b>County:</b>	<u>Alameda</u>	<b>State:</b>	<u>CA</u>
<b>Photographer:</b>	<u>Carmen Reid</u>		
<b>Date Photographed:</b>	<u>April 2021</u>		

Description of Photograph(s) and number, include description of view indicating direction of camera:

**Photo 1 of XX:**

See attached.

- Photo 1. Building 1.
- Photo 2. Building 2a.
- Photo 3. Buildings 2b and 2c.
- Photo 4. Building 2c.
- Photo 5. Building 2d.
- Photo 6. Building 7.
- Photo 7. Building 14.
- Photo 8. Building 15.
- Photo 9. Monument (Marker 16).
- Photo 10. Plaque (Marker 16).

**Paperwork Reduction Act Statement:** This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

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### List of Figures

(Resize, compact, and paste images of maps and historic documents in this section. Place captions, with figure numbers above each image. Orient maps so that north is at the top of the page, all documents should be inserted with the top toward the top of the page.)

See attached.

- Figure 1. Map of contributing buildings.
- Figure 2. Map of area, satellite view.
- Figure 3. Map of Alameda and shore.
- Figure 4. Map of area.
- Figure 5. Map, parcel map.
- Figure 6. Map of Alameda and Oakland.
- Figure 7. Map of Alameda.
- Figure 8. Historic photo, building 14 to right.
- Figure 9. Historic photo, building 1 to right.
- Figure 10. Historic photo, building 18.
- Figure 11. Historic photo, main gate.
- Figure 12. Historic photo, building 1 - engineering.
- Figure 13. Historic photo, building 18.
- Figure 14. Historic photo, looking north along McKay Ave, building 2d in background.



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**Narrative Description**

The proposed district here is comprised of eight contributing buildings of the former U.S. Maritime Service Officers School, and currently located on three adjacent parcels, all government owned. Buildings 7 and 14 are on East Bay Regional Park District land (3.89 acres at 1252 McKay Ave, purchased in 2015). Across the street on McKay Avenue is Building 15, managed by East Bay Regional Parks as a Visitor's Center, but on State-owned Crown Memorial Beach land. The remaining five buildings (1, 2A, 2B, 2C, and 2D) are part of the former Alameda Federal Center complex owned by the General Services Administration (3.7 acres). The U.S. Maritime Service Officers School was one of only two schools established by the United States Maritime Service during World War II to train deck and engineering officers for duty on American merchant vessels.

The maritime officers' school was built in 1942 and designed in the style of Joseph Esherick, Gardner Dailey, Edlridge T. Spencer and Carl Warnecke—prominent architects who were very active in west coast military construction at the time. A blueprint states Joseph Esherick as the architect of an addition that was made to the facility in 1946. Original drawings were recently discovered uncatalogued in the warehouse of the Alameda Museum. The architect listed was Harry A. Bruno, a contemporary of the aforementioned architects and graduate of U.C. Berkeley in 1932. His projects later included other maritime projects such as the development at waterfront Jack London Square and well-known restaurants, Watergate at Emeryville and Marina at Ballena Bay in Alameda. The school was built to function as a pre-war mobilization training site. Construction on the 32-acre site began on October 29 1942 and was completed three months later on January 29 1943 by San Francisco construction firm Fred J. Early, Jr. The complex also included a radio operator school that trained both men and women during WWII. When the officers' school became decommissioned, the G.S.A. sought to make alterations in the 1950s to accommodate further training during the Korean War. In 1947 the site was renamed the U.S. Maritime Service Training School as its purpose was no longer focused mostly on officers but encompassed a wider curriculum for seamen and officers seeking to advance their knowledge in additional courses to support advanced training. The school officially closed in 1953 and was deactivated in 1954. A portion of the property was then declared surplus, and in 1961 the G.S.A. sold over 20 acres to private developers and one portion to the State to incorporate into the existing Crown Memorial State Beach. At this time, several buildings were demolished, and the G.S.A. retained a 7.6-acre parcel.

Of the original twenty-five structures, twelve have been removed. Today, the district is comprised of a total of thirteen original one- and two-story buildings. The wood-framed buildings were designed with flat roofs and concrete foundations, typical in style of the International "moderne" Second Bay Region style, unique to this geographical area. This design is rooted in the First Bay Region style influenced by Bernard Maybeck. The architects mentioned above had close affiliations and/or apprenticed with Maybeck. This style harks back to dark redwood shingled siding with painted trim awning-style windows; the original buildings were asbestos shingles painted dark brown with white trim awning-style windows. This influence is clearly visible despite the change in paint color and alterations to the window casing.

It should be noted that this environmentally-focused adaptation of European moderne - in which a Northern California "woodsy" context is incorporated into the design aesthetic, would subsequently become standard in all Bay Area architecture.

The mobilization efforts during WWII spawned perhaps the most intensive rapid construction boom of wartime infrastructure in United States history.

**SETTING**

The district lies along McKay Avenue, a tree-lined road that ends at the San Francisco Bay, adjacent to an estuarine reserve. The remaining 7.6 acres (of the original 32 acres) includes now two parcels--the southern parcel and the northern parcel. The southern parcel, adjacent to the shoreline, includes three original buildings--Building 14 (Glory of the Seas), Building 4 (and Palmyra Hall) and Building 7 (Lighting Hall). This area retained by East Bay Regional Parks includes open space and black wrought iron fencing along McKay Avenue. Within the southern parcel is Gardener Drive, running east to west with an exit at McKay Avenue. Parallel to McKay Avenue is Richardson Avenue that extends north to south to the northern parcel. The northern parcel includes Buildings 1, 2A, 2B, 2C, 2D, 8, 9, 10, 11, 12 (sewage pumping station-across the street on McKay Avenue) and Building 13. Within the complex of the northern parcel, the area includes three streets: Richardson Avenue running north to south, and S. Cressey Drive and North Cressey Drive, short parallel streets running east to west at the northernmost border of the parcel. The northern parcel is enclosed by a continuous black wrought iron fence with openings at both North Cressey Drive and South Cressey Drive as well as a wide double entry driveway into an extensive parking lot adjacent to Building 2D.

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The buildings within the district are stand-alone structures, with the exception of connected covered walkways between Buildings 2A, 2B, 2C and 2D, and another walkway by Building 7. The landscaping includes a variety of mature trees on the easternmost side of both the northern and southern parcel, as well as mature oak and plane trees that line McKay Avenue. A pair of palm trees stand at the end of the McKay Avenue adjacent to the shoreline and the Glory of the Seas. The landscaping is well cared for on both parcels.

**OVERALL BUILDING DESCRIPTION**

Note: Building numbers used herein refer to current building numbers of the Federal Center.

The district buildings were designed with not only a utilitarian function to train officers in navigation and seamanship skills to prepare for wartime activity, but intentionally conceived by a modern movement of architecture. This movement moved away from traditional forms and construction techniques and emphasized clean horizontal lines throughout the design, incorporating rapid construction methods representing a streamlined International style. The functional design lends itself to an aesthetic toward minimal intersecting planes. This style was influenced by European architects such as Mies Van de Rohe and Le Corbusier, considered today as the fathers of minimalist architecture and studied extensively by architecture students for the past decades. One of the characteristics of this design is to maximize space while maintaining a feeling of openness. This goal was clearly achieved at this site as the buildings are stand-alone yet interconnected through a series of walkways. The windows are an important element of this design as well.

The International style with its starkly unornamented appearance of rectangular shapes, punctuated with bands of windows, announced a new "modern" view of the style and purpose of architecture. Inspired by the Cubism of modern art in Europe, the boxy shapes of International style buildings embodied a new social theory of architecture as well. With brave new shapes and forms utilizing new construction technologies of the time, the International style was portrayed as a new kind of architecture designed solely to meet the needs of the common people in the Machine Age.

(<http://www.phmc.state.pa.us/portal/communities/architecture/styles/modern-movements.html>)

The architectural style of the district is a fine and rare example of this period in California military architecture, even as a reduced number of the original buildings remain. Not only have the buildings stood the test of time both in function and in style, but they are a rare existing example of a military training facility that incorporated these unique and modern design elements during the 1940s pre-war mobilization efforts. The buildings are all of one and two-story wood frame construction and concrete foundation, with cantilevered roof overhangs and open walkways between the original living quarters (barracks). It is important to note that the concrete foundations are exposed, approximately 3 feet high, and appear structurally sound. The simple horizontal lines are accentuated by double, triple and quadruple rows of rectangular windows that pushed outward. These have been replaced with aluminum windows, the top and bottom which pivot outward; however, they could be restored to its original wood framed design. With the exception of the attic and north side of the Engineering building (Building 1), all of the windows have been replaced with aluminum windows. The windows in particular are a dominant feature of the International modern style and unique in that this style remains both "timeless" and "period" today, even with its slight altering in materials. The exteriors are painted cement-asbestos shingles. Flat trim boards are simple finishing details throughout the structures. The original buildings were painted dark brown with white trim framing around the windows. This contrast further emphasized the stark, clean horizontal lines free of ornamentation. Currently the buildings are painted a beige color, with the exception of the Glory of the Seas which is two-toned in taupe and espresso brown.

During the 1980s exterior staircases were added throughout the buildings at the east and west exits. These are built of lightweight steel and open concrete steps with reinforced steel guardrails. Landing and entry structures, including short flights of stairs up to the First Floor, are wood frame with wood finish materials. The original wood panel doors have been replaced with aluminum doors that include small glass peer-through windows.

Of note are the windows in the Glory of the Seas (Buildings 14) and Red Cross Hall/Visitor's Center (Building 15) which have not been altered. The Glory of the Seas in particular stands out as a distinctive architectural gem within the district. Its design replicates the prow of a Liberty Ship and its function as a navigational training center gave one the feeling and association of being on a ship. The original seamanship boathouse includes a unique two-story rounded bow design lined with double bands of rectangular windows and three pothole windows below. Red Cross Hall (Infirmary), now the park Visitor's Center, is a one-story rectangular building, similarly constructed with cement foundation, and a combination of asbestos-shingles, horizontal and vertical wood paneling.



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### INDIVIDUAL BUILDING DESCRIPTIONS

**Building 1 (Engineering)** is located on the northern parcel. It is a long one-and-a-half story stand-alone rectangular building running east to west. The front entrance with double doors is on McKay Avenue, an unusual design for such a long building. This style was purposefully designed to accommodate the modern engineering open space within the structure, allowing for greater flexibility in maneuvering heavy machinery. Further supporting this evidence is the wide driveway and loading dock in the rear of the building. The dock originally extended to the west end of the building in an I-shaped design element; however, this area was adapted in the 1980s to accommodate new laboratory space. Additional changes to the building included interior modifications with subdivided laboratory space. Original wood columns and a truss system is evident within the attic space. The lighting throughout is fluorescent. At the western end there is a two-story attached accessory building.

It is important to note that the function of the engineering building was an essential and key element to the training facility. Its modern design opened the way not only for a physical and tactile experience that replicated likely navigational challenges at sea, but also prepared the mariner for a new mindset as officers trained during an intensive four months at the facility. It is here where officers honed their skills that prepared them to tackle the challenges of wartime navigation. Furthermore, the significance of their intensive hands-on training, the intellectual transformation that took place within the walls of the building itself, is a testament to the commitment and drive that led the efforts to proceed with the determination necessary to support the U.S. and Allied troops during wartime.

**Buildings 2A-C, and 7** are similarly designed two-story rectangular barracks buildings interconnected through a series of walkways. Building 7 stands alone as it is on the southern parcel. Its attached wooden gabled walkway is a faithful reminder of the interconnection between the once adjacent living quarters. The dominant rows of banded windows throughout these structures are characteristic of the International movement style of architecture. The flat roofs and overhangs provide a dramatic design element. The second stories of Buildings 2A, 2B, 2C, include several covered porches and passageways. At the end of the barracks are a later modified addition of wooden staircases as well as open-cement steps with steel railings. What is particularly unique and interesting about the barracks is that they are the last remaining barracks in the country specific to training the U.S. Merchant Marine.

**Building 2D** holds a prominent position on the northern parcel of the district. It was originally the mess hall and galley where the officers congregated and socialized. The First Floor was the mess hall, and the Second Floor was the assembly hall. It was a central location of the original complex with adjacent barracks and other training buildings nearby. The prominent location still holds true today, as the horizontal landscape of the windows features the International modern movement with visual elegance. The second story balcony is also an interesting feature as a social gathering covered outdoor space. Perhaps the officers would gather outside for a cigarette? Or share a few laughs while exchanging seafaring tales? While the windows were modified with aluminum casings, they could be restored to its original wooden framing. Nevertheless, the consecutive double, triple and quadruple lined windows serve as a reminder to both unify the complex as a centralized facility and express a modern approach to its focalized purpose as a pre-war training facility. The second floor of the building is an expansive open room that functioned as an assembly hall. An adjacent smaller connecting area was used to serve food for the mess hall. The exterior of the building includes cross bracing and built-up wood girders. The historical integrity of the building is evident in its relevant placement and relationship to McKay Avenue. Its visual appeal resonates today despite modifications to the interior and minor alterations over the years to the exterior. This is also expected as the building is almost 80 years old and has served multiple functions over several decades. In fact, building 2D in particular, has a formidable presence due to its proximity to the street and the unobstructed vista along its southern flank.

**Building 14**, commonly known as Glory of the Seas, is named after one of famed ship architect, Donald McKay's 1869 last masterpieces- a medium clipper ship that sailed numerous voyages that included a 35-day record of passage between San Francisco and Sydney. It is a two-story wooden concrete foundation asbestos-shingle building that was utilized to teach deck officers to use flag signals on the upper roof and navigate on the curved "flying bridge" on the second floor (EB Parks- [https://www.ebparks.org/parks/vc/crab\\_cove/no5.htm](https://www.ebparks.org/parks/vc/crab_cove/no5.htm)). This unique building was designed to replicate the prow of a Liberty Ship. The rear of the building has a covered gabled carport/boathouse space. A successive row of double push-out casement windows lines the upper portion of the curved south facing side of the building, with three portholes spaced below. The western and eastern sides of the building are lined with successive rectangular windows. It is currently used as the headquarters for park operations.

**Building 15** was originally called Red Cross Hall or the Infirmary and served the dental and medical needs of the maritime officers. It is a single story long rectangular concrete foundation building with a combination of asbestos-shingles, horizontal



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and vertical wood paneled siding and post columns. The structure includes pivot windows, and a double aluminum door entrance that replaced original wooden doors. The building currently serves as the Visitor's Center managed by East Bay Regional Parks on Crown Memorial State Beach land and includes living quarters for a park employee.

Current Inventory of Buildings, including those managed by East Bay Parks- numbers correspond to map labels in APPENDIX.

No.	GSA Bldg No.	Current Use or Name	Historic Use	Name
1	CA0761 KK	Unused	Engineering Building	Savannah Hall
2a	CA0762KK	Unused	Barracks Building	Young America Hall
2b	CA0763KK	Unused	Barracks Building	Hurricane Hall
2c	CA0765KK	Unused	Barracks Building	Golden Light Hall
2d	CA0773KK	Unused	Mess and Galley	Sovereign of the Seas Hall
2e		[Demolished]	Barracks Building	Great Republic Hall
2f		[Demolished]	Barracks Building	Comet Hall
2g		[Demolished]	Barracks Building	Sterling Hall
3		[Demolished]	Academic Building	Daniel Webster Hall
4		[Demolished]	Equipment Building	Palmyra Hall
5		[Demolished]	Barracks Building	Dreadnought Hall
6		[Demolished]	Barracks Building	Staghound Hall
7	CA0772KK	Unused	Barracks Building	Lightening Hall
8	CA0774KK	Unused	Storage and Grounds	
9	CA0776KK	Unused	Trash	
10	CA0775KK	Unused	Storage	
11		Unused		
12	CA0777KK	Unused	Sewage Treatment	
13				
14		East Bay Parks- Administration/Offices	Seamanship Building	Glory of the Seas Hall



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15		East Bay Parks – Visitor Center	Infirmary	Red Cross Hall
16		East Bay Parks	War Memorial	
17		[Demolished]	Gatehouse	
18		[Demolished]	Administration Building	Flying Cloud Hall
19		[Demolished]	Auditorium/Gymnasium	Shenandoah Hall
20		[Demolished]	Training Basin	Westward Ho! Hall
21		[Demolished]	Pumphouse	
22		[Demolished]	Firehouse	Yosemite Hall
23		[Demolished]	Ship's Service Store	Red Jacket Hall
24		[Demolished]	Night-Vision Classroom	Challenge Hall
25		[Demolished]	Anti-Aircraft Training	Celestial Hall
26		[Demolished]	Mast Assembly	
27		[Demolished]	Pier	

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**SUPPORTING PARAGRAPHS-HISTORY OF PROPERTY<sup>1</sup>**

Below are excerpted paragraphs outlining background history relevant to the district.

**Establishment of The U.S. Maritime Services Officers School, Alameda**

The U.S. Maritime Service Officers School at Alameda had its beginnings in December 1938, when the Maritime Service established its first training station in the San Francisco Bay region. Originally a refresher school for licensed and unlicensed seamen, and later known as the U.S. Maritime Service Prospective Licensed Officers School, it was located on Government Island (now known as Coast Guard Island), a small, dredged island in the Oakland-Alameda Estuary within Alameda city limits. The school shared buildings and other facilities with the Coast Guard and various federal agencies. Although one barracks building was eventually built for the school (in 1941), most students resided off the island, some in a riverboat moored on the Estuary, others in a hotel in downtown Oakland. Initially, three-month courses were offered for officer candidates as well as for unlicensed seamen. By 1941, the school's mission had changed to training officer candidates exclusively in intensive four-month courses.

With the growing wartime demand for trained maritime officers, the constricted Government Island facility was deemed inadequate. In August 1942, the War Shipping Administration Authorized Commander Alfred G. Ford, USNR, superintendent of the Government Island school, to conduct a survey of other potential school sites in the region. After surveying a number of locations in northern California, Ford recommended purchase of a site on San Francisco Bay about one mile from Government Island, on the south shore of the island city of Alameda.

The site chosen for the school had been occupied since the 1870s by a succession of bathing resorts, the best known and most recent of which was Neptune Beach. In business from 1917 to 1939, this large resort covered, at its height in the late 1920s and 1930s, about 40 acres of mostly reclaimed land. Neptune Beach featured two large outdoor swimming pools, roller coasters, numerous other rides and concessions, picnic grounds, a dance hall, a movie theater, and year-round apartments and rental cottages. Extensive dredging operations in the mid-1920s had extended the resort to the south and west, into the bay. Neptune Beach went bankrupt in 1939, and most of the buildings were demolished in 1940 (the movie theater, an apartment building, and some bungalows were left standing).

The property passed through several owners before being purchased by the federal government on September 14, 1942, at a cost of \$97,500. Excluded from the transfer was a strip of former resort land fronting on Central Avenue (including the Neptune Palace movie theater and Neptune Court apartment building) and a rectangular parcel at the parcel's east end (containing the Neptune By The Sea bungalows), totaling about 8 acres. All in all, title to approximately 32 acres of upland and 75 acres of tideland passed to the federal government. In essence, the site consisted of a wide peninsula of level, reclaimed land connected to the mainland on the north and encompassed on three sides by shallow bay water.

Construction began on October 29, 1942, and was 90 percent finished when the school first opened on January 29, 1943. The remaining construction was virtually completed in time for the formal dedication the following summer. Cost of construction when the facility was dedicated was approximately \$2 million. The architect was Harry A. Bruno and the Fred J. Early, Jr. Co. of San Francisco served as general contractor.

The campus contained three distinct sections demarcated by the north-south axis of McKay Avenue and the east-west axis of the parade grounds. McKay Avenue, the school's access road, ran south from Central Avenue to a terminus on the site's southern shore. West of this road were the school's barracks, mess halls, and academic facilities. The asphalt-paved parade grounds, occupying the site of the larger of Neptune Beach's swimming pools, extended east from McKay Avenue near its juncture with Central Avenue. North of the parade grounds was a row of three large buildings: the administration building, fronting on McKay, a combination auditorium and gymnasium, and an indoor swimming pool or training basin (adjoined by a small pump house). South of the parade grounds and east of McKay Avenue was an extensive landscaped area bordered by a curving beach on the south, the former Neptune Beach picnic grounds. This area, with its trees, was retained for open space

<sup>1</sup> Page and Turnbull Associates, "Determination of Eligibility, National Register of Historic Places, Alameda Federal Center, Alameda, CA." San Francisco: 1996.



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and athletic fields. Fronting on the east side of McKay Avenue south of the parade grounds were three buildings: a firehouse, a ship's service store (snack bar, retail goods, barber, and tailor), and an infirmary.

Most of the school's larger buildings were named for famous 19th-century clipper ships: Flying Cloud Hall (administration building), Shenandoah Hall (gymnasium/auditorium), Westward Ho! Hall (indoor pool), Red Jacket Hall (ship's service store), Savannah Hall (engineering building) [No. 1], Daniel Webster Hall (academic building) [No. 3], Challenge Hall (night-vision room), Celestial Hall (anti-aircraft training building), Glory of the Seas Hall (seamanship building/boathouse), Palmyra Hall (equipment building/garage) [No. 4], Sovereign of the Seas Hall (mess and galley) [No. 2D], and Young America, Hurricane, Golden Light, Great Republic, Comet, Sterling, Dreadnought, Staghound, and Lightning halls (barracks) [Nos. 2A-2C, 2E-2G, 5-7]. Yosemite Hall (firehouse) and Red Cross Hall (infirmary) were the only two buildings not named for ships.

The school's principal street derived its name from Donald McKay, a famous 19th-century Boston shipbuilder (who built many of the clipper ships listed above), while the other streets on the campus--Anderson, Cressy, Gardner, Samuels, Richardson--were named for well-known clipper captains.

The formal dedication of the U.S. Maritime Service Officers School, Alameda, was held on Saturday, July 10, 1943. In attendance were Captain Edward Macauley, USN (ret.), deputy administrator of the War Shipping Administration, and Telfair Knight, assistant deputy administrator. The ceremony was broadcast live on national radio and by short-wave radio to American troops overseas. The school's first superintendent, Commander Alfred G. Ford, USNR, who had charge of all Maritime Service schools between San Francisco and Seattle, left in January 1944 to take command of the U.S. Maritime Service Officers School at Fort Trumbull, Connecticut. His replacement, Commander Malcolm E. Crossman, USNR, transferred from the superintendency of the maritime school on Hoffman Island, New York, would retain command of the Alameda facility until its closure in 1953.

**Curriculum of The U.S. Maritime Service Officers School, Alameda**

Students from the Government Island school moved into the new facility over the weekend of February 6-7, 1943 (administrative staff began arriving a week earlier). The old school was closed, and its facilities were turned over to the Coast Guard. The new school's nine barracks could house up to 1,100 men (students and staff). At least 750 students attended the school at any one time, served by an administrative and instructional staff of between 100 and 200 persons. The first class at Alameda graduated in April 1943. From then until April 1946, when the last class was graduated prior to a change in mission, the school turned out approximately 200 licensed officers per month. During this three-year period, more than 6,000 maritime officers were commissioned.

Enrollment in the U.S. Maritime Service Officers School, Alameda, was open to American citizens with a minimum of 14 months experience in the deck or engine departments of ocean-going, coastwise, or Great Lakes merchant vessels of American registry. Once enrolled, a student was known as an "officer candidate" and was provided with food, lodging, textbooks, uniforms, and \$126 monthly salary for the duration of his studies. Intensive, four-month courses were offered in two separate departments (deck and engine room). At the end of the training program, officer candidates sat for their licenses by taking examinations conducted by Coast Guard inspectors. Graduates of the deck officer's course received a Third Mate rating, engine-room graduates were rated Third Assistant Engineer. (Officer candidates with extensive sea-time could receive higher ratings upon graduation, i.e., as Second or First Mate, or as Second or First Assistant Engineer.)

Engine-room instruction, which dealt with the construction, operation, and maintenance of various marine propulsion systems, was concentrated in the engineering building (Savannah Hall) [No. 1] at the north end of the campus. In this building were laboratories with working and cut-away models of diesel engines, reciprocating steam engines, turbines, pumps, refrigeration units, and boilers. Students learned to fabricate and repair engine parts in a machine shop equipped with lathes, power saws, mills, and welders. The school's heating plant, located at the west end of the building, served a pedagogic role as a functioning display boiler. Engineering students were also required to take classes in mathematics, physics, chemistry, thermodynamics, metallurgy, and mechanical drawing.

The deck officer's course emphasized all aspects of seamanship not specifically related to the engine room. Among the subjects taught were navigation, ship handling, cargo handling, signaling, convoy procedure, elements of ship construction, and maritime law and regulations. The training of deck officer candidates took place in a cluster of buildings and outdoor facilities at the south end of the campus. Classroom instruction and lectures were given in the academic building (Daniel

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Webster Hall) [No. 3]. The distinctive, bow-fronted seamanship building (Glory of the Seas Hall) was the deck student's version of the engineering laboratories. On the upper floor overlooking the bay was a mock-up of a ship's bridge equipped with a steering wheel, magnetic compass, gyro-repeater, chronometers, radio direction finder, chart tables, intercom telephone, engine-room telegraph, and a fire detection system. Atop the building was a flying bridge with binnacle, pelorus, and signal-flag mast. The school's 12 lifeboats, two rafts, and launch were stored on the ground floor of the building.

Grouped around the seamanship building were other specialized training structures. To the north was a small building (Challenge Hall) opened late in 1943, containing the night-vision room (nicknamed the "black market" for its jet-black walls). Here students were placed on a revolving platform and taught to identify ship silhouettes in convoy conditions as bursts of light simulated the effects of gunfire, lightning, starshells, flares, and reflected fire from a burning ship. Next to this building was the anti-aircraft training building (Celestial Hall), a tall structure with a steeply sloping shed roof (which also was not completed until late in 1943). Inside was a Polaroid Sighting Trainer, consisting of a large concave screen onto which were projected moving images of aircraft, "bullets" from the training gun were seen as tracers, with the number of shells fired and hits made recorded electronically. West of the seamanship building, on the shore, was a full-scale ship's mast, with booms, set into a concrete base equipped with hatches. Steam-powered winches gave students realistic practice in the handling and stowage of cargo. During the war years, a barrage balloon of the type used in convoys flew from the mast. A small, L-shaped pier off the end of McKay Avenue was used to practice small-boat handling. The pier was equipped with a variety of davits for hoisting lifeboats, and exercises were held on the bay simulating conditions at sea, such as going alongside and abandoning ship.

All students at the school were required to take swimming and survival classes in the "training basin," a 40'x100' swimming pool situated north of the parade grounds. Originally open-air, the pool was enclosed by a building late in 1943 or 1944 and named Westward Ho! Hall. Lifeboat drills and abandon-ship techniques, which involved diving from a high, canted platform resembling the deck of a sinking ship, were practiced in the pool. Students were also taught to swim through fire by setting kerosene ablaze on the water. Instruction at the school was supplemented by classes at the University of California and by field trips to various sites around the bay such as shipyards and refrigeration plants. Celestial navigation students made weekly visits to the Chabot Observatory.

Facilities for rest and relaxation included the auditorium, the swimming pool, various outdoor facilities, a snack bar in the ship's service store, and a library stocked with novels, magazines, and newspapers. The 800-seat auditorium was used for weekly screenings of first-run movies, monthly dances at graduation time, and nationally broadcast performances by famous entertainers like Tommy Dorsey, Kay Kyser, and Jack Benny. The auditorium doubled as a gymnasium for indoor sports and exhibitions by wrestlers and boxers, with locker rooms and bowling alleys on the lower level. Outdoor facilities included tennis courts (installed in 1944 at the east end of the parade grounds) and athletic fields in the landscaped area for baseball and other sports. The lifeboats could be rigged for sailing, and the school sponsored rowing crews which competed on a regular basis with crews from other Maritime Service schools.

Of the more than 6,000 officers graduated from the U.S. Maritime Officers School at Alameda during World War II at least 51 were lost at sea in hostile action. A memorial in the form of a concrete pedestal was erected on the school grounds shortly after the war. It reads: "In Memory of the Graduates of the Station who Gave Their Lives In the Service of Their Country, 1941-1945."

**After the War: U.S. Maritime Service Training Station, Alameda**

The surplus of trained men and ships after the war resulted in a changed curriculum for the U.S. Maritime Service Officers School, Alameda. The last class of officer candidates was graduated in April 1946. On January 1, 1947, the school was redesignated the U.S. Maritime Service Training Station, Alameda. So named, the facility would remain in operation for another seven years, until 1953, as a refresher and upgrading school for officers and seamen. The Alameda school was the only remaining Maritime Service training facility on the west coast after the war.

Although attendance was lower than during the war, the curriculum was expanded to three departments by adding a program for cooks, bakers and stewards. Upgrade and refresher courses varied in duration from one week to two months. The traditional deck and engine room departments adapted to changes in technology. Courses in radar and Loran (Long Range Navigation) were offered for deck students, and new propulsion systems were studied in engineering. New facilities added during these years included a T-2 high-pressure diesel engine of the type used in modern tankers, installed in the engineering building in 1950, and a domed planetarium for celestial navigation instruction, constructed inside the anti-aircraft training



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building (unused since the war) in 1950-51. The number of students and staff at the school steadily decreased during these years. By 1952, the training station was operating on a curtailed basis, with a staff of about 60 and about 150 students attending the school at any one time. A number of buildings were no longer in use. In October 1953, the Maritime Administration announced that the school would be "mothballed" and placed on reserve status for reasons of economy and federal policy. The school closed on November 30, 1953. Remaining staff members were discharged on January 31, 1954, the date on which the U.S. Maritime Service Training Station, Alameda, was officially deactivated.

**Recent History of the Site**

On November 30, 1957, the deactivated Alameda facility was formally declared surplus property by the Maritime Administration. The reasons cited for this action were the cost of maintaining the site and the failure to find a tenant. The General Services Administration (GSA) assumed responsibility for the facility and began the dual process of securing tenants and disposing of property for which no tenants could be found. By 1959, GSA had inventoried and appraised the site in three separate parcels: a 7.6-acre parcel west of McKay Avenue (including a small parcel east of McKay), containing most of the school buildings, a 7.4-acre parcel east of McKay Avenue and north of the greensward, containing several large school buildings, and an approximately 92-acre parcel with relatively few large buildings, comprising the remainder of the upland (about 17 acres) and all of the tideland (about 75 acres). The 7.4-acre and 92-acre parcels were sold in 1961, the 7.6-acre parcel remained under federal ownership and is now known as the Alameda Federal Center.

The first property to be sold was the 7.4-acre parcel east of McKay Avenue, comprising the northeast corner of the former campus. The City of Alameda had hoped to acquire this property for use as a civic and recreation center but was unable to fund the purchase. The eventual high-bid purchaser, Morrison Bros., Inc., an Oakland development firm, assumed ownership in January 1961. The rectangular parcel contained the administration building (Flying Cloud Hall), the auditorium/gymnasium (Shenandoah Hall), the indoor swimming pool (Westward Ho! Hall), a small pump house adjacent to the pool, and, bordering the buildings on the south, the parade grounds. As a means of reducing the property's tax liability, the new owners demolished all four buildings in February 1961. Five years later, on the northwest corner of the cleared parcel, Morrison Bros. built a supermarket for lease to Lucky Stores. The remainder of the parcel was subsequently sold and developed in 1969 as a 242-unit apartment complex known as the Park Webster.

Title to the 92-acre parcel was transferred in August 1961 to the State of California Division of Beaches and Parks. The State combined this acquisition with additional upland and tideland purchased (and leased) from the City of Alameda to create the Alameda Memorial State Beach. In 1967, the East Bay Regional Park District (EBRPD) entered into an agreement with the State to manage the beach park, site development began that year, with a grand opening held on June 10, 1967. The name was changed to Robert W. Crown Memorial State Beach in 1973 in honor of a state legislator who had been instrumental in its creation. Since the late 1970s, that portion of the state beach lying within the boundaries of the former maritime school has been known as Crab Cove. Bayfill projects from the 1950s and 1960s have enclosed the site on the east (parkland) and west (housing), only the site's southern shoreline remains intact.

Robert W. Crown Memorial State Beach includes most of the former school site east of McKay Avenue together with a triangular parcel west of the street, lying south of the present Alameda Federal Center. On the property when the State acquired it were 19 buildings, mostly sheds, associated with the former school. Six of the buildings, however, had been integral to the school. West of McKay Avenue stood the seamanship building/boathouse (Glory of the Seas Hall), the night-vision classroom (Challenge Hall), and the anti-aircraft/planetarium building (Celestial Hall). The principal buildings east of McKay, fronting on the street from north to south, were the firehouse (Yosemite Hall), the ship's service store (Red Jacket Hall), and the infirmary (Red Cross Hall). Four of these six buildings--the night-vision classroom, the anti-aircraft/planetarium building, the firehouse, and the ship's service store--were demolished in the mid-1960s by the State of California. Two buildings are still standing: the largely intact seamanship building, which serves as park offices and storage for the adjoining service yard, and the infirmary, which was remodeled by EBRPD in the 1970s as the Crab Cove Visitor Center (the building also houses a ranger's residence and the EBRPD's system wide exhibit laboratory).

The State of California holdings also included the old school pier, at the south end of McKay Avenue, the mast assembly, at the southwest corner of the former campus, and the war memorial, presently located in the lawn area east of McKay Avenue. The pier and the mast assembly were demolished by the State of California in the mid-1960s.

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The 7.6-acre parcel retained by the federal government, known since the mid-1960s as the Alameda Federal Center, has been administered by General Services Administration since 1959. (The formal transfer of title and jurisdiction, from the Department of Commerce, Maritime Administration, to the General Services Administration, Public Buildings Service, occurred on June 29, 1962.) The Alameda Federal Center includes within its boundaries most of the larger buildings that comprised the U.S. Maritime Service Officers School Training Station. These consist of the engineering building, or Savannah Hall [No. 1], the academic building, or Daniel Webster Hall [No. 3], the mess and galley, or Sovereign of the Seas Hall [No. 2D], nine barracks--Young America, Hurricane, Golden Light, Great Republic, Comet, Sterling, Dreadnought, Staghound, and Lightning halls [Nos. 2A-2C, 2E-2G, 5-7], and the garage/equipment building, or Palmyra Hall [No. 4]. Five small structures, used for storage and utility [Nos. 8-12], are mostly of recent construction. Demolitions within the Alameda Federal Center since the 1960s have been minimal, including the former school gatehouse on McKay Avenue, several sheds fronting on Richardson Avenue, and a boiler room at the west end of Building No. 1. Extensive interior alterations were first undertaken in 1968-69. Most windows were replaced with aluminum sash in 1986.

Under GSA management, the facility has been leased to a succession of federal tenants over the past 36 years. The first tenant was the Office of Civil Defense and Mobilization (OCDM), which occupied the entire facility from November 1959 to November 1965. During this Cold War period, OCDM's Western instructor Training Center at Alameda, one of three such facilities in the nation, offered one-week courses in radiological defense and nonmilitary disaster response for civil-defense instructors residing in the western United States. Approximately 5,000 persons were trained at the center during its six years of operation. Following the training center's closure in 1965, GSA renamed the facility the Alameda Federal Center and began leasing space to a number of tenants concurrently. As stated in a 1979 GSA survey report, the official mission of the Alameda Federal Center is "to provide general purpose space as required by Federal agencies in the geographical areas in which [they are] located."

Tenants since the late 1960s have included a wide variety of agencies, bureaus, and offices of the Departments of Agriculture, Commerce, Defense, Interior, and Treasury. All branches of the military--Army, Air Force, Navy, Marine Corps, and Coast Guard--have maintained recruiting stations or other functions at the Alameda Federal Center. While most buildings are now occupied by offices, Building No.1 has had a specialized use as a laboratory since the late 1960s. The Environmental Protection Agency operated a laboratory there until 1979 to monitor air and water pollution in Federal Region IX (the western United States and Pacific islands). The Department of Agriculture's Western Laboratory has been located in Building No.1 since the early 1980s.

The most dramatic events in the history of the Alameda Federal Center have been associated with the Bureau of Indian Affairs (BIA), a tenant in Building No. 2A from about 1968 to about 1980. On separate occasions, BIA's Alameda office was picketed, occupied, and bombed. In June 1968, 20 Indians from 12 tribes marched in front of the bureau's offices and distributed leaflets denouncing BIA policies. In March 1970, the BIA offices were occupied for seven hours by a group of Indians led by Richard Oakes, one of the leaders of the Indian occupation of Alcatraz. Finally, in the early morning of June 27, 1975, a bomb blast caused considerable damage to the BIA offices. A group calling itself the New World Liberation Front claimed credit for the bombing.

The site's recent physical history can be summarized as follows. The U.S. Maritime Service Training Station, Alameda, postwar successor to the U.S. Maritime Service Officers School, was deactivated in 1954 and declared surplus in 1957. The campus remained intact until 1961 when GSA disposed of most of the property to two outside owners, keeping 7.6 acres of the original 32-acre upland campus under federal ownership. Most major school buildings and structures beyond the boundaries of the Alameda Federal Center were demolished between 1961 and c. 1965. The exceptions are the seamanship building/boathouse (Glory of the Seas Hall), the infirmary (Red Cross Hall), and the war memorial, which have been retained within and East Bay Regional Parks and Robert W. Crown Memorial State Beach. The landscaped area east of McKay Avenue and the original southern shoreline also survive as parkland.

**SUPPORTING PARAGRAPHS-HISTORICAL CONTEXTS**

**The U.S. Government and The Merchant Marines- Background**

The officers and crew of non-military, commercial vessels of the United States, known as the merchant marine, were trained primarily by apprenticeship in the 19th and early 20th centuries. At the same time, a substantial number of officers were trained at state maritime academies. Prior to World War II, these were the New York Nautical School (later the New York State



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Maritime College) established in 1874 at Fort Schuyler, New York, the Massachusetts Nautical School (later the Massachusetts Maritime Academy) established in 1891 at Buzzard's Bay, Massachusetts, the Pennsylvania Maritime Academy established in 1920 at Philadelphia, the California Nautical School (later the California Maritime Academy) established in 1929 at Tiburon, California and re-established at Vallejo, California in 1942, and the Maine Maritime Academy established in 1941 at Castine, Maine.

Federal involvement with merchant marine personnel began slowly. In 1891, Congress established standards for officers on merchant ships carrying U.S. mail. By 1907, federal shipping commissioners were appointed in port cities to operate recruiting offices for merchant seamen. On March 4, 1911, federal aid was first provided for training of the merchant marine by congressional support of the state maritime schools. In 1920, the U.S. Shipping Board (established in 1916) attempted to establish training stations for inexperienced seamen on the east coast and the west coast, but the program died. Despite these efforts, the performance of the American merchant marine during World War I was unfavorably compared to those of almost every other country involved. This was followed by a scandal involving ocean mail contracts investigated by the Black Committee in 1928, and by the disasters of the ships Morro Castle and Mohawk in 1934, in which many people died. The merchant marine was implicated in each of these difficulties.

**The United States Maritime Service**

At a time when the merchant marine was widely viewed as professionally deficient, and at the height of the depression when jobs were scarce, Congress passed the Merchant Marine Act of 1936 (enacted into law June 26, 1936). The Merchant Marine Act established government policy toward the merchant marine and created the U.S. Maritime Commission within the Department of Commerce to carry out that policy. Section 101 of the Merchant Marine Act stated that a merchant marine was "necessary for the national defense and development of ... foreign and domestic commerce", that the merchant marine should be sufficient to carry all commerce on all routes at all times, that it be "capable of serving as a naval and military auxiliary in time of war or national emergency", that the merchant marine be operated under the U.S. flag, that it consist of well-equipped, American-built ships and that it be "manned with a trained and efficient citizen personnel." Thus, the Merchant Marine Act covered a wide range of maritime issues including the training of maritime personnel.

Under an amendment to the Merchant Marine Act enacted June 23, 1938, the Maritime Commission established the U.S. Merchant Marine Cadet Corps and the U.S. Maritime Service to train young men with experience at sea for positions in the merchant marine. The first two training stations established by the Maritime Commission, at Hoffman Island, near New York City and Government Island, next to Alameda, California, were in operation by the end of the year. A third training station opened at Fort Trumbull in New London, Connecticut in January 1939, at a former Coast Guard base.

In August 1939, the Merchant Marine Act was amended again to embrace inexperienced seamen in the training programs of the Maritime Service. The first station for inexperienced seamen opened in September 1939 in St. Petersburg, Florida. In November 1939, American merchant ships were withdrawn from the European war zone and newly unemployed seamen sought places in the new maritime schools. Another training station opened at Gallups island in Boston Harbor by the end of the year and in July 1940, a sixth station opened at Port Hueneme, California.

Parallel to and separate from the training program and institutions of the Maritime Service was the Merchant Marine Cadet Corps, also under the Maritime Commission. Under this program, the U.S. Merchant Marine Academy was established, with its students comprising the cadet corps (the use of Cadet Corps to refer to Merchant Marine Academy students altered the meaning of the term "cadet" within the merchant marine. The term previously referred to an apprentice to an officer on a ship. It continued to refer to students in the state academies). The Merchant Marine Academy was first located at New London, Connecticut in 1940 and afterwards was at Fort Schuyler, New York before moving permanently to King's Point, New York in March 1942. As part of the Cadet Corps program, students at the Merchant Marine Academy spent a period of basic training at schools in Biloxi (opened 1940), followed by Pass Christian, Mississippi and San Mateo, California.

**World War II**

With the outbreak of the war, and the awareness that the needs for ships and personnel would increase dramatically, the Maritime Service training programs were administratively relocated twice in a short period. On February 28, 1942, under Executive Order 9083, the programs were placed under the Coast Guard. Then on July 11, 1942, under Executive Order 9198, they were placed under the War Shipping Administration. The War Shipping Administration was concerned with the operation



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of merchant vessels, including both the building of ships and the training of personnel. In the context of the war, the training programs of the Maritime Service rapidly expanded in size and scope. Merchant marine officers and crew were needed to man the rapidly expanding fleet of merchant vessels which were in turn needed to supply the troops abroad. A program was developed to establish schools for officers, unlicensed seamen, radio operators, upgrading, and various specialties.

Officers' schools would be at the existing training stations at Fort Trumbull, Connecticut and at a relocated station in Alameda, California. Fort Trumbull was already located in a long-established facility, but Alameda would move from Government Island to a new campus, opening in 1943. Unlicensed seamer's schools would be at existing stations at St. Petersburg, Florida and Hoffman Island, New York, at a large new station at Sheepshead Bay, New York, and at Avalon, California on Santa Catalina Island which was a relocation of the earlier station at Port Hueneme. The unlicensed schools all opened by the end of 1942. Radio schools were established at the existing stations at Gallups Island, Maine and Hoffman Island, New York. Upgrading schools for advancing in rank were established in San Francisco (at 1000 Geary Street and at San Francisco Junior College), New York, Seattle, New Orleans, Baltimore, Boston, Wilmington, California, and Portland, Oregon. Specialist schools were established in the following areas: for turbo-electric and high pressure turbine propulsion in Syracuse, New York, Chester, Pennsylvania, and at the Marin Shipyard in Sausalito, California, for signaling in San Francisco (1000 Geary), New York, and New Orleans; for barrage balloons in New York and San Francisco (1000 Geary), for river pilot training in Saint Louis, for diesel engines in Milwaukee, for high pressure geared turbines in Baltimore and Richmond, California (at the Kaiser shipyard). Maritime Service Centers in New York and San Francisco (1000 Geary) were the sites of many specialty schools and other activities. The U.S. Maritime Institute, established in New York City in January 1944, provided correspondence courses for seamen.

The curriculum within the various types of schools of the Maritime Service varied according to their purposes. For example, the officer training schools of the Maritime Service at Fort Trumbull and Alameda, like the Merchant Marine Academy, prepared students to become officers on ships. At the end of the program, the graduate was prepared to serve as a Third Mate, on deck, or Third Assistant Engineer in the engine room. For admission, 14 months at sea was required in addition to Apprentice Seamen Training at Avalon, Sheepshead Bay, St. Petersburg, or Hoffman Island. Then, an officer candidate for the deck branch studied mathematics, trigonometric functions, instruments, operation and maintenance, gyro compass, navigation, piloting, communications and convoy procedure, international code, flag signals, seamanship, steering and sailing rules, inspection, cargo handling, first aid, drills, and watch standing. An officer candidate for the engine department studied mathematics, trigonometric functions, turbines, boilers, inspection and maintenance, reciprocating engines, auxiliary machinery, principles of heat, electricity, mechanical drawing, machine shop, diesel engines, and drills in one course. In a second course for the engine branch, the officer candidate studied diesel theory and auxiliaries, electricity, laboratory, and shipboard. Throughout the Maritime Service, training was compressed during the war. For officer candidates at Alameda and Fort Trumbull, it was reduced to four months.

From the establishment of training programs under the Merchant Marine Act as amended in 1938, until December 1, 1945, the U.S. Maritime Service graduated 21,988 officers (Ft. Trumbull: 15,475, Alameda: 6,513). With the Merchant Marine Academy (7,291 officers) and the state maritime academies (2,707 officers), the training programs of the War Shipping Administration played a substantial role in America's achievements in World War II. The critical challenge of producing ships to deliver supplies and manning those ships with competent officers and crews was met. By the end of the war, the United States had the largest merchant fleet and largest merchant marine in the world. The achievements of the shipbuilders were more spectacular and newsworthy than the equally necessary operation of the ships to support war efforts. At the same time, the activities of the merchant fleet put its operators in danger - 5,638 merchant seamen and officers died and 581 were taken prisoners of war. The report of the War Shipping Administration to President Truman of January 15, 1946, stated that industrial production, the merchant marine, and the military formed a single fighting unit, and "in this capacity, the United States Merchant Marine, possessing finally the largest number of merchant ships in the United Nations' pool of shipping, can probably be credited as the greatest single strategic factor in the defeat of the axis powers."

**After the War**

Almost as soon as the war ended in August 1945, many of the training programs of the Maritime Service were shut down. The major facilities at Hoffman Island and Gallups Island and the numerous small special schools around the country closed by December 1945. The officer training school at Fort Trumbull closed in May 1946 and its programs were moved to Sheepshead Bay. At the same time, the Maritime Service developed ambitious plans to provide up-to-date training for all seamen every year. New Radar-Loran schools were opened in New York and Alameda in March 1946, and a third in New Orleans in August 1948.



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While the Maritime Service itself planned optimistically for its future, in the larger context of the national economy there was substantial uncertainty and disagreement about the entire issue. The Maritime Service returned to its peacetime role when the War Shipping Administration ceased to exist on September 24, 1946 and its ongoing programs, including its training programs, were returned to the jurisdiction of the U.S. Maritime Commission. In the second half of 1946, budget cuts forced another reduction in programs. Beginning January 1, 1947, the existing training programs were reorganized and reduced to six locations: Alameda and St. Petersburg, redesignated U.S. Maritime Service Training Stations for unlicensed seamen, Maritime Service Centers in New York and San Francisco for specialized short courses, the U.S. Maritime Institute in New York for correspondence courses, and officer and seamen training at Sheepshead Bay.

To address the uncertainties about the Maritime Service, President Truman appointed an Advisory Committee on the Merchant Marine which recommended in its report of November 1, 1947, continuing the training program as a long-term effort.

By 1950, unemployment among merchant marine personnel had reached its peak. On May 24, 1950, under Reorganization Plan 21 of 1950, the U.S. Maritime Commission was abolished. Some of its programs were transferred to the Federal Maritime Commission, and others, including the Maritime Service and its training programs, were transferred to the Maritime Administration. Shortly after this reorganization, on June 30, 1950, St. Petersburg and Pass Christian (associated with the Merchant Marine Academy) were closed, and the Maritime Institute was moved from New York to Sheepshead Bay. On this same day, American troops landed in Korea, and there followed a temporary resurgence for the merchant marine and its training programs. With the end of the Korean War in sight (the treaty was signed July 27, 1953), the Committee on Appropriations of the House of Representatives commissioned an appraisal of what was then called the Maritime Training Program. Despite the recommendation of this report, on March 11, 1953, to maintain the program with few changes, Alameda was closed on November 30, 1953, and Sheepshead Bay was closed the following year. Only the Merchant Marine Academy was left in operation, of the many training facilities established under the Merchant Marine Act of 1936. Maritime training died out of a combination of budget problems, labor objections, and the indifference of the shipping industry.

**Architecture, Planning and Construction**

World War II was one of the major turning points in the development of the architecture of the United States, including that of the Bay Area. The architecture of the U.S. Maritime Service exemplified the enormous developments that were created or boosted by wartime conditions. The campus of the Maritime Service Officers School, Alameda, as it was built, exemplified those developments in the Bay Area.

The war itself produced an unprecedented demand for buildings of all sorts in a short period of time. This put a strain on the supply of building materials, especially steel, which peaked in mid 1942. The needs of the military depleted the labor supply and in particular, the supply of skilled labor. The sheer size of the government effort in all areas produced a critical need for economy of costs. Of necessity, wartime building had to be uncomplicated in design and standardized in parts as much as possible. Construction firms were under pressure to achieve new levels of efficiency through management, prefabrication, and replication of tasks producing repeatable parts. Designers looked to new materials when traditional ones were hard or impossible to get. At the time when the Alameda school was planned, materials were in especially short supply. The asbestos-cement siding (called by various brand names including cemesto and transite) used on the buildings was a common solution at the time. The 700 and 800 series standard plans developed by the Army in 1940 and 1941 provided an example of economical, rapidly buildable buildings.

Many architects who had been to architecture school in the 1930s were predisposed to the kinds of solutions demanded by the war. Many schools had introduced new ideas into the curriculum, represented by European modernists like Walter Gropius, Mies van der Rohe, and Le Corbusier. The old Beaux-Arts traditions were fading, or in a few cases were rejected completely. During the depression of the 1930s when architectural work was scarce, there were a number of large government housing projects under the Farm Security Administration which provided relevant experience for wartime conditions. California was one of the principal centers of this work. A number of Bay Area architects, including Vernon De Mars and William W. Wurster, designed public housing before the war.

Architects of wartime projects looked to the new images of modernism because old traditional images (of Gothic or classical design) were expensive and unnecessary, but mostly because the new images represented the new work that was being

**United States Department of the Interior**  
**National Park Service**

U.S. Maritime Service Officers School  
Alameda, CA

**National Register of Historic Places**  
**Continuation Sheet**

Section number 8 Page 9

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done. The new images reflected the rational design process, the use of new techniques and materials, the efficient construction process and the functions of large complexes with repeatable units of space and structure.

For the schools of the Maritime Service, architects looked both to traditions of campus planning and to military traditions. In the years just before the war, several of the most prominent examples of modern architectural design were university projects. Among these were Goucher College in Towson Maryland (1938) by Moore and Hutchins, Florida Southern College (1938) in Lakeland by Frank Lloyd Wright, Black Mountain College (1939) in North Carolina by Walter Gropius and Marcel Breuer, and Illinois Institute of Technology (1940) by Mies van der Rohe.

In the Bay Area, there was already a developing regional version of modernism, exemplified in the work of William W. Wurster and others. This work softened the imagery of machinery and technology of the Europeans with colors and materials that harmonized with the California landscape. Harry A. Bruno graduated from U.C. Berkeley in 1932, and was likewise influenced by his mentors and peers. Vernon DeMars served as a reference when he obtained membership in A.I.A. in 1945. Harry A. Bruno's designs are characteristic of the Bay Region architectural movement, incorporating low profile designs that blend seamlessly into the landscape. The U.S. Maritime Officers Training School was one of his earliest projects, and its intentional design that mimicked redwood asbestos-shingles painted brown is an early indication of this inspiration. The use of continuous ribbon windows framed in a stark-contrast white that pushed outwards further exemplifies the modern airiness of the space, inviting the natural Bay breeze to inspire the mariners who trained there. His residential projects throughout the East Bay in prominent neighborhoods such as Piedmont, Oakland and Berkeley hills demonstrate a continued strong connection to natural materials and respect of the landscape. For the breadth and depth of his significant contributions to both institutional maritime and residential architecture, he was later elevated to the Fellowship distinction in 1972.



From: [Ryan Park](#)  
To: [City Clerk](#)  
Subject: [EXTERNAL]  
Date: Tuesday, June 15, 2021 9:11:46 AM

---

Dear City Council,

Re: **Agenda Item 6-G; 6/15/21 Meeting**

I strongly object to the proposed demolition of the property at 620 Central Ave/ 1245 McKay Ave. historically known as the U.S. Maritime Officers Training School.

--The Historical Advisory Board did not follow the proper protocol under the Alameda Municipal Code Section 13-21-5, and they did not discuss whether or not the buildings are a "detriment to the community".

---The City Staff report mischaracterized the property and stated that the property is not a historic resource, when in fact the Historical Advisory Board **approved** to keep the property on the Historical Advisory Board Study List, and stated in its meeting that the buildings have historic value and merit. The site unequivocally has historical importance for Alameda's military history, as well as State, National and International WWII and Korean War history.

--There is a pending application to the National Register of Historic Places and there is new information that the architect was Harry A. Bruno, a notable and prolific Bay Area architect.

--A petition that is currently being circulated by the American Merchant Marine Veterans group has gathered over 250 signatures from Alameda residents and over 1000+ total.

<http://chnng.it/YvmqpXBcXR>

This cumulative public sentiment should be noted and taken into consideration.

--The ballot measure language of the 2019 special election, Measure A, clearly stated, "reuse" of existing buildings, and the voters expected the buildings to be repurposed.

Measure A: *"Shall an ordinance confirming the City Council's actions **to permit reuse of vacant federal buildings** on a 3.65-acre parcel on McKay Avenue and allow for the development of a wellness center for senior assisted living and supportive services for homeless individuals by changing the General Plan designation from "Federal Facilities" to "Office," removing the Government Combining District classification and maintaining the existing zoning district designation, be adopted?" (emphasis added)*

--The property has extraordinary historical significance

--The U.S. Merchant Marines led exceptional efforts during WWII, supplying crucial supplies to our troops and Allies, risking their lives as the front liners, and assisted in what ultimately resulted in victory. The U.S. Merchant Marines also had the highest casualty rate during WWII.

--The U.S. Merchant Marine Training Officer School in Alameda was a crucial component to their heroic efforts, preparing leaders to strategize and organize crew. •The radio operator component of the school was also an important contributor to these efforts.

--The only other U.S. Merchant Marine Officer School at Fort Trumbull does not have the unique character and design as the original buildings in Alameda. The training school at Fort Trumbull repurposed older barracks dating back from the 1800s. The facility in Alameda was intentionally built at Neptune Beach for these WWII efforts. The training facility at Sheephead's Bay in NY was razed in 1960. This site in Alameda is one of the last remaining remnants of the historical significance of the U.S. Merchant Marine efforts in WWII as well as the Korean War. It was also important during the Cold War when the facility was the Western Training Center.

--This property should be protected, and the buildings should be repurposed to include an interpretive center, community space, museum, and other historical artifacts from WWII.

--This is an opportunity to preserve and honor the legacy of our veterans and educate the public on the history of the U.S. Merchant Marines, their dedicated service in WWII, and how Alameda played a part in those important efforts.

Thank you.

Sincerely, Ryan Park.



**From:** [ray.on400.7](mailto:ray.on400.7)  
**To:** [City Clerk](#)  
**Subject:** [EXTERNAL] Agenda Item 6-G 2021-992 Public Hearing to Consider a Call for Review of the Historical Advisory Board's Decision to Approve Certificate of Approval No. PLN20-0431  
**Date:** Tuesday, June 15, 2021 7:57:20 AM

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Dear City Council.

Please uphold the decision of the Historical Advisory Board to issue Certificates of Approval.

Please stop enabling opponents of this decision by sponsoring their appeals; which cost the city money, and could delay unhoused residents from care and housing that is so critically needed.

Please use your power to ensure everyone in our community is able to get the care and housing we need.

Thank You

William Goodwin

Reident Empowerment Program Leader

Sent from Samsung Galaxy smartphone.

**From:** [Kris Atkins](#)  
**To:** [City Clerk](#)  
**Subject:** [EXTERNAL] Wellness Center  
**Date:** Tuesday, June 15, 2021 7:42:44 AM

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Please pass on to City Council members.

I'm writing today to voice my enthusiastic support of the Alameda Wellness Center. I have lived in the surrounding neighborhood for 19 years and have never been so proud of, and excited for a community project.

I was very distraught and saddened to hear that some citizens are STILL trying to stop this project. It is beyond my comprehension how anyone could be so cold-hearted.

I urge the Council to uphold the latest decision of the Historical Advisory Board in favor of the project.

I truly hope that it's opponents find enough compassion and heart to end their unfounded, and really it seems rather bigoted attempts to stop a project that will make our community healthier and more equitable.

Thank you for your time,

Kristin Atkins  
Alameda citizen since 2002.

Sent from my iPhone



**From:** [Chris Edyvean](#)  
**To:** [City Clerk](#); [mezzyashcraft@alameda.ca.gov](mailto:mezzyashcraft@alameda.ca.gov); [John Knox White](#); [Tony Daysog](#); [Trish Spencer](#); [Malia Vella](#)  
**Subject:** [EXTERNAL] Comments for consideration for tonight's Alameda City Council Meeting (Re: Merchant Marine Officers' School)  
**Date:** Tuesday, June 15, 2021 6:38:41 AM

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June 15th, 2021

Re: Alameda historic training site of WWII Merchant Marine Officers

From: Captain Christopher J. Edyvean (715) 862-2531; P.O. Box 41, Hurley, WI, 54534; [cjedyvean@hotmail.com](mailto:cjedyvean@hotmail.com)

Dear Alameda City Council Members:

I am writing to urge your reconsideration of the fate of the remaining historical buildings that were once home to the Alameda Merchant Marine Officers' School. These buildings are a delicate slice of history, and it would be a shame if such history is forever erased...

In WWII, Merchant Mariners came from all corners of the United States of America to train at this former maritime school. These mariners in turn carried their newfound skills across the seas to engage in a global war, delivering the vital supplies necessary to fuel the Allied war machine. Today, the children, grandchildren, and other descendants of these WWII Merchant Mariners are likewise located all over the country. Their common bond is a mutual interest in preserving history... It should be understood that WWII could simply not have been won without the U.S. Merchant Marine. Despite tremendous losses (1 in 26 killed in service to our country), the U.S. Merchant Marine ultimately prevailed thanks to intense shipbuilding programs and dedicated training centers, such as the former site in Alameda. In fact, the U.S. Merchant Marine collectively delivered an average of 8,500 tons of cargo to Allied forces, every hour of every day, during the last year of the war! We must not allow the remaining property of this Merchant Marine school to be destroyed or lose historical designation.

As Editor of the American Merchant Marine Veterans (AMMV) News Magazine, I can reveal that we will be running a 3-page spread and cover story on these efforts, regardless of what ultimate decision is reached by the City of Alameda. Our publication is circulated nationwide, with recipients including members of Congress and prominent maritime organization leaders and offices. Fail or success, we will be getting the story out about the intended destruction of these historic buildings.

I strongly urge each of you vote or voice your opinion to preserve this site!

Please feel free to contact me if I may be of assistance in any way. Thank you for your service to the City of Alameda.

Sincerely,

Captain Chris Edyvean

***AMMV website:***

**[Home - American Merchant Marine Veterans  
\(ammv.us\)](http://ammv.us)**



**From:** [Maria Piper](#)  
**To:** [City Clerk](#)  
**Subject:** [EXTERNAL] Wellness Center Support for City Council Meeting 6.15.20  
**Date:** Monday, June 14, 2021 10:52:57 PM

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To the Clerk of the Alameda City Council,

I am disappointed to hear that the opponents of the Wellness Center are continuing to fight the will of the people using every possible maneuver they can come up with, all in an effort to continue to hurt people suffering from homelessness. Please uphold the Historical Advisory Board's decision to issue a Certificate of Approval for the Center. It is beyond time that Alameda live up to the idea that "Everyone belongs here." People who are unhoused are people too, and they deserve help and services too.

Thank you very much for your time.

Sincerely,  
Maria Piper

**From:** [Alameda Community](#)  
**To:** [City Clerk](#)  
**Subject:** [EXTERNAL] For June 15, 2021, City Council meeting  
**Date:** Monday, June 14, 2021 8:54:25 PM

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FOR ITEM 6-G; PLEASE ADD TO CORRESPONDENCE

On Jun 9, 2021, at 1:49 PM, Alan R. Michelson <[alanmich@uw.edu](mailto:alanmich@uw.edu)> wrote:

Re: Harry A. Bruno, F.A.I.A.

Opinion on "Master" architect---

It appears that he had a long and varied practice in the Oakland area, making him a pretty significant designer during the 1940s-1960s, and perhaps longer. I think it could be argued that he was a "master" architect from the length and breadth of his career.

Additionally, his Fellowship in the AIA (FAIA) also underscores his high reputation among his peers. This is an honor that is not extended to many practitioners. The FAIA designation is very significant when making a determination of his impact.

Please quote any of our emails that you might like to use for the purposes of saving the Maritime campus. The Fellowship honor is a mark of distinction for Bruno, and elevates his status within the profession.

Please let me know how all of this goes.

Alan

Alan R. Michelson

Head, Built Environments Library

University of Washington Libraries

Gould Hall

3949 15th Avenue NE

Box 355730

Seattle, WA 98195-5730



tel: 206.543.7091

**From:** [Winnie Leung-McCrea](#)  
**To:** [City Clerk](#); [Marilyn Ezzy Ashcraft](#); [John Knox White](#); [Tony Daysog](#); [Trish Spencer](#); [Malia Vella](#)  
**Subject:** [EXTERNAL] Agenda Item 6-G; 6/15/21 Meeting  
**Date:** Monday, June 14, 2021 8:49:27 PM

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Dear City Council,

Alameda had come a long way in the past twenty years. I love the community, especially when different groups of people come together to help and improve the lively hood of others selflessly. I can tell that we live in a special place where everyone's common goal is to provide for the needs of the less fortunate among us. Another thing I appreciate about Alameda is its appreciation for historical architecture. However, the proposed demolition of the property at 620 Central Ave/ 1245 McKay Ave. historically known as the U.S. Maritime Officers Training School is a bait and switch by Doug Biggs and the APC. I'm sure you've received many letters with the facts laid out, so I'll save you from the details. I strongly oppose the demolition of the U.S. Maritime Officers Training School. The building is a part of Alameda's history and should be preserved.

Sincerely,

Winnie McCrea



**From:** [Rachel Lee](#)  
**To:** [City Clerk](#)  
**Subject:** [EXTERNAL] For June 15 City Council meeting - yes on item 6-G  
**Date:** Monday, June 14, 2021 8:28:01 PM

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Dear Mayor and City Councilmembers,

Please follow the recommendation of the Historical Advisory Board, and not the spurious urgings of folks who are trying to keep the Wellness Center from becoming reality. Please allow for the removal of the buildings at 620 Central Avenue.

Thank you,  
Rachel Lee

**From:** [john miller](#)  
**To:** [City Clerk](#); [Marilyn Ezzy Ashcraft](#); [John Knox White](#); [Tony Daysog](#); [Trish Spencer](#); [Malia Vella](#)  
**Subject:** [EXTERNAL] Agenda Item 6-G; 6/15/21 Meeting  
**Date:** Monday, June 14, 2021 6:38:17 PM

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**Subject:** Re: Agenda Item 6-G; 6/15/21 Meeting

[clerk@alamedaca.gov](mailto:clerk@alamedaca.gov)  
[mezzyashcraft@alamedaca.gov](mailto:mezzyashcraft@alamedaca.gov)  
[jknoxwhite@alamedaca.gov](mailto:jknoxwhite@alamedaca.gov)  
[tdaysog@alamedaca.gov](mailto:tdaysog@alamedaca.gov)  
[tspencer@alamedaca.gov](mailto:tspencer@alamedaca.gov)  
[mvella@alamedaca.gov](mailto:mvella@alamedaca.gov)

Dear City Council,

Re: **Agenda Item 6-G; 6/15/21 Meeting**

I strongly object to the proposed demolition of the property at 620 Central Ave/ 1245 McKay Ave. historically known as the U.S. Maritime Officers Training School.

--The Historical Advisory Board did not follow the proper protocol under the Alameda Municipal Code Section 13-21-5, and they did not discuss whether or not the buildings are a "detriment to the community".

---The City Staff report mischaracterized the property and stated that the property is not a historic resource, when in fact the Historical Advisory Board **approved** to keep the property on the Historical Advisory Board Study List, and stated in its meeting that the buildings have historic value and merit. The site unequivocally has historical importance for Alameda's military history, as well as State, National and International WWII and Korean War history.

--There is a pending application to the National Register of Historic Places and there is new information that the architect was Harry A. Bruno, a notable and prolific Bay Area architect.

--A petition that is currently being circulated by the American Merchant Marine Veterans group has gathered over 250 signatures from Alameda residents and over 1000+ total.

<http://chng.it/YvmqpXBcXR>

This cumulative public sentiment should be noted and taken into consideration.

--Voters expected REUSE not demolition. The ballot measure language of the 2019 special election, Measure A, clearly stated, "reuse" of existing buildings, and the voters expected the buildings to be repurposed.

--The property has extraordinary historical significance

--The U.S. Merchant Marines led exceptional efforts during WWII, supplying crucial supplies to our troops and Allies, risking their lives as the front liners, and assisted in



what ultimately resulted in victory. The U.S. Merchant Marines also had the highest casualty rate during WWII.

--The U.S. Merchant Marine Training Officer School in Alameda was a crucial component to their heroic efforts, preparing leaders to strategize and organize crew.

- The radio operator component of the school was also an important contributor to these efforts.

--The only other U.S. Merchant Marine Officer School at Fort Trumbull does not have the unique character and design as the original buildings in Alameda. The training school at Fort Trumbull repurposed older barracks dating back from the 1800s. The facility in Alameda was intentionally built at Neptune Beach for these WWII efforts.

The training facility at Sheephead's Bay in NY was razed in 1960. This site in Alameda is one the last remaining remnants of the historical significance of the U.S. Merchant Marine efforts in WWII as well as the Korean War. It was also important during the Cold War when the facility was the Western Training Center.

--This property should be protected, and the buildings should be repurposed to include an interpretive center, community space, museum and other historical artifacts from WWII.

--This is an opportunity to preserve and honor the legacy of our veterans and educate the public on the history of the U.S. Merchant Marines, their dedicated service in WWII and how Alameda played a part in those important efforts.

See attached campaign flyer where Alameda Point Collaborative clearly stated that the buildings would be reused---they are cited as "Structurally sound yet abandoned federal buildings," and "convert boarded up buildings into a lifesaving facility."

The voters did not expect the buildings to be demolished. This is grossly misleading and the initiative should go back to the voters since their proposed plans have drastically changed.

Thank you.

Sincerely,

John M. Miller



**From:** [Bob Shannon](#)  
**To:** [City Clerk](#); [Marilyn Ezzy Ashcraft](#); [John Knox White](#); [Tony Daysog](#); [Trish Spencer](#); [Malia Vella](#)  
**Subject:** [EXTERNAL] Maritime Training School  
**Date:** Monday, June 14, 2021 6:27:02 PM

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Dear City Council,

**Re: Agenda Item 6-G; 6/15/21 Meeting**

I strongly object to the proposed demolition of the property at 620 Central Ave/ 1245 McKay Ave. historically known as the U.S. Maritime Officers Training School.

--The Historical Advisory Board did not follow the proper protocol under the Alameda Municipal Code Section 13-21-5, and they did not discuss whether or not the buildings are a "detriment to the community".

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See attached campaign flyer where Alameda Point Collaborative clearly stated that the buildings would be reused---they are cited as "Structurally sound yet abandoned federal buildings," and "convert boarded up buildings into a lifesaving facility." The voters did not expect the buildings to be demolished. This is grossly misleading and the initiative should go back to the voters since their proposed plans have drastically changed.

Thank you.  
Sincerely,

Robert Shannon  
East End Resident

Sent from my iPhone

**From:** [Ezra Denney](#)  
**To:** [City Clerk](#); [Trish Spencer](#); [John Knox White](#); [Tony Daysog](#); [Malia Vella](#); [Marilyn Ezzy Ashcraft](#)  
**Subject:** [EXTERNAL] Why Are We Still Doing This?  
**Date:** Monday, June 14, 2021 6:09:04 PM

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Dear Members of City Council,

I wish to share with you the letter that I sent to the Historical Advisory Board in advance of their vote to Approve the Wellness Center's planned changes. The HAB voted to move forward with the needed construction for the Wellness Center, as City Staff recommended.

And yet, here we are again, with two members of council costing the City \$14,000 to review this decision (money which should come from the opponents of the Center, not the City Treasury...)

Enough is enough. I urge you to end the delays and the dithering and let the Wellness Center project that voters approved move forward.

Thank you, and below, find my initial email to the HAB, which sadly remains relevant.

Dear Members of the Historical Advisory Board,

At your next meeting, a request will be before you to delist buildings at the old USDA site that is to be the home of Alameda's Wellness Center from the historical buildings study list. In the mid 2000's the State Office of Historic Preservation declined to include these buildings under their aegis. That alone is enough to delist the buildings on the local level.

It is amusing (and telling) to note how many of the names we see opposing the delisting are names that we also saw on petitions and letters enthusiastically supporting tearing down these buildings for a park or even a parking lot. The opposition to this delisting is not based on any sense of historical preservation, but on a cynical campaign against the much-needed Wellness Center.

I urge the members to accept the staff recommendations and delist these properties.

Thanks,

Ezra Denney