NPS Form 10-900 OMB No. 1024-0018

United States Department of the Interior
National Park Service

1191

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.

1. Name of Property

Historic name: Naval Air Station (NAS) Alameda Historic District
Other names/site number: N/A
Name of related multiple property listing: N/A
(Enter "N/A" if property is not part of a multiple property listing

2. Location

Street & number: Naval Air Station Alameda (former)
City or town: Alameda State: CA County: Alameda
Not For Publication: [ ] Vicinity: [X]

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

Donald R. Schuyler — Dec 5, 2012

Signature of certifying official/Title: **Date**

State or Federal agency/bureau or Tribal Government

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

Milford Wayne Donaldson — 13 SEP 2012

Signature of commenting official: **Date**

STATE HISTORIC PRESERVATION OFFICER — CALIFORNIA OFFICE OF HISTORIC PRESERVATION

Title : **State or Federal agency/bureau or Tribal Government**

NAS Alameda Historic District | Alameda County, CA
Name of Property | County and State

4. National Park Service Certification

I hereby certify that this property is:

X 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: 1/23/2013

5. Classification

Ownership of Property

(Check as many boxes as apply.)

Private:	
Public – Local	
Public – State	
Public – Federal	X

Category of Property

(Check only **one** box.)

Building(s)	
District	X
Site	
Structure	
Object	

NAS Alameda Historic District — Alameda County, CA
Name of Property — County and State

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

Contributing	Noncontributing	
92	39	buildings
1		sites
7	16	structures
	3	objects
100	58	Total

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

6. Function or Use
Historic Functions
(Enter categories from instructions.)
DEFENSE / Naval Facility

Current Functions
(Enter categories from instructions.)
WORK IN PROGRESS
DOMESTIC / Single and Multiple Dwelling
COMMERCE / Specialty Store
GOVERNMENT / Municipal Building
RECREATION AND CULTURE / Museum
INDUSTRY / Industrial Storage

7. Description

Architectural Classification
(Enter categories from instructions.)
MODERN MOVEMENT / Moderne

Materials: (enter categories from instructions.)
Principal exterior materials of the property: Concrete, Wood

Narrative Description

Summary Paragraph

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

The NAS Alameda Historic District, covering approximately 406.5-acres, is located within the former Naval station and contains 100 contributors including 99 contributing buildings and structures, and one contributing site: a historic designed landscape. The historic district has 58 non-contributing buildings, structures, and objects (see table below and **Figure 1**). The historic district encompasses the buildings and landscape that adhere to the original master plan and architectural design of an Interwar-era designed Naval station. The layout and construction of NAS Alameda was conducted under a master planning process that has been referred to as a "total base design." In addition to the careful master planning for the station following principles of organization, functionality, hierarchy, and efficiency, the Navy also designed prominent buildings on the station in a manner that corresponded with the efforts to create a modern and organized facility. This was achieved by adhering the station's plan to a Beaux Arts formal spatial layout and by designing most of its prominent buildings in the Moderne style, which blended neo-classical proportion, symmetry, and order with modern design concepts of the time. The planning and architecture on NAS Alameda demonstrate trends that the U.S. Navy's Bureau of Yards and Docks (BuDocks) designers drew upon related to campus planning, modernistic design, and the continued traditional architectural expressions of federal buildings during the late 1930s.

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

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

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

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

Setting and Boundaries

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

[1] The details on interior modifications were covered in the station's historic resources buildings study completed in 2011. See JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," prepared for Naval Facilities Engineering Southwest, September 2011. See Appendix C: DPR 523 Forms for specific building descriptions.

[2] JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," prepared for Naval Facilities Engineering Southwest, September 2011; JRP Historical Consulting, LLC and PGAdesign Inc., "Cultural Landscape Report for Naval Air Station Alameda," prepared for Naval Facilities Engineering Southwest, April 2012.

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

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

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

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

Narrative Description

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

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

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

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

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

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

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

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

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

Contributing Buildings and Structures within the NAS Alameda Historic District

Administrative Core

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

The Administrative Core buildings represent the best expression of the "Moderne" style that was the design theme for the entire station. The Administrative Core buildings are excellent representations of the style, bearing most of the characteristic elements of the style: reinforced concrete materials; smooth surfaces with many curved elements; highly stylized vertical emphasis elements at the entrances; columns whose cross-section has been elongated, transforming them into aerodynamic struts; and the overriding element of the horizontal bands, running continuously across the façade, over the windows and over the wall panels between the windows.

While there are important differences, particularly with respect to the Chapel (Building 94), the buildings within the Administrative Core are remarkably consistent in design. The vocabulary may be summarized with respect to the surface treatment, roof and building forms; windows and doors; and use of strong, repetitive design elements.

The dominant character of the buildings in the Administrative Core is that they are made of smooth reinforced concrete walls and have flat roofs. The smooth surfaces and flat roofs are particularly effective in emphasizing the horizontality of the buildings. The administrative buildings tend to be very long and low. Some are enormous: Buildings 2 and 4 (and, to a lesser degree, Building 17) are so long they cannot be seen in their entirety from any one perspective. Even smaller buildings, such as Building 1, are long and low.

The horizontality of the buildings is best illustrated in Buildings 2 and 4. The long sweeping design is emphasized by the continuous horizontal bands in the concrete panels and by the bands of windows, which are themselves arranged in horizontal bands. Building 1 is equally horizontal in its appearance. The designers of these buildings, however, typically used vertical elements for powerful emphasis, as with the prominent entry pavilion at the center of Building 1. Another important element is the use of curved surfaces which enhance the sense of movement.

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

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

- Use of curved elements for contrast[3]

Building 1. Administration Building: Located at the south end of the entry mall, Building 1 has an E-shaped footprint measuring 48,946 square feet. It is a one-and two-story Moderne style building with a flat parapet roof, stucco finished concrete walls, and a stout central tower on the north façade, which is the main entrance (**Photograph 1**). A secondary entrance with curved cantilevered canopy is located on the south side of the building (**Photograph 2**). The remainder of the building is characterized by bands of scored concrete into four sections and painted blue with inset steel frame windows. The south entry includes free standing concrete trapezoidal planters, which are found at other buildings throughout the station. Building 1's interior has been modified over the years; however, it appears to retain some original elements. These elements include the design of the building's interior corridors, its terrazzo flooring, interior doors, and curving staircases with metal railing. The interior is characterized by its wide corridors among its three wings.

The character-defining features of Building 1 include the smooth concrete surfaces of the building, horizontal orientation, flat roof, emphasized vertical elements (notably vertical detailing in the entry), curved contrasting elements (including concrete canopies over the entrance), original and sympathetic two over two windows, five light original doors, quoin-like dividers between windows, and incorporated curved concrete planters. Contrasting curved elements are also located on the interior and include the interior curving staircases with metal railings.

Buildings 2 and 4. Bachelor Enlisted Quarters: Located west of the entry mall, the buildings are the two sides that form the BEQ quadrangle, with Building 3 (described below) at the west end. Buildings 2 and 4, oriented east-west, are nearly identical two-story concrete structures with flat roofs and key-shaped plans connected by a long east west element facing a central quadrangle (**Photograph 3**). Building 2 measures 214,439 square feet and Building 4 is 228,881 square feet. The east-west oriented building sections are 1,200 feet long with ten rectangular wings projecting form their outer sides and have three-story tower entries at the easternmost ends. The eastern most wings (Wing 1, Building 2 (**Photograph 4**) and Wing 20, Building 4 (**Photograph 5**)) have three-story corner towers. The tower entries have rounded concrete planters flanking two sets of concrete staircases. Two cast concrete Pegasus statues face the BEQ quadrangle. The east-west oriented building sections have open arcades with concrete columns. The upper floors have paired metal frame window with 2/2 hopper sash tied together by horizontal striations. Building 2 includes Wings 1-10 (**Photograph 6**), and Building 4 contains Wings 11-20 (**Photograph 7 & 8**).

Despite alterations, Buildings 2 and 4 have many similar interior elements that reflect their original design. Large portions of the buildings have been modified through the addition of offices and the subdivision of the dormitories, many divided into cubicles such as those in Wing 4.[4] Many of the interior spaces have added drop ceilings. Although there were many changes to the interiors, some elements that are components of the buildings' Moderne style remain. Both buildings include large public spaces, such as lounges near the stairwells on the second floor that are characterized by the integration of the same horizontal bands that define the exterior of the buildings. The curved stairwells with their associated metal handrails also reflect the simplified Moderne style of the buildings. Throughout the history of

[3] Stephen Mikesell (JRP Historical Consulting Services), "Guide to Preserving the Character of the Naval Air Station Alameda Historic District," prepared for Engineering Facility, West, Naval Facilities Engineering Command, San Bruno, (1997), 9-10.
[4] The *Carrier*, 4 April 1980.

Buildings 2 and 4, the Navy altered the open dormitories into semi-private rooms. However, some of these divisions were made through the addition of temporary cubicles. Another element to the dormitory spaces is the "mushroom" shaped concrete piers, which are original to the building and found within other buildings on NAS Alameda. Terrazzo flooring runs throughout most of these buildings, but may not be original to the buildings' construction. Additionally, the tile and marble elements, specifically those within the lavatories may originate with the buildings, but have since been partially demolished since the close of the building. A final construction element typical of the Moderne style found within the interior of the buildings are the rounded walls around the entries and doorways within Buildings 2 and 4, which mimic the curved entries on the exterior.

Character-defining features of Buildings 2 and 4 include smooth concrete surfaces, horizontal orientation, flat roofs, emphasizing vertical elements (namely the stairwells in Wings 1 and 20), curved contrasting elements, original and sympathetic 2/2 windows, three light wooden doors, oval columns along the arcade (**Photograph 8**), quoin-like dividers between windows, Pegasus statues (**Photographs 4 & 6**), and incorporated concrete planters and seating areas (**Photograph 4**). Curved features are notable around the entries, windows and in the continuous curving staircases in Wings 1 and 20. Some of these features, including the quoin-like horizontal striations, are found both on the exterior and interior of the buildings.

Building 3 and 63 and 193. Mess Hall-Galley and Commissary Office: Located at the western end of the BEQ quadrangle, the Mess Hall / Galley (Building 3) contains 55,327 square feet. The complex building is situated at the west end of the BEQ quadrangle and backs up onto Monarch Street. The building includes three mess halls and varies between one and two stories with flat roofs surrounded by parapets. The poured concrete building consists of a two story mess hall (Mess Hall 1, **Photograph 9**) across the front east facing facade. One-story Mess Halls 2 and 3 form wings at a right angle to Mess Hall 1 along the north and south sides. The one-story galley fills the area between the mess halls, and a center food storage wing projects westward from the galley. Additions to the food storage wing and set-backs along the western side of the galley create a complex western elevation.

The main façade (east) forms the end of the courtyard formed by Buildings 2, 3 and 4 and is connected to the other buildings through a curved one story colonnade (**Photograph 10**). The front of Mess Hall 1 is flush with the front of the colonnade. Mess Hall 1 consists of nine bays. The end bays are solid creating two end pilasters with stylized cast concrete eagle statues at the outer corner of each. Three small lights are arranged vertically at the second floor level of each pilaster. Six oval concrete columns support a plain entablature over an open two story porch. Each bay contains a set of three windows on each story, truncated to two windows at the end bays. The second story windows are two-over-two fixed in metal frames. The first floor windows are taller with a third, two-light sash added to the bottom. In the center bay is the main entrance slightly recessed with curving sides. The central pair of doors and flanking single doors are boarded over (as a protective measure), as are the transoms above. Above the door openings is a painted arch and the words "Welcome Aboard N.A.S. Alameda." Mess Halls 2 and 3 are set behind the curving colonnade. The end of each mess hall is three bays. Two bays contain pairs of windows and the third a pair of doors. Eagle statues flank the façade of the mess hall.

The interior of Building 3 has been significantly altered since its original construction. Lowered ceilings are now found throughout the building, and the upstairs dropped ceilings cover most of the original light wells. Newer additions to the building include half-wall partitions, such as those dividing the mess hall areas. However, the building retains some original architectural features. Similar to Buildings 2 and 4, Building 3 has "mushroom" style concrete supports throughout the building, specifically noted in the

kitchen and some of the larger open rooms. Additionally, lighting within Building 3 is a mixture of differing fixtures, some of which may be remnants from the original installation.
Building 63 is oriented north-south and measures 5,100 square feet. It has a rectangular plan on a concrete foundation supporting wood panel-formed concrete and a flat roof with two entry doors on the east side. Building 193 is 1,000 square feet and connects to Building 63 on the east side and Building 3 on the north side. Building 193 has entry doors on the east and west sides. A cantilevered flat concrete roof projects off the north side of the building to Building 3, which creates a breezeway between the two.

Character-defining features of Buildings 3, 63, and 193 include smooth concrete surfaces, horizontal orientation with vertical elements including the tall columns at the façade of Building 3, quoin-like features, cast stone eagle figures at the entrance of Building 3 (**Photograph 11**), original and sympathetic two over two windows, steel sash windows in Building 3, and incorporated concrete planters and seating areas. Character-defining features within Building 3 include the curved stairwells and their metal handrails and the original light wells noted on the second floor.

Building 16. Dispensary: Building 16 is located at the southeast corner of the entry mall along Saratoga Street. It is a 39,130 square foot U-shaped Moderne building with a flat roof. The north wing is three stories, while the west wing and south wing are two stories. Building 16 is almost entirely made of poured concrete with the exception of the rear section of the south wing, which is clad in horizontal wood siding. At the northwest corner of the building is a three story element protruding from the roof of the west wing, and a four story element protruding from the roof of the north wing. This last is a stairwell providing access to the roof.

The building's clean, angular lines are interrupted only at the main entrance on the northwest corner of the building. Here, the corner of the two-story west wing is rounded as it meets the north wing. The center horizontal band of concrete that runs between the first and second story windows of the west wing continues past the corner to provide a shelter for the entrance before it too curves to meet the north wing. The entrance is slightly recessed and has three sets of full glass double doors accessed by a staircase of seven concrete steps with metal pipe railings (**Photograph 12**).

Character-defining features of Building 16 include the smooth concrete surfaces of the building, horizontal orientation, flat roofs, emphasizing vertical elements (such as the stacked windows on the north side), curved contrasting elements (especially the curved entry elements in Photograph 12), original and sympathetic two over two windows, and quoin-like dividers between windows. With its sweeping curved concrete surface entrance at the northwest corner, Building 16 is one of the best examples of the Moderne style in the historic district.

Building 17. Bachelor Officers Quarters: Building 17 is located at the southeast corner of the Administration Core bounded by West Essex Drive, Pan Am Way, West Midway Avenue, and Todd Street. The former Bachelor Officers Quarters (BOQ) consists of an east-west cross wing with U shaped wing attached to either end. Another wing projects from the center of the east-west cross wing to the south for a total of 144,133 square feet. The building has a main entrance on the north side of the east-west cross wing (**Photograph 13**), and three entrances facing the courtyard of each U. A three story stair tower is just to the east with horizontal bands of glass block windows wrapping around the northeast corner of the tower (**Photograph 14**). A concrete planter surrounds the tower. A long porch and second floor balcony extend to the west of the entrance. First floor fenestration along the length of the porch has been modified to single windows instead of bands. The main entrance is a pair of metal-framed glass doors. The three story U shaped wings have entrances and stairs at each outside corner (**Photograph 15**).

Entrances facing the courtyard at the base of each U have stairs leading to a pair of doors set into a recess with curved sides. Above the entrance is a small balcony with a single door and small flat rectangular concrete roof. The doorway is flanked by two rectangular concrete planters (**Photograph 16**). Similar doors without the balcony are located facing the courtyard on each side of the U. The central entrance on the east has been modified with a wheelchair ramp. South of the west entrance is an emergency stair with metal first floor door and a column of horizontal single light windows above it.

The south wing includes a single story rectangle projection to the south with a two-story square located to the east of that rectangle. A loading dock runs along the west side of the central wing and a personnel door with curved protective roof is located at the corner where the wing joins the central corridor.

Similar to many buildings on NAS Alameda, the interior of the BOQ has been modified consistently since its construction. However, characteristic elements of the building remain; they include: large open spaces, curved staircases and their metal handrails, and the use of glass block in windows and room dividers. The building has been vandalized and many of the glass block sections are missing or have been broken. The building retains features such as small telephone booths and terrazzo flooring that reflects the era in which the building was constructed. The terrazzo flooring and the tile in the lavatories may be original materials. The kitchen area is characterized by tiled walls and floor and has industrial metal sinks along the east wall. While the large open plan of this area is true to the original design, the materials within it may be part of a later refurbishment.

Character-defining features of Building 17 include smooth concrete surfaces of the building, horizontal orientation, flat roofs, emphasizing vertical elements, curved contrasting elements, original and sympathetic two over two windows, five light wooden doors, and quoin-like dividers between windows Vertical elements include the raised concrete 'stacked' features at the east and west ends of the U shaped wings, 'stacked' windows and concrete balconies at the north entry, and the 'stacked' glass block windows at the sides of the north entry. Curved contrasting elements include the north entry and concrete canopy over the rear loading dock. Some of these features are reflected on the interior, notably the windows and glass block and a slight curve to the base of the stairs.

Building 18. Theater / Post Office: Building 18 is located on the east side of the entry mall. This 39,130 square foot Post Office and Recreation building has an east-oriented three-story high theater at the south end and a post office and office wing extending to the north is one story (**Photograph 17**). The post office is deeper than the adjoining offices creating an irregular east façade. A roughly square sorting room is attached north of the customer service portion, but is not flush with the full length porch. The porch columns are actually oval and mimic the colonnade of the BEQ (Buildings 2 and 4) across the mall. Surrounding the theater entrance is a concrete terrace with incorporated concrete planters. The terrace surrounds both the main (west) entrance and a second (south) entrance with a cantilevered protective roof. This secondary entrance has been enclosed. The theater also has entrances with concrete stairs and planters at the far end, on the north and south sides. These doorways are set in smaller tower like projections with a grid of six tall two over two windows. The rear (east) side has two loading areas. The first is where the offices meet the theater. It consists of a concrete platform leading to a pair of doors with a rectangular flat concrete overhang. A window and doors to equipment are located in a recess off the platform. The rear of the post office has another platform. This platform is sheltered by a full width and depth metal roof. The central portion of this roof is concrete and curves out from the post office wall. A pair of doors is centrally located and flanked on one side by mechanical equipment mounted to the dock. The rear of the post office addition has two overhead doors at truck bed height for additional loading and unloading.

The interior of Building 18 retains a Moderne look in the theater; however, this is a result of modifications made to the building in the 1990s. Only a few original elements were retained and incorporated into the redesign of the theater portion, such as the vent structures on the ceiling and the metal vents along the base of the stage. The interior of the post office portion of Building 18 has also been modified over the years; however it retains the original two-over-two wooden double-hung sash in the mail sorting area of the post office.

Character-defining features of Building 18 include smooth concrete surfaces of the building, a tall theater contrasting with low post office, flat roofs, emphasizing vertical elements, curved contrasting elements, original and sympathetic two over two windows, oval columns along the arcade, and incorporated planters. The dominant vertical element is the 'stacked' windows above the theater entrances. Curved elements include the entries to the post office and theater and the concrete canopy on the rear loading dock. The original two-over-two wooden double-hung sash in the mail sorting area of the post office is the single, interior character-defining feature of Building 18.

Buildings 30 & 31. Gate House / Main Gate & Sentry House / Main Gate: Located at the north entry of the station, Buildings 30 and 31 are the formal entry into the station (**Photograph 18**). Building 30, the Main Gatehouse, is an L-shaped building on a concrete foundation with a flat roof with a total of 5,196 square feet. The long wing of the "L" is oriented along a roughly east-west axis; the short wing is oriented along a north-south axis. The long wing is one story, while the short wing is two stories. Along the north and east sides of the building runs a concrete canopy roof supported by oval columns. The roof covers a rounded front porch area. A wooden bench with decorative horizontal bands runs along the front porch area. There are two-over-two double-hung windows throughout the building's first story. On the second story are six tall windows – three on the west side and three on the east side. A stylized American bald eagle with an American flag shield adorns the north side of the second story.

Building 31, the Sentry House, is a north facing, ovoid-shaped, one-story, concrete 164 square-foot building. It has a flat concrete canopy roof with a three-foot overhang. A continuous band of windows facing northward fronts the building. Below the windows "United States Naval Air Station Alameda" is written out. Metal gates with decorative horizontal bands and curved lines which mimic the lines of the Moderne building, fold along the east side and along the west side (nearest Building 30) of Building 31; two concrete traffic control structures lay in front.

Character-defining features of the Main Gate buildings include smooth concrete surfaces of the buildings, horizontal orientation, flat roofs, emphasizing vertical elements, curved contrasting elements, original and sympathetic two over two windows, oval columns along the arcade, and cast stone eagle and flag figure on Building 30. The dominant vertical element is the two story tower on the eastern end of Building 30 with vertical window recesses. Curvilinear roof overhangs are prominent on both buildings providing the contrasting elements. Additional character-defining features of the buildings are the original metal vehicle and pedestrian gates that mimic the horizontal and curvilinear Moderne elements of the buildings.

Building 60. Officers Recreation Building: Building 60 is located at the northeast corner of the Administrative Core adjacent to the corner of West Redline Avenue and Pan Am Way. The former Officers' Club is a 29,538 square foot concrete-formed building with a multi-level flat parapet roof with an irregular rectangular floor plan and wing extension on the west side. The north side of the building has a designed garden courtyard with an offset open-air kitchen (Building 419) featuring a large barbeque pit. On the south side of the building a semicircular section extends from the otherwise linear footprint, and a covered walkway leads to the main entrance (**see Figure 4**). Concrete planters follow the curvilinear

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

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

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

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

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

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

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

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

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

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

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

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

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

Shops Area

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

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

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

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

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

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

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

northern half, Building 5A, incorporated a light wall enclosure structure, referred to as "Thermax," which reduced the size of foundation needed for the large building.[7]

After the initial construction in 1940, the following four additions occurred in quick succession between 1942 and 1943. Located in the southeast corner, the first of these additions in 1942 was to the metal shop and did not use hangar construction techniques. The area was divided into several smaller shop areas, and was renovated in 1977. The Navy made three additions to Building 5 in 1943. The south addition, now removed, had hangar-like construction and provided cleaning for aircraft arriving for service. At the height of the war building materials were limited and the northwest (north of Door 12) and northeast (Extension) extensions lacked the architectural and material sophistication of the earlier portions of the building. These areas were constructed of wood and had roof heights and skylights that do not follow the pattern established in the rest of the building. While former exterior walls separated these areas from other areas the additions themselves had few interior walls.[8]

Continued growth in naval aviation required a near doubling of the space in 1945 and construction of the Interim Engine Overhaul Building, Building 5A, on the north of the building. This addition included Doors 13 through 16 and Door 5-5A (**Photograph 25**), the Mezzanine, and single story shop space on the east and west sides. This cohesively planned addition used hangar doors and large truss systems to create a characteristic open floor plan capable of a variety of uses. Between the new open area and the previous construction was the mezzanine containing offices and small shop spaces.[9]

Extension, Ground Fl, Roof and Plat Plan," Yards and Docks #255511, April 1943, Drawer 43, Plans and Maps Room, Alameda City Hall West (Building 1 former NAS Alameda), Alameda, California; Bureau of Yards and Docks, Naval Air Station Alameda, "Assembly & Repair Shop Northeast Extension Elevations & Sections," Yards and Docks #255525, April 1943, Drawer 46, Plans and Maps Room, Alameda City Hall West (Building 1 former NAS Alameda), Alameda, California; Bureau of Yards and Docks, Naval Air Station Alameda, "Assembly & Repair Shop Northwest Extension Ground Floor Plan," Yards and Docks #255496, March 1943, Drawer 46, Plans and Maps Room, Alameda City Hall West (Building 1 former NAS Alameda), Alameda, California; Assembly & Repair Buildings, NAS, Alameda, September 1, 1945, "History of Assembly and Repair Dept," RG 181, 3195B-C, Box 1 of 22, US Naval Shore Establishments, National Archives and Records Administration, Pacific Region, (San Francisco); Bureau of Yards and Docks, Naval Air Station Alameda, "Interim Overhaul Building Location and Ground Floor Plans Door Schedule" Yards and Docks #291657, December 1945, Drawer 47, Plans and Maps Room, Alameda City Hall West (Building 1 former NAS Alameda), Alameda, California; Department of the Navy, "Fire Protection System for O&R Buildings," 1 Sept 1954, California-Alameda-Pictures, maps, Justifications, RG 5, Geographical Collection (1800-present), CEC/Seabee Museum, NBVC Port Hueneme.

[7] Oswaldo A. de la Rosa, AIA, Assistant Head Architect, Bureau of Yards & Docks, "Industrial Architecture," Civil Engineering Corps Bulletin, Vol. 5, No. 55, June 1951, 156.

[8] Assembly & Repair Department, NAS Alameda, January 1, 1944, "History of Assembly and Repair Dept," RG 181, 3195B-C, Box 1 of 22, US Naval Shore Establishments, National Archives and Records Administration, Pacific Region, (San Francisco); Bureau of Yards and Docks, Naval Air Station Alameda, "Assembly & Repair Shop South Extension, Ground Fl, Roof and Plat Plan," Yards and Docks #255511, April 1943, Drawer 43, Plans and Maps Room, Alameda City Hall West (Building 1 former NAS Alameda), Alameda, California; Bureau of Yards and Docks, Naval Air Station Alameda, "Assembly & Repair Shop Northeast Extension Elevations & Sections," Yards and Docks #255525, April 1943, Drawer 46, Plans and Maps Room, Alameda City Hall West (Building 1 former NAS Alameda), Alameda, California; Bureau of Yards and Docks, Naval Air Station Alameda, "Assembly & Repair Shop Northwest Extension Ground Floor Plan," Yards and Docks #255496, March 1943, Drawer 46, Plans and Maps Room, Alameda City Hall West (Building 1 former NAS Alameda), Alameda, California.

[9] Assembly & Repair Buildings, NAS, Alameda, September 1, 1945, "History of Assembly and Repair Dept," RG 181, 3195B-C, Box 1 of 22, US Naval Shore Establishments, National Archives and Records Administration, Pacific Region, (San Francisco); Bureau of Yards and Docks, Naval Air Station Alameda, "Interim Overhaul

Building 5 shares character-defining elements with hangars and shop facilities in the historic district. These elements include smooth surfaces above a tall concrete base, prominent pylon-like door pockets, integrated into the structure, and rooftop clerestory monitors. The hangar doors are original to the building and a key feature. Divided into segments these are largely glazed across the upper portions, on the southern half of the building, and present a solid appearance on the northern half of the building (Building 5A). Other character-defining windows are the bands of steel industrial sash windows found throughout the building. The building incorporates few decorative items, but the copper horizontal banding and shed roofing above hangar doors, especially on the southern half of the building, are subtle character-defining features. Together these features visually connect this building to others within the historic district with similar character-defining features.

Building 6. Public Works Transportation Shop Garage / Firehouse: Building 6 is located on West Ranger Avenue between Lexington Street and Saratoga Street. The north facing building is a one and two-story concrete building with an irregular U-shaped plan with parapet flat roofs enclosing 39,580 square feet (**Photograph 26**). The north wing forms the base of the U and east and west wings extend southwards. The exterior of the building has a protruding water table. Five scored horizontal bands above correspond to the tiers of the window sash; however, the two-story central section of the north wing lacks this detail. The north wing has a two story central section. Fenestration on the north wing first floor includes five-over-five window sets flanked by a pair of five-over-three windows and four vehicular doors. The centrally located two-story section on the north wing fenestration includes three sets of horizontal two-over-three fixed pane metal windows on the second floor, with decorative concrete relief panels between. To the west of the second story section is a one-story flat roof clerestory addition with six pairs of two-over-three fixed metal windows and an exterior metal ladder leading to the second-story roof. The south side of the building opens up to an I-shaped courtyard. The south end of the west wing has a shed roof with two sets of three-over-five fixed pane windows flanking a four-over-five window. The west and east wings both have one-story and two-story building segments projecting into the courtyard area at the south ends of the wings, creating an L-shape. The west side L has four corrugated metal overhead doors and the east L has two corrugated metal overhead doors, a chain link fenced bay, and a two-part fixed pane and metal apron overhead vehicular door with inset personnel door.

Character-defining features of Building 6 include smooth concrete surfaces, flat roof, horizontal orientation, remaining steel vehicular doors, steel sash windows, and incised concrete band between windows. The relief decoration like that between the second floor windows is a character-defining feature.

Building 8. General Storehouse: Building 8 is on the corner of Saratoga Street and West Ranger Avenue. This east-west oriented, 3-story 288,881 square-foot rectangular building has three evenly spaced 4-story towers along the primary (north) façade (**Photograph 27**) and a centrally located 4-story tower on the southern façade that projects through the flat, parapet roof. Each tower has a two part overhead door in a recess with curving sides. The fenestration and doorway pattern along the north side consists of four sets of windows flanked by overhead doors and a pair of windows, this pattern is located between the towers. The north and south facades have two bands of scored concrete with inset multi-light steel industrial sash windows. The canopy along the northern and southern sides is cast concrete constructed as a part of the building. A shed roof walkway leading to a skywalk to Building 9 has been added above the shed roof above the loading dock on the south side. The interior of Building 8 contains

Building Location and Ground Floor Plans Door Schedule" Yards and Docks #291657, December 1945, Drawer 47, Plans and Maps Room, Alameda City Hall West (Building 1 former NAS Alameda), Alameda, California.

large open spaces with "mushroom" shaped, concrete pier supports. Portions of the interior have been modified for office use and much of the large spaces contain contemporary conveyor machinery.

Character-defining features of this Moderne style building include smooth concrete surfaces, flat roof, horizontal orientation, strong vertical accents (the towers), steel industrial sash windows, original steel personnel doors, curved walls flanking entries, canopy over main door, and canopy with curving support along loading dock.

Building 9. Aircraft Storehouse: Building 9 is on West Tower Avenue at the corner of Saratoga Street. This east-west oriented, tall one-story 118,714 square-foot rectangular building has a flat parapet roof. The west end has four tall hangar-like doors that slide into pilasters on either side with a parapet forming a slight pediment between the pilasters (**Photograph 28**). The top of the doors are protected by a shallow awning roof. The south side consists of six pairs of large sliding metal framed doors with six, nine-light windows distributed evenly along the length of the building. One pair of large doors has a suspended metal roof halfway up protecting the approach to the doorway. The east end is arranged like the south with a single pair of large doors. A band of metal industrial windows with hopper sash runs along the upper part of the north, south, and east sides. The north side has a wood framed shed roof addition open on the north side. A shed roof walkway leading to a skywalk to Building 8 has been added to the north side of Building 9.

Character-defining features of Building 9 include smooth stucco siding above a tall concrete base, hangar like form, hangar-like doors, and steel industrial sash windows.

Building 10. Powerplant Building: Building 10 is on West Tower Avenue, situated between Lexington Street and Saratoga Street. Building 10 is an east-west oriented rectangular building with flat roof. The eastern most and western most ends of the building were completed in 1945, five years after the original main building was constructed resulting in a 21,341 square foot building. Both phases are board formed concrete and the eastern end has exterior vertical buttressing on its north and south sides (**Photograph 29**). About midway along the north side is a raised, exterior loading dock with a steel beam hoist and pairs of sliding utility doors. Adjacent to the north (rear) elevation of the west end is a 90 x 32 foot open-air electrical transformer known as Building 34.

While the building lacks the adornment of some prominent buildings on the station, this building's plan, fenestration, and materials complement the buildings constructed as part of the station's initial development and expansion. The building's main character-defining feature is the concrete building material with exterior vertical buttresses. The other character-defining features are the stacked industrial windows forming vertical window openings.

Building 35. Radio Transmitter Building: Building 35 is on the east side of Pan Am Way between West Midway Avenue and West Ranger Avenue. Building 35 is a west-facing 2,761 square foot rectangular building on a concrete foundation. The northern portion of the building was constructed between 1939 and 1940 with an addition to the south end between 1942 and 1943.[10] It is constructed of concrete and has a flat roof. There are two entrances on the west side of the building. The main entrance

[10] Department of the Navy Bureau of Yards and Docks, *Public Works of the Navy Data Book: Buildings,* July 1945, 826, Box 232, RG 8, CEC/Seabee Museum, Port Hueneme; "Change N2 NOy4165," January 20, 1943, NOy4165, folder 3 of 23, Box 25 NOy Contracts, Record Group 12 Bureau of Yards and Docks, CEC/ Seabee Museum, NBVC, Port Hueneme, California.

is near the north end and has Moderne-style details with a rounded Moderne-style cantilevered canopy and concrete stairway with rounded balustrade (**Photograph 30**). The door itself is wood frame with a boarded-up, full-length window, sidelights, and a fixed transom light. The second entrance is near the south end of the west façade and has double metal doors with a single pane glazing, and a fixed transom light. Windows on the building are two-over-two metal casement, placed singly and in pairs. The sets are divided by horizontally scored mullions that emulate the horizontal lines of the window panes, and which are similar to the mullions on other buildings built at the same time like the BEQ (Buildings 2 and 4). Near the top of the walls are evenly spaced, recessed squares that may have been openings at one time, but are now infilled.

Building 35 has similar character-defining features as other buildings in the Administrative Core on station. Character-defining features of the building include its smooth concrete surface, flat roof, and horizontal emphasis created by other character-defining features. These other character-defining features include the 2/2 windows, the horizontally scored mullions between the windows, curved concrete canopy, curved edges to the entry steps, and curved walls flanking the entry. The building has one character-defining feature that is unique within the historic district: the square recesses above the windows.

Building 42. Aviation Technical Services Engineering Facility: Building 42 is on Monarch Street at the west end of the Shops Area, located at the corner of West Midway Avenue, and originally served as an Inert Materials Storehouse and was later used as a fuel chemical lab and for other operations including aircraft maintenance and administrative offices in the 1950s and 1960s. Constructed on a concrete foundation, this west-facing rectangular plan plywood-formed concrete building covers 2,969 square feet and has a flat roof. The main entrance on the west side faces Monarch Street and has a cantilevered concrete porch canopy with rounded Moderne style corners (**Photograph 31** at center). Concrete stairs with metal hand railings lead to a porch with two sets of doors. A metal double door accesses the main building and a single personnel door leads to a partially enclosed porch on the south end. The other main entry point to the building is accessed from a concrete ramp/stairs that wraps around the southeast corner and leads to a single personnel door cut into a large multi-pane window on the east side. The north and south sides of the building have identical, centered multi-pane windows, covered with grates.

The character-defining features of Building 42 include smooth building surface, steel industrial sash windows, and curved concrete entry canopy.

Building 43. Weapons Shop: Building 43 is on Monarch Street at the west end of the Shops Area, south of West Midway Avenue between Buildings 42 and 44. It is a two-and-one-half-story concrete building with a rectangular plan, an L-shaped clerestory, and two small additions to the north side covering 10,500 square feet (**Photograph 31** at right). The main entrance faces west and consists of a centered metal roll-up door flanked by large multi-pane windows with a band of awnings. The windows have been covered with a metal grate, one of which has metal awnings to allow the awning windows to function. A four-light wooden personnel door is installed in the window on the north side of the roll-up door. On this end the clerestory is centered above the lower level, giving the building the appearance of having north-south wings.

The character-defining features of Building 43 include smooth concrete building surface and steel industrial sash windows.

Building 44. Engineering Office Facility: Building 44 is on Monarch Street at the west end of the Shops Area south of Midway Avenue and Building 43. Constructed on a concrete foundation, Building 44 is a

one-story concrete building measuring 5,073 square feet with an irregular square plan with an attached rectangular addition on the northeast corner (**Photograph 32**). Both sections have a flat roof and are constructed of panel formed concrete but the square section has a raised water table base. The west (primary) façade has a centrally located entrance with a pair of metal personnel doors with single panes of glass with a pair of three-over-three fixed metal mash windows above the door. Fenestration includes multi-light metal sash windows throughout.

The character-defining features of Building 44 include smooth building surface and steel industrial sash windows.

Buildings 91 and 92. Packing / Shipping Storehouse and Facility: Buildings 91 and 92 are located at the southeast corner of the Shops Area on Pan Am Way north of West Tower Avenue. They are similar rectangular plan buildings located next to each other with east-west orientations. Building 91 (**Photograph 33**) measures 53,223 square-feet and Building 92 measures 89,019 square-feet. Both buildings have a very low-pitched front-gable monitor roof with a series of multi-paned clerestory windows run the length of the north and south sides of the roof. The buildings are sheathed with horizontal grooved wood siding. The east and west ends of each building are similar with a central two-part vertical wood bay delivery door. Building 91 has four 16-light windows above the doors that are flanked by four additional sets of windows. Fenestration includes pairs of four-over-four wood-framed windows with four operable lights.

The character-defining features of Buildings 91 and 92 include wood drop siding, rooftop monitors, and wooden industrial sash windows.

Building 102. Ordnance Office Building: Building 102 is near the west end of the Shops Area, located on West Midway Avenue. Built on a concrete foundation, Building 102 has a rectangular plan and is clad in horizontal wood paneling with a flat roof (**Photograph 31** at left). A concrete walkway leads to the main entrance on the north side of the building. Concrete stairs lead to a recessed wooden door with a single pane of glass; the door is flanked by three-over-one sidelights. Fenestration includes a pair of four light wooden windows. The east side has a pair of four-light windows, three one-over-one ribbon windows, and a recessed entryway with wooden door and single-pane window. The west side has three sets of four-light wooden windows. The south side has a four-light wooden window and two smaller one-over one wooden windows. A metal, exterior ladder is attached to the southwest corner of the building.

Building 102 is representative of the wood frame utilitarian buildings constructed during the period of significance in the Shops Area. Character-defining features of Building 102 include the smooth wood surface, wood windows, and flat roof.

Building 114. Public Works Office-Maintenance Shop: Building 114 is at the corner of Saratoga Street and West Midway Avenue. It is an irregular two-story U-shaped building with two setbacks in the southwest and northwest corners and covers 76,895 square feet (**Photograph 34**). It has a flat parapet roof, V-groove horizontal wood siding, and a concrete foundation. Fenestration is a mix of wood and steel sash windows. Door openings are located on the first and second levels throughout the exterior.

Character-defining features include wood siding exterior, flat roof, horizontal orientation, steel industrial sash and remaining wooden sash windows.

Residential Area

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

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

The character-defining features of the residences include:

- Stucco surface
- Hipped roof form
- Recessed porch on the CPO Houses
- Two-story core and one-story wings form of the Officers' Houses
- Attached garage in Officers' Houses[11]

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

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

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

Building No.	CPO No.	Navy Address	City of Alameda Address
FH-0006	CPO 6	111 Corpus Christi Road	451 Corpus Christi Road
FH-0007	CPO 7	111 Pensacola Road	2850 Pensacola Road
FH-0008	CPO 8	110 Pensacola Road	450 Pensacola Road
FH-0009	CPO 9	108 Pensacola Road	470 Pensacola Road
FH-0010	CPO 10	106 Pensacola Road	500 Pensacola Road
FH-0011	CPO 11	104 Pensacola Road	530 Pensacola Road
FH-0012	CPO 12	102 Pensacola Road	550 Pensacola Road
FH-0013	CPO 13	100 Pensacola Road	570 Pensacola Road
FH-0014	CPO 14	106 Corpus Christi Road	500 Corpus Christi Road
FH-0015	CPO 15	108 Corpus Christi Road	470 Corpus Christi Road
FH-0016	CPO 16	110 Corpus Christi Road	450 Corpus Christi Road
FH-0017	CPO 17	112 Corpus Christi Road	370 Corpus Christi Road
FH-00 18	CPO 18	114 Corpus Christi Road	350 Corpus Christi Road
FH-0019	CPO 19	116 Corpus Christi Road	330 Corpus Christi Road
FH-0020	CPO 20	118 Corpus Christi Road	300 Corpus Christi Road
FH-0021	CPO 21	120 Corpus Christi Road	270 Corpus Christi Road
FH-0022	CPO 22	122 Corpus Christi Road	250 Corpus Christi Road
FH-0023	CPO 23	102 Corpus Christi Road	550 Corpus Christi Road
FH-0024	CPO 24	104 Corpus Christi Road	530 Corpus Christi Road
FH-0025	CPO 25	123 Corpus Christi Road	251 Corpus Christi Road
FH-0026	CPO 26	121 Corpus Christi Road	271 Corpus Christi Road
FH-0027	CPO 27	119 Corpus Christi Road	301 Corpus Christi Road
FH-0028	CPO 28	117 Corpus Christi Road	331 Corpus Christi Road
FH-0029	CPO 29	115 Corpus Christi Road	351 Corpus Christi Road
FH-0030	CPO 30	113 Corpus Christi Road	371 Corpus Christi Road

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Operations Area

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

The Operations Area includes some of the most imposing buildings within the historic district, with rows of hangars creating dramatic setting. Although massive, the landplane and seaplane hangars are rather simple buildings, from the structural as well as the architectural standpoint. In terms of the basic structure, the character-defining elements include:

- Smooth concrete surface above a tall concrete bulkhead
- Prominent pylon-like door pockets, integrated into the building
- Rooftop monitors

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

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

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

pipe railing. The first floor entrance is covered by a small, cantilevered concrete roof. A PVC pipe and canvas canopy covers the concrete and metal walkway from the wharf to the main entrance. On the northwest side of this element is a covered boat dock bay with projecting piers.

The one-story boat dock section of Building 15 is a combination of board formed concrete and corrugated metal sheets. The façade wall of this element is a virtual wall of windows comprised of sets of five, six-over-five windows with inset two-over-four pivot windows. A double metal personnel door with solid metal transom is centrally located in the middle bay of these windows with a metal walkway and railing; another metal personnel door with similar walkway is on the southwest side. The northwest side of this one-story element is open for boat entrance and docking and has three projecting piers.

Building 15 shares character-defining features with many of the shop facilities on NAS. The main character-defining element of these buildings, and Building 15, is the poured concrete building material, and smooth surface. With such a simple building material the smaller features such as windows become character-defining. In this case, the large windows providing light to the covered docks are especially defining. The covered docks at the southeastern portion of the building with their associated docks and pilings characterize the use of the building.

Building 19. Control Tower: Building 19 is located at the edge of the airfield south of the landplane hangars and west of the seaplane hangars, setback from the west side of Monarch Street. The building is a 23,706 square foot, roughly L-shaped building constructed in a series of phases beginning in 1941. The main portion of the building is constructed of poured concrete. The foundation utilized board forms and larger panel forms were used for the remainder of the building. The north-south portion of the L is two stories and the east-west portion is a single story. A four-story control tower rises from the southwest corner of the building (**Photograph 45**). A wood frame segment that extended east from the northern corner has been removed (**see Figure 6**).

The north-south element of the L-shape has a rectangular form with a parapet roof and is five bays long. There is a contemporary metal railing at the parapet and the roof has been covered with wood decking to create a useable exterior space. Some of the metal frame divided windows in this portion of the building appear to be replacement windows. Facing the airfield (west side) bands at each story connect groups of three light windows, except for the large pane replacement windows on the first floor and large vertical single pane window at the stairwell adjacent the western entrance. The bay closest to the tower, contains a flat hood sheltered entrance accessed by a short flight of steps. The entrance is a pair of contemporary aluminum frame glazed automatic sliding doors with wide side lights and a two part transom. The north side of the building has an exterior metal stair with tubular metal rails. At each level a metal personnel door leads to the stairs that are adjacent to a single three light north facing window. On the east side of the building there are four groupings of windows located on the southern half of the upper story overlooking the single-story east-west portion and the entrance located on the first floor. The northern most grouping of east facing windows on the second floor is smaller than the other sets of windows. Raised bands connect the windows and extend to the northern end where there are no openings, but there are repairs in the concrete where previous openings were in-filled. The first floor entrance on the east side is similar to the west side entrance. It is a pair of aluminum frame glazed automatic sliding doors with wide side lights and a two part transom sheltered by a flat hood and is reached by a set of concrete stairs. The entrance can also be accessed by a contemporary concrete wheelchair ramp that doubles back along the northern portion of the building. The south side of this portion of the building, adjacent to the control tower, has two smaller sets of windows on the second floor.

The east-west portion of the building is formed by a single-story element on a high foundation and consists of two sections. The northern portion is nearly square and built of poured concrete. It has three groups of three light windows with the bottom light an operable hopper window. Raised bands are located above and below the windows and continue around to the east end of the building, which has another grouping of windows and a single personnel door. The door is sheltered by a square concrete hood and is reached by a set of poured concrete stairs with tubular metal rails. The door has a vertical rectangular window and transom. The southern portion of this part of the building extends further east and is constructed on a similar concrete foundation. This portion of the building was remodeled with stucco panels and it has contemporary metal frame windows with operable bottom hoppers. There is a single set of windows facing east, west, and north, the latter of which may have been reused from the earlier iteration of the wing. There are five sets of windows facing south.

The control tower element of Building 19 is a square, four story tower rising from the southwest corner of the building. It is made of concrete and is topped by a control room. The concrete tower continues the bands of windows pattern from the north-south element of Building 19 on the second floor and third floors. The bands consist of sets of windows with corner windows on the west side of the tower. The east side has two single windows on the third floor. Fenestration on the ground floor is comprised of single windows and a pair of west facing windows, along with entrances on the east and west sides of the tower. The metal door entrances, one on the east and two on the west, are accessed by concrete steps, the eastern of which also has a transom above the door. The control room is set on the flat roof of the control tower, recessed slightly from the plane of the exterior wall that is topped by a contemporary metal tube railing. The walls of the control room are largely comprised of glass with large panes angling out from the top and bottom. The glass windows form an octagon and are built on a concrete base and topped by a concrete roof supporting antennas. There is a glazed doorway with sidelights and transom facing northeast. The control room is reached on the exterior by a metal stair from the roof of the north-south element of the building and there are spiral stairs on the interior.

The interior areas of Building 19 have been altered throughout the building. The ground floor was renovated in the 1990s to accommodate new offices, thus changing the original interior plan. Additionally, the control tower itself, once the heart of operations, has had its equipment removed.

Although there have been many alterations made to this building over time, including removal of building wings that had been constructed during the period of significance, the building retains essential physical features that convey its significance within the historic district. The building's form includes the original 1941 L-shape component plus an addition in 1945, thus illustrating the expansion of this facility, and leaving it recognizable to the district's period of significance. Wings that were added and removed to the building were constructed in a more temporary fashion and housed secondary functions, thus they were less important to the building's historic integrity. Many of the smaller alterations that have been made to the building have been done appropriately to retain the facility's overall integrity on the exterior, generally leaving intact the building's historic massing, proportions, door / window patterns, and spatial relationships between its components. Furthermore, no additions have been built that obscure the historic building.

The Control Tower does not convey the curvilinear aspects of the Moderne style found in the buildings in the Operations Area that face the mall or quadrangle, but it includes other aspects of the style used throughout the Administrative Core. Character-defining features of Building 19 include the smooth reinforced concrete exterior, vertical accent in the projecting control tower, and horizontal bands of

windows. The north, south and eastern sides are more utilitarian in keeping with the shops area that they face, but retain horizontal incised banding while the windows are spaced in a more utilitarian fashion.

Buildings 20-23. Landplane Hangars: Buildings 20, 21, 22, and 23 are a row of landplane hangars of identical design facing the airfield (**Photograph 46**). These buildings are on Monarch Street and the east edge of the airfield. The description that follows refers to all four landplane hangars. The landplane hangars have a roughly square floor plan measuring 254 feet by 213 feet with a low-pitched gable roof and range from 65,547 to 67,344 square feet. Both the north and south facades are almost entirely made up of sliding hangar doors (**Photograph 47**). Each hangar door is comprised largely of windows, being sets of three-over-four industrial sash above a solid bottom panel with inset personnel doors (**Photograph 48**). Each corner of the building has broad, rectangular corner piers with decorative horizontal bands running from pier to pier across the façade. The piers are offset from the façade and a shed roof extends from pier to pier to shelter the hangar doors.

The east and west sides have two rows of three-over-four and four-over-four industrial sash windows with a combination of hopper and awning windows. Above is a set-back third story with windows, and on the roof two clerestories. At ground level are several metal and wood personnel doors, some with six-light windows and others with single-light.

The character-defining features of the Landplane Hangars include smooth stucco surfaces above a tall concrete base, prominent pylon-like door pockets integrated into the structure, rooftop monitors, grand interior spaces with offices along the sides, immense glazed segmental hangar doors, steel industrial sash with awning openings, steel personnel doors with transoms, copper flashing and roofing, and a decorative band above hangar doors and around door pockets.

Buildings 39-41. Seaplane Hangars: Buildings 39, 40, and 41 are seaplane hangars of nearly identical design facing the Seaplane Lagoon (**Photograph 49**). These three buildings are on West Tower Avenue, north of the Seaplane Lagoon. Building 39 is 110,139 square feet, Building 40 measures 118,190 square feet and Building 41 is 118,041 square feet. These are large, rectangular, roughly three-story buildings with very low-pitched, gable roofs. The east and west sides are largely comprised of massive sliding hangar doors made of industrial sash windows with a solid lower panel. Bracketing the hangar doors are stout, rectangular corner piers built with decorative horizontal bands which stretch across the facades from pier to pier. A shed roof also goes from pier to pier and shelters the hangar doors (**Photograph 50**). Some of the hangars doors have inset personnel doors or metal roll-up doors.

The north and south sides of the buildings appear as three stories with horizontal bands of multi-pane hopper and awning windows on the first two stories, and a recessed third floor with a horizontal band of windows (**Photograph 51**). On the ground level are personnel doors, some single light, others multi-light. Many of the doors have concrete surrounds and appear to be replacement doors. Also, some of the windows have been filled in.

The character-defining features of the Seaplane Hangars include smooth stucco surfaces above a tall concrete base, prominent pylon-like door pockets integrated into the structure, rooftop monitors, grand interior spaces with offices along the sides, immense glazed segmental hangar doors, steel industrial sash with awning openings, steel personnel doors with transoms, copper flashing and roofing, and a decorative band above hangar doors and around door pockets.

Building 64. Ship Intermediate Maintenance Activity (SIMA) Diving Locker: Building 64 is located in the southeast corner of the Seaplane Lagoon on Ferry Point Road next to Building 15. It is a one and a half story 986 square foot building with a rectangular plan and flat roof (**Photograph 52**). Originally constructed as a boiler house, Building 64 contained the boiler that provided steam for heat and other uses at the adjoining piers and miscellaneous shops throughout the station. It was constructed within the Seaplane Lagoon so that it would be largely protected from the harsher environment of the open bay by the piers. In 1989, Building 64 evolved to support the Ship Intermediate Maintenance Activity (SIMA), which emphasized underwater ship maintenance work. The building is made of board formed concrete. and rests on concrete and wooden piers that are sunk into the Seaplane Lagoon. The southeast (primary) side has a corrugated metal roll-up door with a pair of three-over-three windows above the door. A personnel door with a four pane window, and a cantilevered concrete canopy flanked by a pair of one-over-one windows is on the southwest side. Concrete and wood walkways with metal railings extend from the wharf over the water to both the roll-up door and personnel door. Fenestration on the remainder of the building is comprised of tall, vertical, three part windows with a two-over-three windows on top, a four-over-three windows, and a single pane on the bottom. These columns of windows are placed in sets of two and singly. Also on the building are six-over-three and six-over-one windows.

The main character-defining features of Building 64 are the poured concrete building material and smooth surface. With such a simple building material the smaller features such as windows become character-defining (in this case the symmetrical, vertically stacked, industrial windows). The curved hood over the southern entrance is another character-defining feature of the building.

Building 77. Air Terminal Building: Building 77 is located immediately south of landplane hangar Building 41 and west of Ferry Point Road. Originally constructed as the Radio and Radar Building, the building is a three-story concrete building with a third floor composite wood panel addition (**Photograph 53**). The main entrance to the building is centrally located on the south side. It is recessed with rounded corners and is sheltered by a flat roof. Concrete steps lead to two sets of glass and metal double doors which are flanking three plate glass windows; above these doors and windows is a course of fixed transom windows. The second and third floors above the entrance are also recessed. On the second floor a set of metal double doors sheltered by a small, flat concrete roof which opens onto a deck above the main entrance.

Fenestration on the building consists largely of horizontal bands of metal, multi-sash hopper windows in groups of four. These windows are also placed singly and in pairs. In addition there are plate glass windows and three-part aluminum sash sliding or casement windows on the third floor. Besides the main entrance, other doors include metal personnel doors both with and without windows. The east and west sides each have a doorway on the first and second stories with fixed transoms. The second story doors are reached by metal stairways and continue to the roof. The first floor door on the east side also has a metal stairway, while the door on the west has concrete stairs and platform covered by a corrugated metal roof. Of the two metal personnel doors on the north side of the building, one is accessed by concrete stairs and the other by a long concrete ramp. Each of these is sheltered by a small, flat concrete roof. On the east end of the north side is a flush loading dock with a metal roll-up door covered by a flat, steel frame, corrugated metal roof.

Building 77 was renovated between 1958 and 1960 to convert the building from a Radio and Radar Building into the new air terminal. A third story, clad in plywood veneer and fenestrated with rounded bay windows, was added to the building to house showers, lockers, and sleeping quarters for officers and enlisted men to use during brief stopovers.

The character-defining features of Building 77 include smooth concrete surfaces, horizontal orientation, flat roofs, curving entry composition, and wide ceremonial entry stairs.

Seaplane Lagoon: The Seaplane Lagoon is located at the south end of the NAS Alameda Historic District with Ferry Point Road running along its east side and Pier 1 adjacent to its southeast corner. The structure is comprised of multiple components, some of which had individual Navy facility numbers. Enclosed by rip-rapped rock walls on the west and the east and a bulkhead (Building 200648) on the north, the lagoon covers approximately 110 acres. It is comprised of eight structures: the Bulkhead (Building 200648), Jetty (Building 200650), Ramp 1, Ramp 2, Ramp 3, Ramp 4 (Building 200687), Dock 3 (Fishing Pier), and Dock 4 (**Photograph 54**), as shown on the table below. Six of these contribute to the historic district and are character-defining features of the Seaplane Lagoon. The bulkhead differs from the jetties in that it is a vertical wall surface buttressed with diagonal supports. The lagoon's entrance is located in its southwest corner between two jetties with navigation lights (Building 200650) that also form its southern edge; the entrance measures approximately 800 feet across. South of the entrance is a ship turning basin, which is surrounded by rock-wall breakwaters (**See Figure 7**).

Constituent Structures of the Seaplane Lagoon

Structure	Built	Contributor
Bulkhead (Building 200648)	1938-1940	Yes
Jetty (Building 200650)	1938-1940	Yes
Ramp 1	1938-1940	Yes
Ramp 2	1938-1940	Yes
Ramp 3	1941	Yes
Ramp 4 (Building 200687)	1941	Yes
Dock 3 (fishing pier)	1944 / 1970s	No
Dock 4	1952-1953	No

Along the east side of the lagoon, between the northeastern and southeastern corners is a pier that ends in a circular platform used as a fishing pier (portions of which were likely part of Dock 3). At the northwest corner of the Seaplane Lagoon is a barge that has been tied up since at least the 1980s.[13] Along the lagoon's northern side, running from west to east are four ramps: Ramps 1 (Ramp 1), 2 (Ramp 2), 3 (Ramp 3), and 4 (Building 200687) (**Photograph 55**). The ramps are concrete, supported by wood pilings. The remains of a concrete dock, Dock 4 (Dock 4), with pressure-treated wooden bumpers and metal posts atop the bumpers can be found on the eastern side of Ramp 4. All of the ramps are connected to a concrete apron. The apron rests on a bulkhead and is supported underneath by concrete pylons. The fishing pier (situated where Dock 3 was located) is located on the east edge of the Seaplane Lagoon, and is in poor condition and a non-contributing feature. A second barge, or a portion of a barge, is tied to Ramp 1 and is partially submerged with only a corner of the structure visible above the water line. This structure appears to have been in place on Ramp 1 since the 1980s.[14]

[13] Naval Facilities Engineering Command Southwest, Aerial Photograph, "1985-A-38_AV-2655-3-13_5-13-1985."
[14] Email communication between Doug Delong (BRAC PMO West) and Christopher McMorris (JRP), August 12-13, 2010; Alameda, California Aerial Photographs, 1980, retrieved from www.historicaerials.com (accessed August 2010).

The character-defining features of the Seaplane Lagoon are its footprint of open water and six of its constituent contributing structures. The Bulkhead (Building 200648) is a contributor to the NAS Alameda Historic District. The east-west oriented Bulkhead along the northern edge of the Seaplane Lagoon defines land and water portions of the station and provides a strong orthogonal element of the historic station plan. The vertical nature of the bulkhead allowed for sufficient water depth near the ramps to maneuver seaplanes and assist in transferring them to land. Constructed between 1938 and 1940, as a part of initial station construction, the bulkhead retains integrity to its period of construction. The character-defining features of the bulkhead are its vertical face, straight linear geometry, and diagonal supports.

The Jetty (Building 200650), forming the southern boundary of the Seaplane Lagoon, is a contributor to the NAS Alameda Historic District. Like the Bulkhead, the Jetty is an orthogonal element of the historic station plan. The Jetty protected the Seaplane Lagoon from wave action, facilitating mooring, loading and land transfer of seaplanes. Constructed at the same time as the Bulkhead, 1938-1940, the Jetty retains integrity. Any replenishment of the riprap has not altered the design and replacement materials have been in kind meeting the Secretary of Interior's Standard for the Treatment of Historic Properties. The character-defining features of the Jetty are its sloped rock face and straight linear geometry. Non-character defining features of the Jetty are the navigation lights.

Ramps 1-4 (Ramp 1, Ramp 2, Ramp 3, and Building 200687) are contributors to the NAS Alameda Historic District. These four ramps were necessary for the transfer of seaplanes to land for maintenance and refurbishment. Despite their poor condition the ramps retain integrity. What is likely a barge tied to Ramp 1 is not a component of the ramp and it is not a character-defining feature of the Seaplane Lagoon. The deterioration and partial removal of Dock 4 does not appear to have impacted the integrity of Ramp 4 as it operated without the dock through the period of significance. Their character-defining features are their sloped design, bridging land and water, and plain concrete surfaces on wooden piers.

Historic Designed Landscape

Navy BuDocks architects and planners consciously designed the landscape for NAS Alameda – including its axial alignment, bilaterally symmetrical spaces, long sight-lines, and functional and hierarchical organization – following principles influenced by Beaux Art / City Beautiful planning as well as military traditions developed during the early twentieth century in what was later referred to as "total base design."[15] The station's planting plan was laid out by a landscape architect who created a vegetation design that integrated well with the built environment design, following traditions popularized in the field of landscape architecture in the late nineteenth and early twentieth centuries. The historic designed landscape is importantly associated with naval air station development in the 1930s, development of naval facilities in California during World War II, and the station's role in supporting the Navy's operations in the Pacific Theater during World War II. It also represents an excellent example of various trends in landscape architecture of its period, within the context of military facilities in California. The aesthetic

[15] JRP Historical Consulting, "The History and Historic Resources of the Military in California, 1769-1989," Volume 2, *California Historic Military Buildings and Structures Inventory* (prepared for the U.S. Army Corps of Engineers, Sacramento District, Sacramento, CA, 2000), 6-1 to 6-4; JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, *California Historic Military Buildings and Structures Inventory*, prepared for U.S. Army Corps of Engineers (March 2000), 7-2 and 7-3. The description "total base design" is not a phrase used historically to describe the master planning process on NAS Alameda. The phrase is presented in the Statewide Study and is applied to NAS Alameda in that document.

value of the station has been noted over time and continues to be one of the facility's striking qualities, as particularly seen in the orderly and impressive open spaces, views, and layout of the Administrative Core.

On NAS Alameda, the mission to support naval aviation was expressed as a fundamental design principle, and thus, the station was laid out with the top priority of efficient circulation to the landplane and seaplane hangars. Further, the buildings that supported those operations were sited near the hangars to create a smooth, efficient work flow. Expressions of military cultural values and traditions, particularly hierarchy, order, and uniformity are found throughout the historic designed landscape on NAS Alameda. A striking example is the egg-shaped area, offset from the orthogonal grid of the station, designed in the station plan for officer housing. The offset alignment, and curvilinear shape of the area reinforced military hierarchy by distinguishing this area from the rest of the station. The planting plan, however, called for evenly spaced rows of street trees throughout the area, which expressed order and uniformity among officers.

The categories of character-defining features of the historic designed landscape are: spatial organization, views and vistas; topography; vegetation; circulation; water features; and structures, furnishings, and objects. Designed architectural and landscape features on NAS Alameda are calibrated at different scales dependent on the function or purpose of the landscaped area. Design of some of the "grander" spaces, like the main entrance, entrance mall, and BEQ quadrangle are larger and more embellished versions of more modest areas with different functional purposes. The following table lists the character-defining features of the Historic Designed Landscape in the NAS Alameda Historic District by functional area and corresponds with **Figure 3**. Please note, some character-defining features are not individually mapped in Figure 3, but are illustrated with representative icons. Additionally, some character-defining features of the historic designed landscape are not illustrated because of their omnipresent qualities or because they are part of the integration of landscape and architecture present on NAS Alameda.

Character-defining features of the Historic Designed Landscape

Map Reference Number	***Administrative Core***
Spatial Organization	
1	Bi-laterally symmetrical entry mall with north-south axis between Buildings 1 and 31
2	East-west axis at the center line of West Essex Drive and the BEQ quad
3	Bi-laterally symmetrical BEQ quad
4	Bi-laterally symmetrical entry drive at north end of entry mall
5	Landscaped courtyards enclosed by buildings on three sides
6	Deep setback of buildings planted with lawn and shallow foundation shrub beds
Non-Mapped	Orthogonal layout of roads, buildings, and paths
Non-Mapped	Integration of architecture and landscape
Views and Vistas	
7	Views south at the entry mall
8	Views along east-west axis of BEQ quad and West Essex Drive

Map Reference Number	*Administrative Core*
9	Views south along Lexington and Saratoga streets from entry mall to Seaplane Lagoon
10	Views of Oakland north along Lexington and Saratoga streets
11	Panoramic views from corner of Red Line Avenue and Monarch Street
Topography	
Non-Mapped	Flat, with gentle slope at steps connecting entry mall and BEQ quadrangle
Vegetation	
12	Monterey cypress east of Main Gate and along north border
13	Specimen Monterey cypress at corners of entry mall
14	Rows of Chinese elms at BEQ quad
15	Pairs of Brush Cherries at Building 2 & 4 entries of BEQ quad
16	Two groups of Monterey pines at west end of BEQ quad
17	Paired Yews at the west end of the BEQ quad
18	Black pines flanking path approaching east end of Building 2 and on south side of path approaching east end of Building 4
19	Expanse of low ground cover with trees and few or no shrubs at entry mall and BEQ quad
20	Three multi-trunk trees – myoporum and mayten – west of Building 3
21	Pair of Rusty leaf fig trees north of BOQ (Building 17)
22	Lawn and foundation shrubs in deep setback of buildings
Circulation	
23	Main Gate parking and waiting area
24	Prominent paths across the entry mall
25	Paths in the BEQ quad
26	Orthogonal path alignment west of Pam Am Way
27	Symmetrical, wide plaza, and shallow steps that connect the entry mall and the BEQ quad
28	Central path with circle of planting at Building 17
29	Symmetrical, curved drives at Building 17
30	Matched wide paths approaching each wing of Buildings 2 & 4
Water Features	None
Structures, Furnishings & Objects	

Map Reference Number	*Administrative Core*
31	Planters flanking entry mall and BEQ quad
32	Paired, free-standing pots used throughout area
33	Light poles in parking area outside Main Gate
Non-Mapped	Integration of architecture and landscape

	Shops Area
Spatial Organization	
34	Continuing north-south axis through Building 1, Building 39, and Seaplane Lagoon
35	Deep setback of buildings with lawn and foundation shrubs
Non-Mapped	Orthogonal layout of roads, buildings, and paths
Non-Mapped	Integration of architecture and landscape
Views and Vistas	
36	Views south along Lexington and Saratoga streets from entry mall to Seaplane Lagoon
37	View along West Tower Avenue
Topography	
Non-Mapped	Flat
Vegetation	
38	Lawn and foundation shrubs in deep setback of buildings at Buildings 6,8, 62 and 114 and at Monarch and Midway avenues (Buildings 42, 43, 44, 102)
Circulation	
39	Vast paved areas without curbs and few obstructions
Water Features	None
Structures, Furnishings & Objects	Integration of architecture and landscape

	Residential Area
Spatial Organization	
40	Offset alignment (from orthogonal layout) on West Redline Avenue and West Essex Drive at Pan Am Way
41	Egg-shaped layout of the Officers' Housing with curved roads
42	Orientation of "Big Whites" Officers' Housing facing northeast
43	Park and the open space south of West Essex Drive separates the Officers'

	Residential Area
	Housing from the CPO Housing
44	Axial alignment of CPO Housing, parking and open space surrounding Building 178 aligned with Building 17
45	Consistent setback of CPO Housing on Pensacola and Corpus Christi roads
46	Setback without property line fences and minimal use of hedges in the Officers ' Housing area
Non-Mapped	Orthogonal layout of roads, buildings and paths
Non-Mapped	Integration of architecture and landscape
Views and Vistas	
47	Limited internal views
Topography	
Non-Mapped	Flat
Vegetation	
48	Lawns planted throughout and minimal use of hedges, vines, or ground cover.
49	Officers' houses surrounded by generous areas of lawn
50	Planted parking strip between the curb and sidewalk at front yards in Officer's and CPO Housing
51	Park improvements limited to lawn and trees
52	Mixed grove of trees behind Quarters A
53	Yew tree on north side of Quarters A
54	Australian tea trees at parking lots on east and west sides of CPO Housing and around Building 95
Circulation	
55	Parking in attached single car garages and driveways for "Big Whites"
56	Narrow road widths in Officers' and CPO Housing
50	Planted parking strip between the curb and sidewalk at front yards
57	Secondary paths are narrower in CPO Housing than in Officers' Housing area
Water Features	None
Structures, Furnishings & Objects	
58	Curbed planting bed at front yards; curb slopes up towards the house.
59	Shallow foundation planting beds on Corpus Christi Drive

	Operations Area
Spatial Organization	
60	Generally spaces between buildings are paved without sidewalks, curbs, or pedestrian paths
61	Building 39 is on the north-south axis from the Administrative Core
62	Seaplane Lagoon is bi-laterally symmetrical and on the north-south axis of the Administrative Core
63	Deep setback of buildings planted with lawn at Building 77 and Landplane Hangar Buildings 20, 21, and 22
64	Deep setback of buildings planted with lawn and foundation shrubs at Building 19
Non-Mapped	Orthogonal layout of roads, buildings, and paths
Non-Mapped	Integration of architecture and landscape
Views and Vistas	
65	Views along West Tower Avenue
66	Views along the row of Seaplane Hangars
67	Views along row of Landplane Hangars
68	Panoramic views south across Seaplane Lagoon and west across the Airfield from the Seaplane Hangars
Topography	
Non-Mapped	Flat
Vegetation	
69	Lawn surrounding Building 77
70	Lawns on east side of Landplane Hangar Buildings 20, 21, and 22
71	Deep setback planted with lawn and foundation shrubs at Building 19
Circulation	
72	Vast paved areas without curbs and few if any obstructions. Spaces dominated by vehicular circulation; few if any pedestrian sidewalks or paths
Water Features	
73	Seaplane Lagoon
Structures, Furnishings & Objects	None

The following narrative provides more detailed description of each of the categories of the historic designed landscape's character-defining features, each described in general and then by the four functional areas.

Spatial Organization

Summary
Spatially, the main portion of the station is oriented around a rigid cross axis that runs north-south from the main entrance, south to the Seaplane Lagoon, and east-west through the BEQ quadrangle from Building 3 along the center of West Essex Drive to the Officers' family housing (**See Figures 8, 9, and 10**). The intersection of the axes in the entrance mall demarcates the center of the main Administrative Core of the station. The Shops Area, Residential Area, and Operations Area, surround the Administrative Core. With a couple of notable exceptions, streets are sited in a rigid orthogonal pattern throughout the Administrative Core Area, Shops Area, and Operations Area within the historic district. In some places, planting of trees and shrubs emphasizes this orthogonal pattern, and in some places obscures it. Circulation systems in each functional area reflect whether the area was designed to accommodate pedestrians, vehicles, aircraft, ships, or a combination thereof. Circulation requirements in each functional area are evidenced in the ratio of hardscaped versus softscaped areas. The location of the station on an island, with only a single side land-bound, elevates the position of bodies of water in the landscape as well as the relevance of viewsheds. Panoramic views of the City of San Francisco and the Port of Oakland feature prominently in the landscape of the station (**Photograph 55**).

Administrative Core
The spatial organization within the NAS Alameda Historic District is a prominent and distinctive aspect of the historic designed landscape and has retained a high level of historic integrity to the district's period of significance. The layout of the station is organized in relation to the designed axes that intersect in the Administrative Core. Different functional areas – Administrative, Shops, Operations, Residential – are sited in relation to the main axes, and in relationship to one another. The main north-south axis was elaborated with a bilaterally symmetrical open space stretching from Building 31 to Building 1. From the sentry house at Building 31, this space created a sightline visually connecting the entry to the primary administrative building at the center of the station, Building 1. By placing the Administrative Core at the center of the station plan, it was easily accessible from the main working and living areas. The east-west axis that had been elevated to a primary axis in the design, stretching from West Essex Drive to Building 3, also bisected a bilaterally symmetrical space. From Pan Am Way to Saratoga Street, West Essex Drive bisects two blocks of equal dimensions. The axis then continues on to bisect the entry mall, the BEQ quadrangle, and Buildings 3 and 21 (**Figure 9**). The axial layout in the Administrative Core created long views / vistas north and south down Lexington and Saratoga streets, between Building 1 and Building 31 (**Photograph 56**), and east-west views from Building 3 across the BEQ quadrangle (**Photograph 57**), entry mall, and along the centerline of West Essex Drive (**Photograph 58**) The north-south views / vistas along Lexington and Saratoga streets physically and visually tie the station entry and the Administrative Core to the Seaplane Lagoon, one of the primary station features related to the station's World War II mission in support of Navy aviation. The Navy's appropriation of valuable land created with fill to wide open formal spaces at the center of the station designed to make a visual impact upon entry reflects both the investment and pride in the station. Similarly, the deep and uniform setback of buildings from the street reflected both order and uniformity, and also value placed on spatial arrangements of buildings in a manner that preserved open spaces around the buildings. After World War II, these primary features of the spatial organization of the Administrative Core remained intact, and they are character-defining features of the historic designed landscape.

Housing areas for bachelor enlisted and bachelor officers were organized in relationship to the main axes and in relationship to the main working area of the station. The BEQs and the BOQs were sited on opposite sides of the primary north-south axis and separated by the entry mall, a reflection of separation

of rank and military hierarchy. They also flanked the east-west axis that runs from Building 3 across the entry mall and down West Essex Drive. While both were located within the Administrative Core, and by the layout of the buildings were visually tied to the Administrative Core, they were also adjacent to the Shops Area, one of the main working areas on station, and they were adjacent to their respective recreational areas at the north edge of the station on either side of the Main Gate separated by rank.

In the Administrative Core of the station, buildings and structures constructed or modified after World War II were built in a manner that was generally responsive to the extant spatial organization. Few changes within the area of the station's original plan diminished the spatial organization and land use pattern qualities of the landscape established by the end of the war, and the axes, orthogonal layout and functional patterns generally remained. In the latter half of the twentieth century, construction of new buildings and the demolition of World War II-era buildings and structures in the Administrative Core did not diminished the strong qualities of the station's original axes or orthogonal layout. New construction included Building 525, Building 585, and Building 7, all of which were built in a scale respectful of the extant buildings. The functional use changes that occurred in the Administrative Core that are within the boundaries of the historic district do not diminish one's comprehension of the concept and original layout of the functional areas established within the station's Administrative Core by the end of World War II.

Shops Area
The Shops Area of the station is divided into three sub-areas. The first two are almost completely within the station's original orthogonal layout and had functions related to aircraft Assembly & Repair (A&R), later Overhaul & Repair (O&R) / Naval Air Rework Facility (NARF), and Storage / Supply / Public Works. The other sub-area includes portions of the station that were supportive or additional to A&R functions and not within the orthogonal layout of the station's original plan. The historic district boundary is drawn to account for portions of the Shops Area that retain the station's distinct elements of spatial organization and views / vistas from the period of significance and to exclude those portions of the Shops Area that contain buildings, structures, and landscape features built or developed after the period of significance or that are areas of the station that do not retain sufficient historic integrity to the period of significance (**see Figure 2**).

Within the orthogonal layout situated immediately south of the Administrative Core, the primary north-south axis that stretches from the sentry house (Building 31) continues through seaplane hangar Building 39 and then bisects the Seaplane Lagoon, just as it has since early iterations of the station plan (**see Figure 8**). World War II construction in this area further defined the orthogonal layout of streets and paths and the result was congruent with the original station plan, creating a symmetrical space along the north-south axis. Southern views along all of the north-south streets traversing the area – Monarch Street, Lexington Street, Saratoga Street, and Pan Am Way – visually connected the Shops Area to the Seaplane Lagoon. Lexington Street divided the space functionally with A&R to the west and Storage / Supply / Public Works to the east. West Tower Avenue was the division between the Shops Area and the Operations Area to the south. Landplane hangar Building 22 is the visual termination at the west end of West Midway Avenue (**Photograph 59**).

Similar to changes in the Administrative Core, buildings and structures constructed or modified after World War II in the Shops area within the orthogonal layout were constructed in a manner that was generally responsive to the extant spatial organization. Few changes within the area of the station's original plan diminished the spatial organization and land use pattern qualities of the landscape established by the end of the war, and the axes, orthogonal layout and functional use patterns generally remained. Neither new construction, nor demolition of World War II-era buildings / structures, in this

portion of the station diminished the strong qualities of the station's axes or orthogonal layout. There were also only modest shifts in functional layout to the Shops Area within the orthogonal layout that affected the integrity of the functional area and its ability to convey its significance relevant to the station's period of significance.

Residential Area
Spatial organization in the residential portions of the station, particularly the Officers' Housing, is a distinct aspect of the layout of the station plan. The Officers' Housing area shown in the 1939 plan is much smaller than what was executed in the first phase of construction (**see Figure 8**), however, the general design concept was maintained (**see Figure 10**). Offset from the rest of the station at the intersections with Pan Am Way, and sited with curvilinear roads in an egg-shaped area, rather than an orthogonal pattern, this part of the station reflected the hierarchical distinction between officers and the rest of the station. Further underscoring this distinction, the Officers' houses were sited facing northeast, away from the center of the station. Not only did the layout of the Officers' Housing reinforce hierarchical rank, it also expressed uniformity and order. Each house was set back from the road a uniform distance, and evenly spaced from one another. No fences were used to delineate the space between the houses, and limited internal views contributed to the sense that this was a private space, apart from the rest of the station. The Commanding Officers' house (Quarters A) was physically separated from the rest of the Officers' Housing by a wedge shaped area and lawn adjacent the house's semi-driveway. Another observance of rank built into the spatial layout was separation of the Officers' Housing from the CPO Housing by a park and open space south of West Essex Drive. Unlike the Officers' Housing, the CPO Housing (for non-commissioned officers) was sited in relation to the axial grid that organized the station core. There are also not the same limited views within this area, as are present in the Officers' Housing area; the houses and their surroundings are laid out in a linear / grid pattern. Building 178, at the center of the two northernmost rows of CPO houses aligns with the centerline of Building 17 to the west. The historic district boundary was drawn to encompass the original Officers' Housing and CPO Housing that reflect the original spatial organization and views / vistas of the station. The northwest side of the Officers' Housing was reshaped under the housing program in the 1960s, and does not continue, reflect, or adhere to the original design or design intent of the station's plan, and thus was not included within the historic district boundary.

Operations Area
The Operations Area covers a large portion of NAS Alameda both within and outside the historic district boundaries, including: 1) landplane hangars, Control Tower and Airfield; 2) seaplane hangars and Seaplane Lagoon; and 3) waterfront operations area (**see Figure 2**). Portions of the Operations Area retain the distinct spatial organization that was laid out during the station's design and initial phase of station construction and contributed to the station's important role during World War II. These are at the landplane hangars and Control Tower, as well as the seaplane hangars and Seaplane Lagoon. Other sections of the Operations Area were originally built or established before or during World War II, such as portions of the Airfield and the piers area, but they do not retain sufficient historic integrity to convey their significance to that period.

As built, each row of hangars was consistently spaced from one another, and oriented parallel to the areas they served: the Airfield (**Photograph 46**) and Seaplane Lagoon (**Photograph 49**). The Control Tower was constructed at the intersection of the north-south and east-west axis of the landplane and seaplane hangars. Not only were the hangars aligned parallel to the areas they served, the station plan also situated them adjacent to the Shops Area, particularly A&R. Building 5, the main A&R building, was placed in the Shops Area with the west side facing the landplane hangars and the south side facing the seaplane

hangars. In the 1939 station plan, the seaplane hangars were aligned on the primary north-south axis with the axis bisecting seaplane hangar Building 39 and the landplane hangars were aligned in a U-shape around the west end of the original primary east-west axis (**see Figure 8**). By placing each group of hangars on one of the primary axes, this design emphasized NAS Alameda's mission in support of naval aviation. When the landplane hangars were realigned parallel with the Airfield before construction began, station planners maintained this design principle by aligning one of the landplane hangars, Building 21, with the emerging primary east-west axis stretching from West Essex Drive to through Building 3.

As a prominent and important feature of the station's operations, the Seaplane Lagoon was aligned on the primary north-south axis of the station. The structure remains on that alignment, retains its original shape, and has enough of its original structures (bulkhead, ramps, and rip rap) in the existing conditions to retain integrity and is a character-defining feature of the historic designed landscape. The Seaplane Lagoon is included as a single resource (water feature) that is a character-defining feature of the historic designed landscape.

Similar to changes in the Administrative Core, buildings and structures built or modified after World War II in portions of the Operations area within the orthogonal layout were constructed in a manner that was generally responsive to the extant spatial organization and views / vistas. Few changes within the area of the station's original plan diminished the spatial organization and land use pattern qualities of the landscape established by the end of the war, and the axes, orthogonal layout, views, and functional use patterns generally remained. Neither new construction, nor demolition of World War II-era buildings / structures, in this portion of the station diminished the strong qualities of the station's axes or orthogonal layout. The construction of Building 24 between landplane hangar Building 23 and the Control Tower utilizes the same setback as the hangars and is built within the north-south axis. There were also only modest shifts in functional layout to the Operations Area within the orthogonal layout that affected the integrity of the functional area and its ability to convey its significance relevant to the station's period of significance.

Views and Vistas

Administrative Core
The axial layout in the Administrative Core created long views / vistas north and south down Lexington and Saratoga streets, between Building 1 and Building 31, and east-west views from Building 3 across the BEQ, entry mall, and along the centerline of West Essex Drive. The north-south views / vistas along Lexington and Saratoga streets physically and visually tie the station entry and the Administrative Core to the Seaplane Lagoon, one of the primary station features related to the station's World War II mission in support of Navy aviation (**Photograph 60**). Panoramic views from the corner of Red Line Avenue and Monarch Street from the Operations Area across the Airfield are prominent features of the historic designed landscape, partially created by the spatial layout of the Operations area and partially incidental to the layout.

Shops Area
The north-south views / vistas along Lexington and Saratoga streets physically and visually tie the station entry and the Administrative Core to the Seaplane Lagoon, one of the primary station features related to the station's World War II mission in support of Navy aviation. Long views to the west along West Tower Avenue tied the Shops Area visually to the Airfield until 1990 when Building 24 was built and became the visual termination point for that view (**Photograph 61**).

Residential Area
Limited internal views contributed to the sense that the Residential Area was a private space, apart from the rest of the station.

Operations Area
Placement of the hangars in orderly rows along the edges of the station, near the Airfield and the Seaplane Lagoon created many long views from within the Operations Area. Panoramic views across the Airfield from the landplane hangars and across the Seaplane Lagoon from the seaplane hangars were prominent features of the historic designed landscape, partially created by the spatial layout of the Operations Area and partially incidental to the layout.

Topography
The topography of the entire station is flat, and most of the land was created with fill for the purposes of building NAS Alameda. There is a gentle slope that is notably situated at the east end of the BEQ quadrangle that flanks the concrete steps and planters. This slope connects the space to the adjacent entry mall. The overall flat topography of the station is significant because it played a role in dictating, or allowing, what type of plan would be developed. Axial, orthogonal plans organized by bilateral symmetry such as the one present on NAS Alameda are particularly well suited for flat locations because the axial lines do not need to curve around natural features as they would in a hilly or mountainous area, a lesson earlier city planners learned through trial and error. The flat land the Navy built at Alameda provided an ideal slate on which to design a plan using geometric shapes with bilateral balance and symmetry. Because the flat land was constructed by the Navy for the development of NAS Alameda, it is part of the built environment and is integral to the station plan; therefore it is a character-defining feature of the historic designed landscape.

Vegetation
Overall, the vegetation on NAS Alameda largely retains its original formal, designed appearance, particularly in the Administrative Core, and in portions of the Shops Area. In general, the current vegetation on the station is less well manicured than it was during the Navy's use of the facility and during the station's period of significance (1938-1945). Trees and shrubs were added to the landscape over time, which do not reflect the station's original planting plan and that do not enhance other qualities of the historic designed landscape. Changes have occurred over time, especially as damaged or diseased trees were removed and in some cases, new ones planted. Quite often, new trees were planted in new locations rather than at or adjacent to the sites of removed trees, altering the design of the station's vegetation. Even so, the vegetation at NAS Alameda retains overall integrity and the historic district still conveys the designed landscape's significance though its character-defining vegetation elements.

The character-defining features of the historic designed landscape's vegetation are considered to be the prominent or distinctive aspects of the vegetation that contribute significantly to the physical character of the cultural landscape that were either extant during the period of significance, or have design qualities related to the period of significance. Each feature must retain integrity to be considered character-defining, however, aspects of vegetation may be character-defining features even if they are not original materials, but instead are appropriate replacements. For example, a character-defining feature of the historic designed landscape is the use of low ground cover in the entry mall and BEQ quadrangle in the Administrative Core. Historically, during the period of significance, ice plant was used in this area. Subsequently, the area was planted with grass, which is what remains in the existing conditions. Because ice plant and grass have similar design qualities – low ground covers that do not obstruct sight-lines – the

presence of non-original materials does not exclude this aspect of the vegetation from being character defining.

Many, but not all, of the character-defining features of the vegetation are related to the 1941 planting plan designed by landscape architect Emery A. LaVallee. LaVallee was a landscape architect who designed the planting plan for the Sunnyvale Naval Air Station and who worked as an assistant horticulturalist for the 1939 Golden Gate International Exposition (GGIE). LaVallee designed a traditional planting plan for NAS Alameda that complemented the master station plan, existing buildings, and landscape by emphasizing the axes and orthogonal layout that organized functional areas and reinforced hierarchical distinctions. The planting plan also left the open sightlines intact along the main entry mall and BEQ quadrangle that visually tied different functional areas of the station together. LaVallee used a palette of plants in his plan that included a wide variety of species, many of which were drought-resistant, and not native to California. Although research revealed little information about LaVallee, it is likely that he gained a wide knowledge of plant species that thrived in the San Francisco Bay Area climate while working at the GGIE. The varied palette of plants that LaVallee drew upon resulted in a rich, yet still traditionally designed planting plan.

Elements of the vegetation not included in the planting plan may be considered character defining in cases where the Navy deviated from the planting plan during the period of significance. For example, the planting plan indicates single trees planted at the corners of the large quadrangle in the entry mall, however, as executed in the early 1940s, small clusters of trees were planted instead.

Administrative Area
In the Administrative Core, the planting plan called for single trees to accent the corners of the entry mall, emphasizing its symmetry and highlighting it as a formal space. A bi-chromatic arrangement of ice plant was planned to fill the open space of the entry mall and create a dramatic visual impact. As executed during the war, clusters of trees, rather than single trees, were planted at the corners of the entry mall, and decoratively arranged ice plant was used as the ground cover for the formal space. At war's end, photographs of the mall show ice plant integrated with unkempt grasses, which illustrates that either the planting plan had not been executed in full or that war time demands reduced the attention that would have been required to maintain the planting plan as had been intended. Following the war, the planting of the entry mall underwent a series of changes. By the late 1940s, the entry mall had parallel lines of low shrubbery running north-south through both quadrangles in the entry mall, additional shrubbery along the perimeter and trees along the southern edge. By the mid 1950s, and possibly earlier, most of the ice plant in the entry mall had been replaced with turf. During station replanting in the late 1960s and 1970s, the Monterey cypress tree was planted at the center of the entry mall (**Photograph 62**). This tree interrupts the axial sightlines across the mall, both north to south and east to west, that were characteristic sightlines during the period of significance.

The remaining portions of the planting plan present in the existing conditions are the Monterey cypress trees at the northeast and southwest corners of the entry mall. Although the mall was still planted with ice plant at the end of the period of significance, the turf that replaced it retained some of the design intent by utilizing a low ground-cover that would not interrupt the visual sight-lines created by the open spaces. In the planting plan for the BEQ quadrangle, LaVallee created a design that mirrored the uniformity of Buildings 2 and 4, and framed the east-west axis at Building 3. The plan called for paired plantings flanking the paths approaching the building entries, flanking the entries themselves, and rows of Chinese elms lining the pathway around the interior of the BEQ quadrangle (**Photographs 3 and 8**). The plan also provided for plantings in the concrete planters flanking building entries on Buildings 2 and 4 (and

elsewhere on the station) (**Photographs 4, 5, and 6**). All of these elements of the plan created a uniformity and consistency in the plantings that matched the uniformity and consistency of the design of Buildings 2 and 4. In the corners of the west end of the quadrangle, clusters of Monterey pines were slated to frame Building 3, the visual termination of the east-west axis (**Photograph 9**). The plan also placed pairs of Monterey pines flanking the entry paths to the east ends of Buildings 2 and 4, which implied a delineation of space; the pairs of trees served as a passageway to the space. The plan depicted grass (Kikuyu) filling in the open space within the quadrangle and foundation shrubbery against Buildings 2, 3, and 4. During World War II, much of the planting plan for the BEQ quadrangle was executed according to design. Between 1944 and 1945, the west end of the quadrangle was converted to a sporting field, but this did not interrupt elements of the planting plan. Since World War II, the planting plan in the BEQ quadrangle has retained a relatively high level of integrity. The BEQ quadrangle continued to be planted with grass and used for sports fields (football, baseball, and now soccer).

All of the elements listed above – with the exception of the removal of one of the trees flanking the entry to Building 4 and removal of one of the pines at the southwest corner of the BEQ quadrangle – remain part of the existing conditions and are character-defining features of the historic designed landscape. Foundation shrubbery at the BEQ quadrangle is appropriate to the original design, even though the exact species and extant plantings cannot be confirmed through documentation to have been present during the period of significance.

Other prominent elements of the planting plan that remain in the existing conditions are a pair of rusty leaf fig trees on the north side of the BOQ (**Photograph 14**) and three multi-trunk trees (myoporum and mayten) on the southwest side of Building 3. LaVallee's placement of the rusty leaf fig trees accentuated both the symmetry of the BOQ building and the symmetry of the D-shaped entry drive. As originally designed, the vegetation plan in the space north of Building 17 also echoed the entry mall; each had a bi-chromatic decorative planting of ice plant, which has now been replaced by low ground cover. Also, placement of the three multi-trunk trees on the southwest side of Building 3 followed the curve of the drive on that side of the building, and is an example of the planting plan integrating with the siting of the station plan.

Shops Area
Portions of the Shops Area that have retained the characteristic deep setback of buildings planted with lawn and foundation shrubs are character-defining features of the historic designed landscape. These areas include buildings adjoining the primary north-south axis – Buildings 6, 8, 62, and 114 and buildings on the northwest side of the Shops Area – Buildings 42, 43, 44, and 102. The vegetation around each of these buildings has retained the distinctive aspects of the planting plan found throughout the planted parts of the station. It cannot be determined whether or not the shrubs found at these buildings are original materials, but the shrubs present are appropriate to the design intent of the original planting plan.

Residential Area
LaVallee's planting plan for the Residential Area of the station strongly reinforced the elements of hierarchical distinction between ranks, and uniformity within ranks that had been laid out in the spatial organization by the station plan. The Officers' Housing ("Big Whites") was designed with generous areas of lawn, an amenity reserved in the planting plan for this class of housing, and allowed for in the station plan by the placement and wide spacing of the Officers' houses with minimal use of hedges, vines, or ground cover. The street trees called for in the planting plan, and implemented by January 1942 created a strong sense of order and uniformity within the Officers' Housing. Most of these trees were removed in the intervening years between the 1960s and the 1980s, and the result is that there is far less order and

uniformity present in the vegetation in the existing conditions. In the absence of these street trees, the lawn filling in the spaces between and around the houses serves as the strongest visual tie to the original design concept that emphasized order and uniformity. The planting plan also emphasized the supremacy of the Commanding Officer's (Quarters A) position at the top of the station hierarchy with a densely planted mixed grove of trees wrapping around the house, creating a more private space with a park-like atmosphere (**Photograph 39**). Plans called for a pair of yew trees at the projecting corners of the wall that contained the main entry of Quarters A, giving the entry a formal and symmetrical appearance. The yew tree on the west corner remains in the existing conditions. Although original planting plans could not be obtained for the CPO Housing, aerial photographs taken during the war show that the planting plan highlighted the quadrilateral symmetry of the CPO Housing area bound by Pan Am Way, Corpus Christi Road, and Pensacola Road. Australian tea trees currently line the parking areas on the east and west sides of the block, and historic photographs indicate that this was the planting arrangement in 1945. Although it is unclear whether the trees present at that time were Australian tea trees, the design concept has been maintained. These trees continue to define these matched spaces and convey a sense of symmetry and uniformity within this block of the CPO Housing.

Australian tea trees are also present in a wedge-shaped area northwest of the Officers' Housing. This wedge-shaped area is included in the historic district boundary because it contributes to the separation of the Officers' Housing from the recreation area to the northwest, just as the park to the south of the Officers' Housing separates the area from the CPO Housing. These Australian tea trees provide cover for a water tank (Building 95), keeping it hidden from view from the vantage point of the Officers' Club (Building 60). Available plans also do not indicate the species of trees originally planted at this location, however, planting plans for the nearby Officers' Club do indicate the use of Australian tea trees in that plan. The size of the extant trees at this location and the use of Australian tea trees at Building 60 provide evidence that the extant trees are those that were originally planted to hide Building 95.

Other character-defining features of the vegetation in the Residential Area include parking strips, and a small park. Parking strips planted with grass are located throughout the Officers' Housing and CPO Housing areas, between the curb and sidewalk at the front yards. Other areas of the station, particularly the Administrative Core, featured similar planting strips in the first years of the station, however, some were removed by the end of World War II and others were removed by the end of the 1950s; the planting strips were paved to create widened sidewalks. These secondary sidewalks are narrower in the CPO Housing area (**Photograph 35**) than the Officers' Housing area (**Photograph 42**). The removal of planting strips throughout the station was likely an accommodation to the increased personnel during the war and/or an effort to decrease maintenance of such features. Foot-traffic would not have increased in the Officers' or CPO Housing areas where the number of houses remained constant during and after the war, and the planting strips were consistent with the more heavily vegetated landscape of the housing area, so this area retained this aesthetic feature of the original design. The spatial division between Officers' and CPO Housing created by the small park east of Pan Am Way was planted with lawn and trees during World War II, which remain present in the existing conditions and is a character-defining feature of the historic designed landscape.

In his planting plan for the station, LaVallee designed a dense line of trees to line the north border of the station along Main Street. The trees delineated a clear boundary for the station. As designed, and executed during World War II, the line of trees created a visual curtain along the approaching drive to the Main Gate. Upon reaching the curved parking area north of the Main Gate, the line of trees continued around the parking area, only breaking at the sentry house (Building 31). This tree cover served to reserve the visual impact of the entry mall for the moment when visitors passed the sentry house and

entered the station. Many of the trees along the north border, particularly the Cypress trees, were removed in the 1970s because they had become infected with a fungal disease. The remnants of this tree line and the cluster of trees immediately east of the parking area at the Main Gate are character-defining features of the historic designed landscape because they retain enough of the shape and character of the tree line present in 1945 to convey the original design principle (**Photograph 63**).

Foundation shrubbery, as noted, was prevalent throughout LaVallee's planting plan for the station. Because it is generally not possible to discern species of shrubbery from historic photographs, it is unknown exactly what types of shrubbery were planted on the station during World War II. Historic photographs, however, do indicate the presence of foundation shrubbery around most buildings included in the planting plan. Although specific shrubs present in the existing conditions cannot be categorized as character-defining because the historical record does not support their presence during the period of significance, foundation shrubs are appropriate to the historic designed landscape on NAS Alameda.

Operations Area
In the Operations Area, the Control Tower, Building 77 (**Photograph 53**), and the landplane hangars – Buildings 20, 21, and 22 – have deep setbacks and lawn panels, similar to some setbacks in the Administrative Core. These lawn panels are character-defining features of the historic designed landscape. They were present during the period of significance and are distinctive aspects of the planting plan on NAS Alameda.

Some of the changes in vegetation in the Operations Area include the species selection and style of plant layout around Building 19, which reflects a more recent design character that likely dates to after the historic period of significance. Historic photographs indicate the presence of foundation shrubbery around Building 19; however, the foundation shrubbery as part of the original planting plan is no longer present.[16] Although the specific shrubs present cannot be categorized as character-defining because the historical record does not support their presence during the period of significance, foundation shrubs are appropriate to the historic designed landscape on NAS Alameda.

Circulation
The circulation system (including arrangements for both vehicles and pedestrians) was fundamental to the design of the station because of its importance in connecting functional areas, allowing the station to operate efficiently, and articulating the strong axial design plan. Portions of the circulation system that were laid out in the original station plan were primary roadways that organized the core of the station, secondary roadways in the Officers' Housing, the runways and taxiways of the Airfield, and the piers. Elements of the circulation system that are character-defining features of the historic designed landscape are those that organized the station functionally, or had a supportive role to the historic designed landscape and retain sufficient integrity to the period of significance.

One of the primary ways the station's original plan elaborated strong axial lines and an orthogonal layout was through the siting of streets and paths, fundamental elements of the circulation patterns on the station (**see Figure 11**). The main thoroughfares on the station tied the functional areas together to create the most efficient circulation patterns possible between different areas of the station. These roadways are Monarch Street, Lexington Street, Saratoga Street, Pan Am Way, West Redline Avenue, West Essex Drive, West Midway Avenue, and West Tower Avenue. The Navy adapted the larger circulation plan for

[16] "Assembly & Repair Buildings, NAS, Alameda-Sept. 1, 1945," Naval Air Station Alameda, California 1940-1945 photo album, National Archives and Records Administration, Pacific Region, (San Francisco), np.

the station to include pedestrian paths. These followed the same orthogonal principles and they emphasize the orthogonal layout of the station in the Administrative Core and Shops Area and provide access from one functional area to another.

Administrative Core
Circulation onto the station began at the north entrance, either at the sentry house (Building 31) or the parking lot just north of the entry for those who needed to stop at the Main Gate (Building 30). The tree line along the north border broke at the sentry house, demarcating this as an access point. The physical space of the parking lot, an exterior space carved into the interior of the base boundary, reflected the function of the space as a place where people transitioned from base outsiders to base insiders. Building 30 also includes a gate that supports circulation of pedestrians onto the station.

Upon entering the station through the Main Gate, vehicular roadways paralleled the axial layout of the station through the Administrative Core, and portions of the Shops, and Operations areas that were part of the original station plan (and within the historic district). Secondary routes within this area were also laid out orthogonally, in relation to the primary axes. Pedestrian pathways west of Pan Am Way were sited orthogonally, mirroring the alignment of roadways. Prominent paths across the entry mall emphasized the formality and symmetry of the space, and also served the functional purpose of providing for pedestrian circulation across the mall. A wide plaza and shallow steps connect the entry mall to the BEQ quadrangle (**Photograph 57**). From 1942 to 1944, three paths bisected the BEQ quadrangle, one on the east end, and two in the interior, stretching from Building 4 to Building 2. By September 1945 the easternmost path had been removed to accommodate a conversion of the space to a sporting field. Pedestrian paths led east and west out of the BEQ quadrangle, toward the entry mall, and toward the landplane hangars. Wide paths of consistent width diverged perpendicularly from the east-west pedestrian paths toward the entries to each wing of Buildings 2 and 4. All of these elements of the circulation are character-defining features of the historic designed landscape because they contribute to the efficiency of the functional layout of the original station plan and, particularly in the case of the main roadways, serve as strong spatial organizers.

The orthogonal circulation pattern in the Administrative Core is accentuated in a few locations with circular or curvilinear roadways and pathways, particularly at the circular walkway in the center of the entry mall and on the north side of Building 17 where a walkway with a centrally located circular area bisects a space formed by symmetrically curved drives (**see Figure 11**). Circular forms are used sparingly in the design of the station and as a result, tend to stand out visually in the landscape. In the entry mall, the circular pathway is used to mark the intersection of the primary axes in the spatial alignment of the station plan. The circulation plan on the north side of BOQ Building 17 echoes the arrangement of the entry mall.

Shops and Operations Areas
During the period of significance, and continuing into the existing conditions, circulation in the Shops and Operations areas is primarily characterized by vast paved spaces with few obstructions. Because few pedestrian walkways were present in these areas, roadways also served as walkways. The apron for the Seaplane Lagoon was converted to Taxiway H for landplane aircraft that taxied from the Airfield to the former seaplane hangars (**Photograph 49**). This alteration in function does not alter the character or diminish the integrity of the former Seaplane Lagoon apron because the distinctive aspects of the area – paved without obstructions – remain the same.

Residential Area
The Residential Area of the station had different circulation needs than the other functional areas of the station. Less traffic, both vehicular and foot, circulated in and out of the Residential Areas, and unlike other parts of the station, required overnight parking accommodations. Historically, access to this area was restricted to officers who lived in the housing, their families, and guests. Because of the lighter traffic flow in and out of the housing areas, roadways were narrower in the residential parts of the station than in the other areas. In the Officers' Housing, parking was provided with attached single-car garages, and on the southwest sides of the streets, along the planted parking strips (**Photograph 40**). CPO Housing did not include garages and instead had two parking lots in the middle of the CPO 1-13 housing area. All of these elements of the historic designed landscape are present in the existing conditions and are character-defining features of the historic designed landscape.

Water Features
Although Alameda is an island, and NAS Alameda is surrounded by water on three sides, the only significant designed water feature on the station is the Seaplane Lagoon (**Photograph 54**). The Seaplane Lagoon is significant for its associations with the station's mission in support of naval aviation during World War II. As discussed in the analysis of the spatial organization, the Seaplane Lagoon was aligned on the primary north-south axis of the station and the structure retains sufficient integrity and is a character-defining feature of the historic designed landscape.

Structures, Furnishings and Objects
In the Administrative Core within the historic district, the structures, furnishings, and objects that are character-defining features of the historic designed landscape include permanent planters flanking the plaza connecting the entry mall with the BEQ quadrangle, trapezoidal-shaped free-standing pots at scattered locations, and light poles in the parking area outside the Main Gate. The planters flanking the steps at the plaza between the quadrangles are low rectangular concrete planters that do not obstruct sightlines between the BEQ quadrangle and the entry mall (**Photograph 64**). They provide space for paired plantings to demarcate the connection between the two large quadrangles in the Administrative Core. Smaller trapezoidal-shaped free-standing pots like the ones present in the existing conditions at the south entries of Building 1 (**Photograph 2**), were also present during the period of significance and help highlight the integration of buildings and landscape. The smooth concrete surfaces of the planters matched the smooth finish of the exterior of the buildings in the Administrative Core, and were generally used to add vegetation near building entries. The light poles in the parking area near the Main Gate (**Photograph 63**) help further define this area as an access point to the station, and the decorative, rather than strictly utilitarian, nature of the poles further indicates that the Navy took pride in visitors' first impressions of this station.

In the Residential Area, significant elements of the hardscaping consist of curbed planting beds in the front yards of the Officers' Housing (**Photograph 42**), and shallow foundation planting beds in the front yards of the CPO Housing (**Photograph 35**). This kind of hardscape element was used as a means of integrating the buildings and the vegetation. Vegetation in the housing area was not merely an afterthought, but rather a planned, integrated part of the station design. These planting beds were present during the period of significance and are character-defining features of the historic designed landscape.

Some structures and elements of the hardscape relate directly to the integration of architecture and landscape, however, because they are built-in parts of buildings, they are discussed in individual building descriptions and are not individually considered character-defining features of the historic designed landscape. Examples of these are paired planters found in locations throughout the station flanking

building entries (**Photographs 4, 5, and 6**) and built-in benches like the ones found at Buildings 3. The planters represent an effort to combine vegetation with architecture, creating a fully integrated landscape. Benches help define the functions of certain spaces on the station. At Building 3 their location between the Mess Hall and BEQ contributed to the sense that this was a social space on the station.

Non-Contributing Resources within the NAS Alameda Historic District

Buildings, structures, objects, and landscape elements considered to be non-contributing to the historic district were those within the district boundaries that were either built outside the period of significance (i.e., post 1945), those built within the period of significance that have lost historic integrity, or those that do not possess sufficient importance to contribute to NAS Alameda's historic significance. The following provides description and lists of the non-contributors by functional area.

Administrative Core

The non-contributing resources in the Administrative Core are mostly of modern construction (Building 7, **Photograph 65**), and include MWR facilities such as the bowling alley, now used as an auction house (Building 525, **Photograph 66**), as well as utilities. There are also buildings and structures that lack historic significance and integrity. The non-contributing buildings and structures in the Administrative Core are as follows:

Building No.	Facility Name	Built	NRHP Status	Resource Type
007	Material Engineering Lab	1985	Non-Contributing	Building
089	Garage for Marine Barracks	1938	Non-Contributing	Building
382	Squash Court	1945	Non-Contributing	Structure
384	Flagpole	1941	Non-Contributing	Structure
419	Officers Club Barbecue	1956	Non-Contributing	Building
423	Tennis Courts	1941	Non-Contributing	Structure
424	Softball Diamond	1942	Non-Contributing	Structure
425	Softball Diamond	1942	Non-Contributing	Structure
521	Mounted A-4 Aircraft	1968	Non-Contributing	Object
525	Bowling Lanes	1970	Non-Contributing	Building
553	Electrical Substation #6	1973	Non-Contributing	Structure
585	CPO Mess Open	1976	Non-Contributing	Building
201187	Historical Railroad Marker	1952	Non-Contributing	Object

There are also areas of the landscape that contain no character-defining features of the historic designed landscape and are non-contributing spaces within the historic district. These include the area north of Building 75, where the Officers' family pool was located, which was filled in (**Photograph 67**). Other non-contributing spaces include the area east and south of Building 137, which has been altered from its original layout and design with the removal of buildings and new construction. This block retains its overalls orthogonal form, but much of the space within planted edges of that block, east of Building 137 and south of Buildings 135 and 137, is a contemporary parking area or the wide landscaping around Building 585.

As noted, trees and shrubs were added to the landscape over time that do not reflect the station's original planting plan and that do not enhance other qualities of the historic designed landscape. This is particularly evident in the Administrative Core. Changes occurred over time, especially as damaged or diseased trees were removed and in some cases, new ones planted. New trees were planted in new locations rather than at or adjacent to the sites of removed trees, altering the design of the station's vegetation. Some new trees are non-contributing because the species planted do not maintain the physical qualities of the original plantings. Many of the trees around the entry mall and those at the west end of the BEQ quadrangle in front of Building 3, for example, are non-contributing to the historic designed landscape, as are many of the street-lining trees. Some of the other changes to vegetation in the Administrative Core have been in conjunction with construction that occurred after the period of significance. The plantings around Buildings 585, 525, and 7, for example, are significantly different than LaVallee's planting plan for the original buildings in the Administrative Core.

Shops Area

The non-contributing resources in the Shops Area can be characterized as modern construction, utilities, and utilitarian pre-fabricated buildings. Building 62, although constructed during the period of significance, has undergone a series of alterations and no longer retains integrity to its original construction (**Photograph 68**). Other non-contributors include pre-fabricated utilitarian buildings used for storage (Buildings 405 and 614, **Photograph 69**). The non-contributing buildings and structures in the Shops Area are as follows:

Building No.	Facility Name	Built	NRHP Status	Resource Type
024	Industrial Waste Treatment Hangar	1990	Non-Contributing	Building
024A	Industrial Waste Treatment Facility	1977	Non-Contributing	Building
032	Metal Treatment Shop	1990	Non-Contributing	Building
034	Transformer Pad Behind Building 10	1941	Non-Contributing	Structure
036A	Radio Towers	1940	Non-Contributing	Structure
062	Administrative Office Facility	1942	Non-Contributing	Building
191	Storage Racks	1944	Non-Contributing	Building
194	600 Storage	1945	Non-Contributing	Building
196	Storage / Flammable	1943	Non-Contributing	Building
346	Maintenance Shop	1949	Non-Contributing	Building
347	Paint Storage - Mixing Room	1946	Non-Contributing	Building
391	Gap Site Storage Shelter	1950	Non-Contributing	Building
405	A/C Ground Support Equipment Repair Facility	1957	Non-Contributing	Building
469	Sewage Pumping Station	1962	Non-Contributing	Structure
500	Receiving Shelter	1964	Non-Contributing	Building
607	Craft Hobby Shop	1980	Non-Contributing	Building
614	Hazardous Material Storehouse	1982	Non-Contributing	Building
615	Hazardous Material Storehouse	1982	Non-Contributing	Building

Non-contributing spaces in the Shops Area included the area bound to the east by Pan Am Way, West Midway Avenue to the north, and West Ranger Avenue to the south. The area includes a modern pre-fabricated type building, radio tower, and open space which was previously occupied by Buildings 101, 73A, 73B, and 131, which have all been since demolished (**Photograph 70**). The addition of Buildings 32 and 607, as well as the loss of Building 101, do not significantly affect the primary elements of the historic designed landscape – axial plan, orthogonal layout of roads, sightlines – to a degree that the Shops Area no longer retains integrity to the period of significance. Similarly, the addition of small ancillary buildings west and south of Building 5 does not significantly disrupt the overall layout of the area. However, the spaces within the planted edges of the block where Building 101 was located and where Building 607 sits do not include character-defining features and are considered to be non-contributing spaces within the historic district. Also, Building 32, a modern addition on the west half of the block south of Building 1, filled in an open space historically used for parking. It was sited with a narrower setback than other buildings in the area.

Operations Area

The non-contributing resources in the Operations Area are of modern construction or lack historic integrity (Building 11 / 12 / 400, **Photograph 71**), and include utilities as well as utilitarian pre-fabricated buildings, such as the ammunition lockers or Building 273 (**Photographs 72**) that do not posses historic significance. The non-contributing buildings and structures in the Operations Area are as follows:

Building No.	Facility Name	Built	NRHP Status	Resource Type
011	Aircraft Maintenance Shop	1941	Non-Contributing	Building
012	Aircraft Maintenance Shop	1941	Non-Contributing	Building
019-1	Crash & Rescue Garage	1962	Non-Contributing	Building
273	Liquid Oxygen Facility	1943	Non-Contributing	Building
307	Ammunition Locker	1942	Non-Contributing	Building
308	Ammunition Locker	1942	Non-Contributing	Building
313	Ammunition Locker	1942	Non-Contributing	Building
314	Ammunition Locker	1942	Non-Contributing	Building
315	Ammunition Locker	1942	Non-Contributing	Building
316	Ammunition Locker	1942	Non-Contributing	Building
319	Ammunition Locker	1942	Non-Contributing	Building
321	Ammunition Locker	1942	Non-Contributing	Building
322	Ammunition Locker	1942	Non-Contributing	Building
380	Saluting Battery	1954	Non-Contributing	Object
400	Avionics Building	1957	Non-Contributing	Building
491	Emergency Generator Building	1961	Non-Contributing	Building
501	A/C Sanitary Facility	1964	Non-Contributing	Structure
540	Line Shack	1975	Non-Contributing	Building
544	Liquid Oxygen/Nitrogen Facility	1974	Non-Contributing	Building

Building No.	Facility Name	Built	NRHP Status	Resource Type
554	Electrical Substation #7	1973	Non-Contributing	Structure
559	Electrical Substation #9	1973	Non-Contributing	Structure
DOCK3	Dock 3	1941	Non-Contributing	Structure
DOCK4	Dock 4	1952	Non-Contributing	Structure

Contemporary plantings at Building 19 including queen palm, fan palm, olive trees, and others, are not appropriate to the historic period of significance (**Photograph 73**). Other modern landscaping found in the Operations Area includes plantings on the airfield side of Building 21 (**Photograph 74**).

Residential Area

The non-contributing resources in the Residential Area are utilities that are not historically significant and elements of the landscape that are not character-defining features of the historic designed landscape. The non-contributing buildings and structures in the Residential Area are as follows:

Building No.	Facility Name	Built	NRHP Status	Resource Type
095	Water Storage Tank/Non-Potable	1943	Non-Contributing	Structure
176	Water Pumping Station	1943	Non-Contributing	Structure
177	Transformer House	1941	Non-Contributing	Building
178	Transformer House	1941	Non-Contributing	Building

As with the Administrative Core, trees and shrubs were added to the landscape over time that do not reflect the station's original planting plan and that do not enhance other qualities of the historic designed landscape. Changes within the planting plan occurred over time, especially as damaged or diseased trees were removed and in some cases, new ones planted. New trees were planted in new locations rather than at or adjacent the sites of removed trees, altering the design of the station's vegetation. In the Officers' Housing area where, historically, strongly articulated street-trees lined each curvilinear street. Most of those trees have been removed and new ones planted in a much more random pattern, transforming the appearance of the vegetation in this area.

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.)

[X] 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.

[X] 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.)

[ ] 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

Areas of Significance
(Enter categories from instructions.)
ARCHITECTURE
COMMUNITY PLANNING
AND DEVELOPMENT
LANDSCAPE ARCHITECTURE
MILITARY

Period of Significance
1938-1945

Significant Dates
N/A

Significant Person
(Complete only if Criterion B is marked above.)
N/A

Cultural Affiliation
N/A

Architect/Builder
U.S. NAVY
BUREAU OF YARDS & DOCKS

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.)

The NAS Alameda Historic District is significant at the statewide level under Criteria A and C and it retains historic integrity to convey its significance. The historic district includes 100 contributing resources, including 99 buildings and structures, and one site, which is a historic designed landscape. NAS Alameda Historic District is significant because of its important associations with the strategic development of naval air stations in the 1930s, the development of naval facilities in California during World War II, and the Navy's role in Pacific theater naval operations during World War II. The historic district is also significant for its distinctive characteristics of type, period, and method of construction in its design and planning that embody the strategic development for naval air stations in the 1930s, for the important role the station's design had in support of naval air power during World War II, and the Moderne architectural styles used for its buildings. The NAS Alameda Historic District (including the historic designed landscape) is significant under the historical themes of military, architecture, landscape architecture, and community planning and development. The historic district's period of significance dates from 1938, when initial construction of the station began, through 1945, with the end of World War II operations.

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

The following provides the statement of significance under Criteria A and C.

Criterion A

Under Criterion A, the NAS Alameda Historic District is significant at the statewide level because of its important associations with the strategic development of naval air stations in the 1930s, the development of naval facilities in California during World War II, and the Navy's role in Pacific theater naval operations during World War II. The Navy assertively concluded in the 1930s that the need for aircraft facilities was greater than for other military craft and aviation was given priority in naval operations and planning. In response, the Navy constructed NAS Alameda as a major naval air station in the years prior to World War II, and it was the only installation of the three major naval air stations built on the West Coast that was completely new construction. The Navy's detailed attention given to construction of NAS Alameda, along with the station's hierarchical and functional qualities, illustrate and provide a direct link to the naval strategy of the mid-to-late 1930s for expanded facilities to serve the Pacific Fleet. It also illustrates the Navy's distinct efforts to increase efficiency and functionality for naval aviation in support of the military's mission of that period. Completion of the station was sped up and was successfully used by the Navy in its role during World War II, wherein the new air station was an important component of fleet support for naval air power and strategic Pacific theater naval operations centered around aircraft carriers. As one of the major naval air stations in California, NAS Alameda had a three-fold mission: assembly and repair of aircraft; supply; and aircraft operation and training. Throughout the war years, department personnel assembled, modified, overhauled, and shipped more than 24,000 aircraft. Thousands of Navy and civilian personnel carried out activities aimed at providing support services to the striking arm of the fleet. Its training facilities prepared service personnel for duties in forward areas, and air crews in flight operations. Its shops and repair facilities assembled aircraft and returned battle-damaged aircraft to the fight. It provided a homeport for combat ships, and a resupply and service

location for their crews and equipment. NAS Alameda thus illustrates successful naval aviation planning and development from the late 1930s, as well as adaptation in response to increased responsibilities and an expansion of capabilities during World War II.

Criterion C

Under Criterion C, the NAS Alameda Historic District is a historically significant and distinguishable entity whose components lack individual distinction, but which comprise an important concentration and continuity of buildings, structures, objects, and landscape features that are united historically and aesthetically by overall plan and physical development. The NAS Alameda Historic District is significant at the statewide level for its distinctive characteristics of type, period, and method of construction in its design and planning that embody the strategic development for naval air stations in the 1930s and for the important role the station's design had in support of naval air power during World War II. The NAS Alameda Historic District (including the historic designed landscape) is significant under historical themes of military, landscape architecture, and community planning and development.

NAS Alameda was one of a series of naval air stations designed during pre-war build up that had similar functional layouts and organization following master planning principles that have been called "total base design." The design of NAS Alameda integrated a strong Beaux Arts style plan that was fundamental to the station layout. With assiduous attention to the integration and organization of its various functions, NAS Alameda's careful arrangement of spatial organization (bilateral symmetry / orthogonal layout), land use configuration, views and vistas, and circulation, along with the integration of architecture and landscape, use of Moderne style architecture, and a traditional and orderly style planting plan, demonstrate the Navy's distinct efforts to provide a modern facility in support of aviation as part of its strategic development for the Pacific Fleet.

Navy architects and planners consciously designed, laid out, and established NAS Alameda following military traditions of master planning that stressed hierarchical and functional qualities. Integrated into the station design were expressions of military cultural traditions of hierarchy, uniformity, and order, expressed on a large scale in the siting of the landplane and seaplane operations along the primary axes, precisely laying out spaces and buildings symmetrically, and, at a smaller scale, with details such as evenly spaced trees that conveyed a sense of order and uniformity. The station plan clearly expressed the primacy of the mission in support of Navy aviation with the alignment of the primary operational components, the landplane and seaplane operations, along the primary station axes, and by designing sightlines that connected the Administrative Core to those areas. Refined details in station vegetation, structures, and objects further support the importance placed on the design. Integration of buildings and landscape was an important principle in the field of landscape architecture in the early twentieth century, and the planting plan integrated vegetation into the extant station plan in a manner that emphasized and mirrored elements of the overall station plan.

The historic designed landscape's organizational features that integrated sea and land aircraft operations and maintenance that supported the increased focus on the Navy's aircraft carrier strategy, along with improved facilities for personnel, illustrates and provides a direct link to the naval strategy of the mid to late 1930s for expanded facilities to serve the Pacific Fleet that were to increase efficiency and functionality for naval aviation in support of the military's mission of that period. The Navy's extensive attention to detail in the plan and execution of this major station, including the components of the historic designed landscape, demonstrates the importance of this facility and the value the Navy was placing on aviation as part of its strategic development for the Pacific Fleet. This level of consideration was further emphasized as completion of the station was sped up and successfully used by the Navy in its role during

World War II, wherein the new air station was an important component of fleet support for naval air power and strategic operations centered around aircraft carriers. Thus, the historic designed landscape is importantly associated with, is an expression of, and provides a direct link to NAS Alameda support of a central and vital role in the Pacific Theater during World War II.

One of the most striking and refined details of the station's design is the use of Moderne style architecture for the prominent buildings. The use of this style architecture aligns with, and is an excellent example of, several architectural trends of the period. The station's architecture is an important illustration within California military facilities of the continued use in federal architecture of classically-inspired proportion and symmetry while reducing overt historical reference in ornament and style. The station's Moderne design also corresponds with the use and integration of streamlined geometry and form into architecture during the 1930s, as well as prominent use of modern construction materials, which highlights the modernity and technological advances of the period. The rapid evolution of aviation and other forms of transportation during this period inspired designers in architecture and industrial design to illustrate Modern society's departure from the past. The use and refined execution of the Moderne style on NAS Alameda was symbolic of aviation's modern technological achievement, which is present in streamline forms of seaplane and landplane aircraft as well as in the buildings of the growing nationwide network of civilian airports during this period. Thus, the station's Moderne style architecture is important within the context of California military facilities and is a central component of the historic significance of the NAS Alameda Historic District.

Historic Integrity

In addition to its historic significance, the NAS Alameda Historic District also retains a high degree of historic integrity to convey its significance. The contributing buildings, structures, and site (historic designed landscape) have the physical features that relate to historic district's importance and its period of significance (1938-1945). The district's contributors retain elements of all aspects of integrity: location, design, setting, materials, workmanship, feeling, and association, the details of which are discussed in the descriptions in Section 7. The historic district contributors remain in their historic location and they retain their essential physical features. The historic district's setting and design intent, reflected in the station layout and refined details in the buildings, structures, and landscape, remains intact. While the function of the station, as well as its buildings and structures, has changed, the historic district contributors retain much of their original design and historic materials that illustrate their inherent workmanship. The character-defining features of the contributing buildings, structures, and site provide one sense of district's period of significance and a direct link to the important events of that time, providing integrity of association and feeling of the property as a former naval air station. As previously noted, given their use / reuse over time, the building interiors, in general, have been heavily modified. When applicable, character-defining features of the interiors have been noted in the building descriptions.[17]

Overview

The Navy established NAS Alameda as a component of its national plan to strategically develop naval aviation and to position air stations across the country in the mid to late 1930s. During World War II,

[17] The details on interior modifications were covered in the Building Study; JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," prepared for Naval Facilities Engineering Southwest, September 2011.

NAS Alameda was effectively adapted to support naval air power, which played a central and crucial role in the Pacific theater. The station grew rapidly to enable it to serve and support important wartime activities. NAS Alameda was one of three major air stations on the west coast to support operations of aircraft carrier groups, patrol squadrons, and utility squadrons, and it conducted critical functions for aircraft assembly and repair. Under the theme of Pre-War Preparedness in the DOD's statewide study, *California Historic Military Buildings and Structures Inventory,* NAS Alameda is listed among the permanent bases built during the period leading up to World War II. The statewide study notes that military facilities like NAS Alameda share characteristics, such as most were constructed in a short period of time and many were built following a "total base design" with adaptations required during rapid war time construction. The study also observed that many late 1930s military facilities were built, like NAS Alameda, following construction and architectural trends of the period, many of which included reinforced concrete buildings.[18]

Following naval aviation's successes in World War II, the Navy established the aircraft carrier as a central basis for naval operations, with operations and support activities for aircraft and carriers becoming standard Navy functions during the latter half of the twentieth century. NAS Alameda supported carrier operations as part of naval actions and participation in overseas conflicts during the Cold War era, and continued to carry out its main function of aircraft overhaul and repair until operational closure in 1997.

Pre-World War II and World War II Historic Context

Establishment of NAS Alameda (1917-1940)

Experiments in naval aviation began as early as 1910 when the first biplane took off from the deck of the cruiser *USS Birmingham* (CL-2). Maneuvers in 1913 illustrated the first uses of Navy aircraft for observation, spotting, and reconnaissance. During this exercise off the coast of Cuba, the entire naval aviation contingent participated in scouting, spotting mines and submarines. Despite the growing usefulness of naval aviation – further demonstrated through the use of seaplanes for anti-submarine patrols in World War I, the 1921 demonstration sinking by aircraft of the former battleship *Ostfriesland*, and successful employment of aircraft in 1923 fleet exercises – funding to expand naval aviation activities was limited during the post-WWI period as the Army and Navy debated the merits and control of aviation for military purposes. Naval aviation was bolstered by the establishment of the Bureau of Aeronautics (BuAer) in 1921, which promoted the integration of aircraft with fleet operations. Available funds for naval aviation were generally spent on aircraft during this period, creating overcrowding at the few facilities that served aircraft, and little money was spent directly on creating naval stations designed for aircraft operations. Two of the earliest naval facilities that had aircraft functions were San Diego, California and Pensacola, Florida, built in 1911 and 1914, respectively. Construction of NAS Alameda in the 1930s would place it on equal footing with these stations.[19]

[18] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, *California Historic Military Buildings and Structures Inventory* (prepared for U.S. Army Corps of Engineers, March 2000), 7-1 – 7-2.

[19] Julie L. Webster, United States Army Construction Engineering Research Laboratory, "Historical and Architectural Overview of Military Aircraft Hangars," Prepared for United States Air Force Headquarters, Air Combat Command, 1999 revised 2001, 1-9 – 1-10, 2-13, 3-24 – 3-41, http://www.cecer.army.mil/TechReports/webster98/webster98_idx.htm (accessed September 15, 2009); Kirby Harrison, "U.S. Naval Aviation 75 Years of Pride and Tradition," *Naval Aviation* (May-June 1986): 4, www.history.navy.mil/nan/backissues/1980s/1986/mj86.pdf (accessed January 10, 2009); *Chronology of Significant Events in Naval Aviation, 1910-1915* (Washington, DC: Naval Aviation History Office, 1997) 4, 11; Charles J.

Increases in Depression-era federal spending during the early 1930s and the growing concerns regarding national defense in response to geo-political changes in Europe and Asia boosted funding for naval aviation. The Vinson-Trammell Act of 1934 helped expand naval aviation activities, providing for acquisition of aircraft to accompany new ships, and the improvement of naval bases. At the same time the military presence in California was growing. Before this time, a majority of military bases were located in the midwestern, southern, and eastern parts of the country. In the 1920s the Navy reorganized into Atlantic and Pacific fleets, spurring the construction of naval facilities in California. California – and the San Francisco Bay Area in particular – offered a mild climate and undeveloped land, which was an excellent combination for naval operations and training. In 1935, Navy representatives met with Alameda city officials to discuss purchasing 1,000 acres of low, tidal land west of the city for an air station. The negotiations were successful, and in June 1936 Congress passed Public Resolution No. 19, which authorized President Franklin D. Roosevelt to accept the City of Alameda's offer for the land.[20]

The Navy had long considered the area at the western end of Alameda for naval operations. Beginning in the 1870s and continuing into the early 1900s, the City of Alameda (incorporated in 1872 and re-incorporated as a Charter City in 1884) had experienced significant infrastructure growth, attracted a number of industries, and grown in population. By the 1910s, local businessman John J. Mulvany began promoting Alameda as an attractive site for a military installation. He began pressing the Navy and Congress to establish such a facility at the low-lying area west of the city called Alameda Point.[21] Mulvany's efforts led to the creation of a special congressional fact-finding committee headed by Admiral James Helm in 1917. The subsequent Helm Report, released that same year, recognized Alameda's advantages: local industry and transportation infrastructure, shallow waters to create as many acres as needed through dredging the sandy bay, access to deepwater, and its relatively isolated location. His report recommended that the Navy purchase land at Alameda for development of a supply station, comparable to the facility at Hampton Roads, Virginia that housed and supported Navy aircraft. The Alameda station was to be part of a chain of naval bases along the west coast stretching from San Diego to Seattle.[22]

Gross, *American Military Aviation: the Indispensable Arm*, (College Station: Texas A&M University Press, 2002) 48-50.

[20] Webster, "Historical and Architectural Overview of Military Aircraft Hangars," 3-41 and 3-43; JRP Historical Consulting, "The History and Historic Resources of the Military in California, 1769-1989," Volume 2, California Historic Military Buildings and Structures Inventory (prepared for the U.S. Army Corps of Engineers, Sacramento District, Sacramento, CA, 2000), 1-1; Jones & Stokes, "Pre-Final National Register of Historic Places Nomination for the Naval Air Station Alameda Historic District" (prepared for Naval Facilities Engineering Command, Southwest and Base Realignment and Closure Program Management Office West, January 2008), 8; and LCDR. B.L. Allbrandt, "History of the Naval Air Station and Naval Aviation Depot at Alameda, California" (May 1996), 2, Aerospace Maintenance Duty Officers' Association, http://www.amdo/history.html (accessed September 11, 2009).

[21] Alameda Point is the historic name of the west Alameda area. This name is also being used for current planning efforts on former NAS Alameda. This historic name will not be used further in this nomination to prevent confusion with the current planning efforts.; Frederick L. Paxson, "The Naval Station at Alameda, 1916-1940: A Case Study in the Aptitude of Democracy for Defense," *The Pacific Historical Review*, Vol. XIII, No. 3, September 1944: 235-250.

[22] Allbrandt, "History of the Naval Air Station & Naval Aviation Depot," 2; Sue Lemon, "Alameda, Calif., Naval Air Station, 1938," in *United States Navy and Marine Corps Bases, Domestic*, ed. Paolo E. Coletta, assoc. ed. K. Jack Bauer (Westport, Conn: Greenwood Press, 1985), 9; and Frederick L. Paxson, "The Naval Station at Alameda, 1916-1940: A Case Study in the Aptitude of Democracy for Defense," *The Pacific Historical Review*, Vol. XIII, No. 3, September 1944: 235-250.

Despite local support and continued requests from the Navy, Congress did not approve construction of a naval base at Alameda for nearly two decades. In the interim, the City, private interests, and the Army developed parts of what became NAS Alameda. West of Webster Street in Alameda, the city allowed a private corporation to create 900 acres of filled land and construct an airport along the Southern Pacific Railroad Mole that jutted into the San Francisco Bay from the western tip of the island. This later became the northwest corner of the station. The Alameda Municipal Airport opened in March 1929. The airport attracted to its facility the Curtis-Wright Corporation. Later, Pan-American Airways flew seaplanes from the peninsula, including the famous "China Clipper" in 1935 that inaugurated commercial trans-Pacific air service. The site of the aircraft's departure is commemorated by California Historical Landmark #968, located near the base flagpole in front of Building 1, although the actual site of the airport bay was to the west near the intersection of Runway 7-25 and the taxiway that connects it to Runway 13-31. Less than two weeks after the completion of the Alameda Municipal Airport, a private venture began construction of the San Francisco Bay Aerodrome on leased acreage in the area bound by Webster Street to the east, present day Atlantic Avenue to the south, and Main Street to the west. The Aerodrome was dedicated in August 1930.[23]

During that same year, the Army began building its own airfield, Benton Field, on 128 acres of what had been partially submerged lands between the San Francisco Bay Aerodrome to the east and the Alameda Municipal Airport to the west. The Army dredged and infilled 100 acres in the area that became the northeast corner of the air station. With the assistance of the Works Progress Administration in 1935, the Army constructed roads, railroad spurs, utilities, a small runway, and a well in the area now occupied by the administrative core of NAS Alameda.[24] None of the facilities associated with these early aviation activities remain on station.

The Navy acquired the Alameda Municipal Airport in June 1936 and obtained the unfinished Benton Field from the Army in October 1936, with authorization the following year for the Navy to spend what the Army would have spent for their air base. More than 2,000 acres of the acquisition was submerged or was fill. Natural land west of Main Street, that was to become part of NAS Alameda and was originally part of the Mexican-era Peralta land grant, was privately owned at this time and subsequently acquired / leased. Congress appropriated $15 million for the construction of a facility at Alameda to support naval aviation in 1937, but Pan-Am required time to move from Alameda Municipal Airport, and so did the Army from Benton Field, delaying commencement of construction for the new naval air station.[25]

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[23] Paxson, "The Naval Station at Alameda, 1916-1940: A Case Study in the Aptitude of Democracy for Defense," *The Pacific Historical Review*, Vol. XIII, No. 3, September 1944: 245. The Navy later used the Airdrome property and this area east of Main Street was an annex to the NAS Alameda station. Most of the former annex / Airdrome property has been transferred out of Navy control.

[24] Allbrandt, "History of the Naval Air Station & Naval Aviation Depot," 2; Lemon, "Alameda, Calif., Naval Air Station, 1938," 9; IT Corporation, "Final Comprehensive Guide to the Environmental Baseline Study Alameda Point, Alameda California" (prepared for Department of the Navy Southwest Division, Naval Facilities and Engineering Command, San Diego, 2001), Figure 6-20; US Navy, "Naval Air Station Alameda, California History 1 Nov 40 – 31 Dec 44," Box 1 of 2, NAS Command History, 27 volumes, 1940 to 1992, US Naval Shore Establishments, Record Group 181, National Archives Pacific Region (San Francisco) [hereafter RG 181, NARA (San Francisco)]; and Jones & Stokes, "Pre-Final National Register of Historic Places Nomination for the Naval Air Station Alameda Historic District," 18.

[25] Allbrandt, "History of the Naval Air Station & Naval Aviation Depot," 2-3; Paxson, "The Naval Station at Alameda, 1916-1940: A Case Study in the Aptitude of Democracy for Defense," *The Pacific Historical Review*, Vol. XIII, No. 3, September 1944: 245 and 249; Naval Air Station Alameda, *U.S. Naval Air Station Alameda, California* (Baton Rouge, LA: Army and Navy Publishing Company of Louisiana, 1945) np.

Meanwhile, as military tension around the world increased, Congress requested that the Secretary of the Navy submit a plan for improving the country's defenses. Admiral Arthur Japay Hepburn headed a board convened to review the country's defense capabilities and make recommendations for improvements. Its work, set forth in the Hepburn Report of 1938, directed Navy expansion. Among its recommendations was the establishment of three types of naval air facilities: 1) major air stations with the ability to assemble and maintain aircraft, along with management of regular operations; 2) secondary stations designed only for regular operations; and 3) training stations. The Hepburn Board boosted the status of the new navy property in Alameda by recommending establishment of NAS Alameda as one of the major air stations on the west coast supporting both operations and aircraft assembly and repair (A&R). Major stations could accommodate two to four carrier groups, three to six patrol squadrons, and two utility squadrons. The plan called for NAS Alameda to support two carrier groups (with possible expansion to four carrier groups) and five patrol squadrons, along with functions to perform aircraft overhaul.[26] NAS Alameda was one of six major naval air stations that the Hepburn Board recommended for construction. The other stations included NAS Norfolk (Virginia), NAS San Diego (North Island), and NAS Seattle (Sand Point), which were already in use for naval aviation activities, and were expanded in response to the Hepburn Report. NAS Alameda, along with NAS Jacksonville (Florida) and NAS Quonset Point (Rhode Island) were completely new stations recommended for construction under this program, although Congress had already approved funding for NAS Alameda. The design and construction of NAS Alameda occurred at the same time as NAS Jacksonville and NAS Quonset Point. The assertive conclusion of the Hepburn Report was that the need for additional aircraft facilities was greater than for other military craft and the result of the report was that aviation was given priority in naval operations and planning.[27]

Station Planning and Design

Navy BuDocks' Department of Planning and Design designed the station with civilian architects, engineers, and planners under the direction of Captain Thomas Trexel. In general, plans for the station's design followed hierarchal and organizational planning doctrines used for military bases and naval air facilities of the period and that had evolved during the early twentieth century. Plans for NAS Alameda – drafted during peacetime – envisioned a 1,000-personnel facility that would house 200 aircraft and serve as home port for two aircraft carriers. Because early military aircraft were shipped in parts for on-site assembly, the station's original plans featured an assembly and repair (A&R) Department. The layout and construction of NAS Alameda was conducted under a master planning process that has since been

[26] Capt. Albert L. Raithel Jr, USN (ret.), "Patrol Aviation in the Pacific in WWII," *Naval Aviation News* (July-August 1992): 32, http://www.history.navy.mil/nan/backissues/1990s/1992/ja92.pdf (accessed January 10, 2009); Webster, "Historical and Architectural Overview of Military Aircraft Hangars," 4-22 – 4-23, 4-28; and United States, *Building the Navy's Bases in World War II: History of the Bureau of Yards and Docks and the Civil Engineer Corps 1940-1946*, vol. 1 (Washington, D.C.: United States Government Printing Office, 1947), 232.

[27] Webster, "Historical and Architectural Overview of Military Aircraft Hangars," 3-41 and 3-43; JRP Historical Consulting, "The History and Historic Resources of the Military in California, 1769-1989," Volume 2, California Historic Military Buildings and Structures Inventory (prepared for the U.S. Army Corps of Engineers, Sacramento District, Sacramento, CA, 2000), 1-1; Jones & Stokes, "Pre-Final National Register of Historic Places Nomination for the Naval Air Station Alameda Historic District" (prepared for Naval Facilities Engineering Command, Southwest and Base Realignment and Closure Program Management Office West, January 2008), 8; and LCDR. B.L. Allbrandt, "History of the Naval Air Station and Naval Aviation Depot at Alameda, California" (May 1996), 2, available online at: Aerospace Maintenance Duty Officers' Association, http://www.amdo/history.html (accessed September 2009); United States, *Building the Navy's Bases in World War II: History of the Bureau of Yards and Docks and the Civil Engineer Corps 1940-1946*, vol. 1, 229.

referred to as a "total base design."[28] The station's original design received an award for functional planning at the Seventh Annual Architectural Exhibition of the Association of Federal Architects in Washington D.C. in 1939 (**see Figure 8**).[29] Similar to efforts made by the Army, the Navy adopted this master planning approach to design in the Interwar years as a way to improve the efficiency and function of its facilities, and to provide greater coherence between naval bases. For some facilities, BuDocks incorporated standardized designs and siting requirements that had been developed during the previous two decades by BuAer and the Bureau of Ordnance. BuDocks employed these standards and plans for many buildings and structures as it developed each station, and as a result, naval air stations built in the years just before World War II have similar designs and buildings. Following the Hepburn Report, BuDocks and BuAer further refined standards and requirements for naval air stations. However, local conditions necessitated alterations for improved functionality at given locations.[30] While BuDocks followed many of the standards and requirements of the period on NAS Alameda, the station's plan is more formal than any of the other stations recommended by the Hepburn Report, and it has a different architectural character than other naval air stations. Both of these qualities have been retained.

Following the planning principles of the period, BuDocks designed NAS Alameda by placing activities and functions in relation to each other, with organization of, and circulation between, station activities and functions receiving highest priority. Planners located piers, seaplane functions, landplane services, industrial facilities, storage, administration, and personnel activities, in an orderly fashion so that work could flow smoothly. As a result of this type of organization, naval air stations designed and built in this period share similar organization. This can be seen in the comparison of the general layout of NAS Alameda and NAS Jacksonville, both designed and built in the late 1930s (**see Figures 12 and 13**). Landing areas for both land and seaplanes are at the edges of the base. Hangars, both seaplane and landplane, adjoin the landing areas. The A&R facilities are within easy access of both types of hangars. On the opposite side of A&R from the hangars are the storage and materials areas. Administrative functions are placed at the center of the station, between the operational areas and residential areas. Enlisted quarters are closest to the work areas so that enlisted personnel could easily access their assigned duty. Officers' and family quarters were placed further from the operational activities of the stations. Enlisted and officers each had their own recreational areas. For safety, hazardous materials and ordnance were furthest from the residences, some of which were on the landing fields. The location of natural features relating to the docks and seaplane facilities determined the final placement of this interlocking system of activities. Important to the master planning was consideration of future expansion, which led

[28] H.C. Sullivan, "Base Planning," *U.S. Navy Civil Engineer Corp Bulletin 1*, no.5 (April 1947):118-122; US Navy, Command History 1 of 25, "Naval Air Station Alameda, California History 1 Nov 40 – 31 Aug 45," Box 1 of 2, NAS Command History, 27 volumes, 1940 to 1992, US Naval Shore Establishments, RG 181, NARA (San Francisco); JRP Historical Consulting, "The History and Historic Resources of the Military in California, 1769-1989," Volume 2, California Historic Military Buildings and Structures Inventory (prepared for the U.S. Army Corps of Engineers, Sacramento District, Sacramento, CA, 2000), 6-1 – 6-4; JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, *California Historic Military Buildings and Structures Inventory* (prepared for U.S. Army Corps of Engineers, March 2000), 7-2 – 7-3. The description "total base design" is not a phrase used historically to describe the master planning process on NAS Alameda. The phrase is presented in the Statewide Study and is applied to NAS Alameda in that document.

[29] US Navy, Command History 1 of 25, "Naval Air Station Alameda, California History 1 Nov 40 – 31 Aug 45," Box 1 of 2, NAS Command History, 27 volumes, 1940 to 1992, US Naval Shore Establishments, RG 181, NARA (San Francisco).

[30] Charles F. O'Connell, Jr., "Historic American Engineering Record, Quonset Point Naval Air Station HAER RI-15," Historic American Engineering Record, Library of Congress, Washington D.C., http://memory.loc.gov/habshaer accessed January 2010, 39-45; United States, *Building the Navy's Bases in World War II: History of the Bureau of Yards and Docks and the Civil Engineer Corps 1940-1946*, vol. 1, 3-9, 61-70.

some areas to be left undefined in initial plans for the station, such as the area east of the Seaplane Lagoon at NAS Alameda.[31]

Early plans for NAS Alameda show a station arranged along intersecting axes and divided into functional areas, although without the details that would emerge during the station's early years. In the early plans from 1939, the north-south axis ran from the main gate bisecting the mall and the Administration Building (Building 1) with an east-west axis dividing the administrative / residential area on the north side of the station with the industrial and operations on the south side (**see Figures 9 and 10**). This east-west axis was an open area that was to align with the middle of the airfield on the west end of the station, with landplane hangars flanking this axis. There was also another east-west axis in the original plan that bisected the Bachelor Enlisted Quarters (BEQ) area (Buildings 2, 3, and 4) and crossed the north-south axis in the middle of the mall in front of Building 1 and along the median of what is now West Essex Drive. The BEQs with their Galley / Mess Hall (Buildings 2, 3, and 4) were shown in their current location. Bachelor Officers Quarters (now Building 17) were to be two mirrored buildings facing a central green space similar to that of the enlisted quadrangle. Officers' family housing was the only non-axial portion of the station, planed as an irregular loop in the northeast corner. The original A&R facility (Building 5) was planned at half its eventual size and the location of several functions were not yet assigned, such as much of the recreation facilities and some of the residences. Early plans for the station do not include some support / storage facilities or facilities that required siting and design input from specialized departments. As dictated by their secondary function and/or for safety, some facilities were not placed within the formal hierarchal planning of the station's major functions or were placed away from more densely occupied portions of the station. These included magazines, a locomotive repair shop, paint / oil storage, and engine test cells.

Functional and departmental requirements led to specific siting of some facilities and changes in the station's design and plans during the planned phased construction of the new station. For example, the landplane hangars were repositioned to be parallel to the airfield in a north-south row (**see Figures 8, 9, and 10**), and later the open space along the original east-west axis was filled with additional buildings. Placing the additional buildings in that space situated them near the industrial and storage facilities thereby maintaining functional efficiency. The east-west axis from the BEQ quadrangle across the mall stretching to the officers housing area thus received prominence. Almost all of the east side of the station, and its temporary type construction, emerged only with the demands of war. Despite these changes, the evolution of the station's layout during both the initial years of construction prior to U.S. entry into World War II and during the war left intact much of the station's original planning and its important principles of organization, functionality, efficiency, and hierarchy, adapting well to the enormous demands of war. The initial 1939 plans for a 1,000 personnel facility evolved during the war to 18,000 Navy personnel and 9,000 civilians working on the station.[32]

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[31] Webster, "Historical and Architectural Overview of Military Aircraft Hangars," 4-26; US Navy, "Naval Air Station Alameda, California History 1 Nov 40 – 31 Dec 44," Box 1 of 2, NAS Command History, 27 volumes, 1940 to 1992, RG 181, NARA (San Francisco); JRP Historical, "The History and Historic Resources of the Military in California, 1769-1989," 6-22, 6-23; H.C. Sullivan, "Base Planning," *Civil Engineering Corps Bulletin* (April 1947): 118-122.

[32] Bureau of Yards and Docks, "US Naval Air Station Alameda Administration Building, Barracks, Mess Hall and Galley General Location Plan and Detail Plot Plan," Yards and Docks #130990, April 1939, not filed, Plans and Maps Room, Building 1 on former Alameda City Hall West, NAS Alameda, Alameda, California [hereafter Plans and Maps Room, Building 1 on former NAS Alameda]; US Navy, "Naval Air Station Alameda, California History 1 Nov 40 – 31 Dec 44," Box 1 of 2, NAS Command History, 27 volumes, 1940 to 1992, RG 181, NARA (San Francisco); Bureau of Yards and Docks, "US Naval Air Station Alameda Administration Building, Barracks, Mess

Construction of NAS Alameda

The construction of the air station began in February 1938 under the supervision of Commander E.C. Seibert of the Civil Engineer Corps. Working from a small shack, Seibert administered contracts to 25 companies for demolition of extant buildings and structures on site, dredging submerged land, and construction of the new facility. The grounds of the station were scarified in preparation for filling and grading, and fill was obtained through dredging the future sites of the ship channel, turning basin, and Seaplane Lagoon. Before dredging took place, a stone rip-rap seawall was constructed in order to contain the fill and help convert submerged and partially submerged lands. A suction dredge then drew silt from the three sites and deposited the material on tidal flats and marshes located within the seawall. More than 15 million cubic feet of fill was ultimately used to build the station.[33] **Figure 14** and **Figure 15**, aerial photographs taken in January and November of 1941, show the progress of the fill. Once crews completed filling and grading, underground utility installation and building construction began.

The following buildings (that are still extant) were constructed in the following order:

- Building 90 (Employment Office / Garage; not in current location)
- Building 1 (Administration Building)
- Building 2 (Bachelor Enlisted Men's Quarters, seven wings)
- Building 3 (Mess Hall partial)
- Building 18 (Post Office / Theater)
- Building 6 (Public Works Garage and Firehouse)
- Building 5 (Assembly and Repair Shop, partial)
- Building 10 (Power Plant, partial)
- Building 8 (General Storehouse, partial)
- Building 9 (Aircraft Storehouse, partial)
- Building 13 (Paint and Oil Storage, partial)
- Building 14 (Engine Test Stands, partial)
- Buildings 11 and 12 (Seaplane Hangars)
- Buildings 20, 21, 22, and 23 (Landplane Hangars)
- Building 19 (Operations Building / Control Tower, partial)
- Building 15 (Boathouse)
- Building 17 (Bachelor Officers' Quarters, partial)
- Ten Married Officers Quarters [34]

The Navy phased construction of buildings at the station. Individual barracks, mess halls, and operational buildings were constructed in increments, with planned expansions. For example, only seven of the ten wings of Building 2 and two of the three mess halls in Building 3 were built in 1939. Building 4 and the

Hall and Galley General Location Plan and Detail Plot Plan," Yards and Docks #130990, April 1939, not filed, Plans and Maps Room, Building 1 on former NAS Alameda, Alameda, California; Map of Alameda Naval Air Station Showing Conditions on 30 June 1942, Architectural Drawings, Maps, Box 1, RG 12, CEC/Seabee Museum, NBVC, Port Hueneme.

[33]Naval Air Station Alameda, *U.S. Naval Air Station Alameda, California* (Baton Rouge, LA: Army and Navy Publishing Company of Louisiana, 1945) np; Allbrandt, "History of the Naval Air Station & Naval Aviation Depot," 3.

[34] US Navy, "Naval Air Station Alameda, California History 1 Nov 40 – 31 Dec 44," Box 1 of 2, NAS Command History, 27 volumes, 1940 to 1992, RG 181, NARA (San Francisco).

third mess hall were shown on base plans, but construction and contracts were phased to allow growth in operations. Site plans and blueprints indicate that the General Storehouse (Building 8), Aircraft Storehouse (Building 9), Paint and Oil Storehouse (Building 13), Engine test cells (Building 14), and Bachelor Officers' Quarters (Building 17) were similarly phased. Additional locations for hangars were also indicated on the initial plans. Building 90 was moved several times during the station's history. It is currently located near the East Gate, and was most recently home to the Civilian Employment Office; it was built in 1938 as a garage. Building 1, the Administration Building, was completed in November 1938. By early 1940, many of the other buildings were under construction – including Buildings 11 and 12, the seaplane hangars north of the lagoon.[35]

The construction of the Seaplane Lagoon and two of the seaplane hangars prior to building landplane hangars and airfield indicates the relative importance for the Navy, at the time, of seaplanes or 'flying boats' (**see Figure 16**). These aircraft lacked the speed and maneuverability of land-based aircraft, but were excellent patrol, rescue, and transport craft. Prior to the widespread use of radar, patrol aircraft located targets for their assigned ships. Seaplanes moved slowly, but could stay aloft for long periods covering large areas of oceans. Their ability to land on water made it possible for them to search for, and rescue, downed aviators and sailors. The large boat hull allowed them to transport materials to locations inaccessible to other aircraft. Each of the air stations established or improved under the Hepburn Board plan included seaplane facilities. The Seaplane Lagoon on NAS Alameda was formed by dredging rather than utilizing a natural feature. Seawalls for the lagoon were formed with two sizes of rock and backfilled with dredged materials in two stages.[36] Construction of the lagoon was integral to the dredging operations and it was largely complete by 1940, when the first of the seaplane ramps were installed.

The beginning of hostilities in Western Europe in September 1939 stimulated the Navy to quicken the pace of construction on NAS Alameda. In July 1940, a month after Germany invaded France, Belgium, and the Netherlands, Congress approved an additional $17 million for work on NAS Alameda. Johnson, Drake & Piper Construction Company was awarded the major contract to hasten the station's completion. The company, with main offices in Minneapolis, Minnesota and satellite offices around the nation, secured military construction contracts across the country and overseas during World War II. Whereas the Navy previously issued contracts for individual buildings or structures, Johnson, Drake & Piper's contract covered 35 items. Additions to the contract continued through 1942, and as a result Johnson, Drake & Piper was responsible for constructing most of the station.[37]

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[35] Bureau of Yards and Docks, "US Naval Air Station Alameda, Administration Building, Barracks, Mess Hall and Galley General Location Plan and Detail Plot Plan," Yards and Docks #130990, April 1939, not filed; "US Naval Air Station Alameda, General Aircraft Paint and Oil Storehouses and Power Plant Building General Location Plan and Detail Plot Plan," Yards and Docks # 133376, October 1939, Drawer 4200, Base Development Maps, Plan and Maps Room, Building 1 on former NAS Alameda, Alameda, California; US Navy, "Naval Air Station Alameda, California History 1 Nov 40 – 31 Dec 44," Box 1 of 2, NAS Command History, 27 volumes, 1940 to 1992, RG 181, NARA (San Francisco).

[36] David W. Wragg, *Boats of the Air: An Illustrated History of Flying Boats, Seaplanes and Amphibians* (London: Robert Hale, 1984), 70, 73, 102, 160; Bureau of Yards and Docks, "US Naval Air Station Alameda, Bulkheads, Jetties, Seawall, Dredging and Filling, Location Plan and Sections," Yards and Docks #125969, December 29, 1937, Drawer A-11 Pier no. 1 Brows-Camels, Plans and Maps Room 143, Building 1 on former NAS Alameda, Alameda, California.

[37] "Construction News," *Southwest Builder and Contractor*, August 2, 1940, 107; NOy-4165: contract; *Additional Aviation Facilities at the Naval Air Station Alameda California* ,re: Johnson, Drake & Piper, Inc 3 July 1940- 25 July 1943, Box 25, NOy Contracts, Record Group 12, Bureau of Yards and Docks (1862-1966), NAVFAC Archive, CEC/Seabee Museum, NBVC, Port Hueneme. Johnson, Drake & Piper ceased operations in the 1960s.

The Navy altered the original 1939 plans as construction progressed. Plans for the land plane hangars (Buildings 20, 21, 22 and 23, constructed 1941) shifted them from flanking the east-west axis (south of the Administrative Core) to a north-south row facing the airfield to the west. Additional support functions were added along the eastern side of the Seaplane Lagoon, including the initial Engine Test Cells (Building 14) and Paint and Oil Storage (Building 13), both of which were likely sited to be adjacent to the railroad lines and away from the densely occupied areas of the station. It was during this period that the decision had been made to not proceed with the station's initial open area east-west axis and to use that space for necessary buildings, including the Weapons Shop (Building 43). This led to emphasis of the east-west axis that crosses the BEQ quadrangle and the Administrative Building's mall **(see Figures 8, 9, and 10)**.

Other changes to the station's plan involved housing. Housing evolved as part of naval base planning during World War I, before which sailors were expected to live on board their ships, and few facilities were provided for enlisted men or officers. The introduction of naval air stations and other new facilities not tied directly to ships and shipyards during the 1920s and 1930s required the inclusion of housing because personnel could not be housed shipboard. This concept expanded by the 1930s providing not only officers, but also top grades enlisted men, with married housing. The Navy later extended the policy to all enlisted families.[38]

Early plans for NAS Alameda included barracks for enlisted men in Buildings 2 and 4, Officers' Housing in the northeast corner, a small cluster of CPO housing, and two Bachelor Officers' Quarters. The Officers' Housing was originally a single curvilinear loop with a more natural feel than the formal rectilinear plan of the rest of the station. The streets in this area were also offset from the streets in the rest of the station (**see Figure 8**). As the station plan was modified through 1939 and 1940 the footprint for the officer's housing area became more of a smooth oval divided by gently curving streets (**see Figure 9**). Seventeen CPO housing units were added to the first 13, expanding the station eastwards. These additions expanded on the housing that had been roughly envisioned in the original plan. However, alterations to the Bachelor Officers' Quarters (Building 17) begun in 1940 did alter the station plan. In 1939 the Bachelor Officers' Quarters were designed as two buildings mirroring each other across an open space that ran along the axis extending eastward from the quadrangle between the BEQs (Buildings 2 and 4). The footprint of the Bachelor Officers' Quarters changed through 1939, but the 'mirrored' idea remained (**see Figures 8 and 9**). Construction of the southern building (Building 17) began in early 1940. By September 1940, designers developed a new plan and Building 17 began to develop the four wings it has today. Construction was phased through 1941, adding wings as additional staff arrived on station. The second Bachelor Officers' Quarters building was never constructed; instead as wartime necessities demanded, the Navy installed temporary wooden buildings (including Buildings 135 and 137) opposite Building 17 in 1944 and 1945.[39]

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[38] US Army Corps of Engineers, *World War II Temporary Military Buildings* (Champaign, IL: US Army Corps of Engineers Construction Engineering Research Laboratories, 1993), 33; and Kuranda, "Housing an Air Force and a Navy," 39 and 44-45.

[39] "Construction News," *Southwest Builder and Contractor*, August 2, 1940; Bureau of Yards and Docks, "US Naval Air Station Alameda, Administration Building, Barracks, Mess Hall and Galley General Location Plan and Detail Plot Plan," Yards and Docks #130990, April 1939, not filed; "US Naval Air Station Alameda, General Aircraft Paint and Oil Storehouses and Power Plant Building General Location Plan and Detail Plot Plan," Yards and Docks # 133376, October 1939, Drawer 4200; "US Naval Air Station Alameda, Bachelor Officers' Quarters First Floor Plan West Wing," Yards and Docks #139392, February 20, 1940, Drawer 11; "US Naval Air Station Alameda, Additions to Bachelor Officers' Quarters Plot Plan and Details - Plumbing," Yards and Docks #147785, September 14, 1940, Drawer 11; "US Naval Air Station Alameda, Extension to Bachelor Officers' Quarters Second

On November 1, 1940, although still incomplete, NAS Alameda was commissioned and placed under the command of Captain Frank R. McCrary, with Rear Admiral A.J. Hepburn in attendance at the opening ceremony. The new base was expected to boost the local economy, but few expected the station to become as large as it did as a consequence of World War II. In February 1941, three months after the base opened, the author of an article appearing in the *Alameda Times-Star* speculated that nearly 800 local residents would work on NAS Alameda. The paper could not have anticipated that by the end of the war the thousands of military and civilian personnel stationed and working on the facility. The station's opening also prompted the creation of a number of on-base trade schools for aircraft maintenance, including the Aviation Metalsmiths' School, the Aviation Machinist Mates' School, and the Aviation Radiomen's School. These training centers educated civilians as well as enlisted personnel in Building 132 (since demolished) near the enlisted pool.[40]

The first operational aircraft, a squadron of seven seaplanes, arrived in January 1941 along with the seaplane tender ship *USS Pelican*. These were the first of 200 aircraft to be assigned to the station.[41] This squadron was able to operate from the completed Seaplane Lagoon, while dredgers were forming the land for runways. Dredging to create the runways continued until September 1941 although runway construction began on the filled land in April.[42]

Master Planning and Architectural Design on NAS Alameda

In addition to the careful master planning for the station following principles of organization, functionality, hierarchy, and efficiency, the Navy also designed prominent buildings on the station in a manner that corresponded with the efforts to create a modern and organized facility. This was achieved by adhering the station's plan to a Beaux Arts formal spatial layout and by designing most of its prominent buildings in the Moderne style, which blended neo-classical proportion, symmetry, and order with modern design concepts of the time.[43] The planning and architecture on NAS Alameda demonstrate trends which BuDocks designers drew upon related to campus planning, modernistic design, and the continued traditional architectural expressions of federal buildings during this period.

The NAS Alameda station plan had a comprehensive aesthetic design based on the Beaux Arts planning used in City Beautiful planning movement. The City Beautiful movement heavily influenced planning in

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Floor Plan Roof Plan and Heating Layout," Yards and Docks #163875, June 4, 1941, Drawer 11, Plans and Maps Room, Building 1 on former NAS Alameda, Alameda, California; and Buildings 135 and 137, Box 59 Property Cards, RG#11.2.3, Naval Districts, 11th and 12th Naval District, NAVFAC Historian's Office Navy General Reference Files, NAVFAC Archive, CEC/Seabee Museum.

[40] Allbrandt, "History of the Naval Air Station & Naval Aviation Depot at Alameda, California," 3; Building 132, Box 59 Property Cards, RG#11.2.3, CEC/ Seabee Museum, NBVC, Port Hueneme; US Navy, "Naval Air Station Alameda, California History 1 Nov 40 – 31 Dec 44," Box 1 of 2, NAS Command History, 27 volumes, 1940 to 1992, RG 181, NARA (San Francisco).

[41] "First of Navy Planes Arrive" *Oakland Tribune,* 4 January 1941.

[42] Technical Report and Project History Contract NOy4165 Alameda Air Station, NOy 4165, Folder 9 of 23, Box 26 NOy Contracts, RG 12, CEC/Seabee Museum, NBVC, Port Hueneme.

[43] Paul Venable Turner, *Campus an American Planning Tradition* (Cambridge, Massachusetts: The MIT Press, 1984) 188, 191, 196, 209; Jon A. Peterson, *The Birth of City Planning in the United States, 1840-1917* (Baltimore, Maryland: The John Hopkins University Press, 2003), 319-320. The buildings on NAS Alameda have also been described as being Art Deco. The architectural styles of Art Deco and Moderne are sometimes used interchangeably, but this obscures the differences between them and the development of the modernistic styles in the United States during the 1920s, 1930s, and early 1940s.

the United States in the first half of the twentieth century, and can be seen in city planning as well as institutional settings such as college campuses. The movement borrowed planning concepts from the French Ecole des Beaux Arts and organized elements through the use of primary and secondary axes, such as those employed on NAS Alameda. Various *partis* or shapes, such as courtyards, would then be arranged in harmony with the overall axial plan. Beaux Arts planning influenced civic planning and the design of public, governmental, and military facilities across the nation until the end of World War II. Important local examples of Beaux Arts plans include the Civic Center of the City of San Francisco built after the 1906 earthquake, the Pan Pacific International Exhibition (San Francisco) in 1915, and the Golden Gate Exhibition on Treasure Island in 1939. Early development of the campus for the University of California in Berkeley was also influenced by Beaux Arts design. The most important aspect of Beaux Arts plans was the establishment of formal symmetrical open spaces and spatial relationships. In many nineteenth century and early-twentieth century examples of such plan, the buildings were also in the Beaux Arts style with Classically-derived ornamentation, but as styles evolved, buildings constructed on such plans were of a variety of styles, including the developing Moderne style used on NAS Alameda. The US military had employed Beaux Arts inspired plans on select bases in California and across the country since World War I and continued to use such plans throughout the Interwar period.[44]

Axial, orthogonal plans organized by bilateral symmetry such as the one present on NAS Alameda are particularly well suited for flat locations because the axial lines do not need to curve around natural features as they would in a hilly or mountainous area, a lesson earlier city planners learned through trial and error. In 1905-06, Daniel Burnham, the director of works for Chicago's 1893 Columbian Exposition, and early city planner known for his successful Chicago Plan (1909), designed a plan for a summer capital in a rugged region of the Philippines. In the design, he attempted to impose a geometrical and orderly arrangement onto the land for which he has been harshly criticized by his later peers. While this type of orderly arrangement was successful at the Columbia Exposition, on the flat lands by Lake Michigan, it did not translate well to hilly environments. In his 1971 study of landscape design, Norman T. Newton remarked, "Had it not occurred to [Burnham] that ground-consuming bilateral symmetry, and unduly extensive level areas, would prove unmanageable in this intricately rugged mountainous terrain…?" Newton further commented that a geometrical and orderly plan could have been worked out, but not with the bilateral balance that Burnham was trying to impose upon the mountainous land.[45] In the same period, Burnham also designed a plan for San Francisco that was never executed because the 1906 earthquake and fire halted the planning process. Although this plan paid some attention to the hilly topography of the city, with wide diagonal boulevards converging on hilltops, the plan essentially called for another system of linear streets and diagonal boulevards imposed over the already extant grid system. Again, Burnham placed higher ideals of balance and order above the reality of the natural topography.[46] In contrast, the flat, fill land the Navy created at Alameda provided an ideal slate on which to design a plan using geometric shapes with bilateral balance and symmetry.

The field of landscape architecture had a closely parallel history with the City Beautiful planning movement following the influential 1893 Columbian Exposition. Shortly after the exposition renewed American interest in classical design and architecture, Charles A. Platt exerted considerable influence on

[44] Paul Venable Turner, *Campus an American Planning Tradition* (Cambridge, Massachusetts: The MIT Press, 1984) 188, 191, 196, 209; Jon A. Peterson, *The Birth of City Planning in the United States, 1840-1917* (Baltimore, Maryland: The John Hopkins University Press, 2003), 319-320.

[45] Norman T. Newton, *Design on the Land: The Development of Landscape Architecture* (Cambridge, Massachusetts: Belknap Press of the Harvard University Press, 1971), 419-420.

[46] Gray Brechin, *Imperial San Francisco: Urban Power, Earthly Ruin* (Berkeley: University of California Press, 1999), 151-154; Newton, *Design on the Land*, 416-417.

the expanding field of landscape architecture in the United States, leading to a shift away from the relatively formless, romantic style "landscape gardens" that were the norm in the nineteenth century until the 1880s when architectural forms became more geometric and landscape designers integrated those geometric forms with buildings. This was the beginning of the Country Place Era of landscape architecture over which Platt exerted considerable influence. After an extended trip to Italy where he studied the character and form of the Italian Villa, Platt returned to the United States with an appreciation for the integration of indoor and outdoor space, and the integration of architecture and landscape architecture, each fit to their natural sites and designed to suit the needs of the period. Norman T. Newton noted that in both Platt's work, and in the Italian Villa, space was organized based on a pair of fundamentals, lines of sight connecting one space or a series of spaces with one another, giving the observer a sense of inter-relationship, structure, and strength, and, defining or implying the boundaries of these visually connected spaces with vertical planes so that each individual space read as a distinct entity. In his landscape designs, Platt used geometric, usually rectilinear forms for individual spaces in order to achieve structural form. Integrating buildings and grounds resulted in strength and continuity of design. While bilaterally symmetrical spaces did occur in both Platt's design, and the Italian Villas upon which he drew inspiration, this was not crucial to his designs, rather the sight-lines were the essential part of the design. Not only was Platt known for the overall strength of his design, but for attention to the smallest detail, which earned him the respect and admiration of a young generation of landscape architects through the 1920s. So astute was he at the integration of building and landscape, that in some cases he was commissioned to design plans for both. One of the first such commissions was an institutional project, Timberline at Bryn Mawr College. From the 1910s to the early 1930s, Platt was involved in many institutional projects where, working both solo and collaboratively, he created some outstanding works of landscape architecture to add to the design of existing buildings. He worked on plans for the University of Illinois, University of Rochester, and Phillips Andover Academy. The overall station design and planting plan for NAS Alameda reflects many of the principles of design popularized by Platt.[47]

At the same time Beaux Arts and City Beautiful planning remained popular and prominent in civic and military design, architects worldwide began to abandon historical revival styles during the late 1920s and especially during the 1930s in favor of designs that consciously illustrated modernity and technological progress using simplified geometric forms and ornamentation. This trend developed mostly from European modernistic art and industrial design, but transferred to architecture wherein it presented sleek and spare designs. Often buildings designed in the new style(s) of the period, such as prominent buildings on NAS Alameda, retained proportion, symmetry, and order found in buildings inspired by Classical architecture, but without direct allusion to historical styles. Materials such as concrete, metals, and glass block – all of which were used on NAS Alameda – were prominently used to illustrate a directness regarding building fabric to help portray the machine / technological-inspired aesthetic. The "modern" architecture of the time evolved through various phases and has been referred to by several names. Art Deco was the earliest phase. Its buildings often emphasized verticality and included intricate geometric ornamentation like stylized floral decoration or patterns such as chevrons. Prominent nearby examples include the Paramount Theatre on Broadway in Oakland. Many of the major buildings at the Golden Gate International Exposition on Treasure Island held in 1939-1940 were also in the Art Deco style. This was followed by Moderne (also referred to as Art Moderne or Streamline Moderne) that was less ornamental than Art Deco. As seen on the nearby Alameda Theater on Central Avenue in Alameda and on NAS Alameda, it expressed modernity by using curving wall surfaces and columns with highlighted simplified geometric ornamentation such as the wall panel striations (Building 16) (**Figure 17**) and stylized Pegasus and eagle figures in the BEQ area (Buildings 2, 3, and 4) (**see Figure 18**).

[47] Newton, *Design on the Land*, 344-346, 372, and 416-417.

Aspects of the station's Moderne design were also implemented on operational buildings, such as the hangars, the designs of which included broad rectangular corner piers with decorative horizontal bands running from pier to pier across the façade, long industrial steel sash windows, and prominent copper flashing / roofing (**Photograph 48**). The International Style was also evolving during the 1930s, striving to create an aesthetic purposely devoid of any ornamentation in favor of highlighting efficiency in design as well as material and functional honesty. The three terms apply to the early modern architecture in the United States. Art Deco and Moderne were most prominent prior to World War II and International Style ascended to prominence following the war, as seen in the Ordnance & Optical Shop at Hunter's Point Naval Shipyard (built in 1948) and in the Oakland and San Francisco skylines of the 1950s and 1960s.[48]

The rapid evolution of aviation and other forms of transportation during the 1920s and 1930s particularly inspired designers in architecture and industrial design to illustrate Modern society's departure from the past. The expansion of civilian and military aviation was symbolic of modern technological achievement and streamline forms appeared in, and influenced the design of, seaplane and landplane aircraft as well as in the buildings of the growing nationwide network of civilian airports. The airport in Long Beach, California built in 1941 is a well known example of a civilian airport built in the Moderne style. Other examples include the Washington-Hoover Air Terminal in Washington, D.C. and the Swan Island Airport in Portland, Oregon, both of which were built in the late 1920s, Dinner Key Terminal in Miami, Florida built in 1934, and the Marine Air Terminal that became LaGuardia Airport in New York built in the late 1930s.[49] This design trend may have influenced design decisions BuDocks made for its new aviation facility at Alameda.

Architects working on Federal contracts during the 1930s developed a "style" that sought to maintain form, symmetry, and organization of the classical traditions that had guided Federal design since the early years of the Republic, but which drew upon the evolving modern styles of the decade that were increasingly popular in private construction. Various architectural historians have attempted to develop a specific name for this style, including "Starved Classicism" and "PWA Moderne." The latter of these terms denotes the use of the style for buildings constructed from the Public Works Administration program, such as the Alameda County Courthouse in Oakland.[50] This is the style of the NAS Alameda

[48] The development of Art Deco and Moderne is discussed in many general works on American architectural history and guidebooks of San Francisco Bay Area architecture, including: Sally B. Woodbridge, *California Architecture: Historic American Buildings Survey* (San Francisco: Chronicle Book, 1988); Carla Breeze, *American Art Deco: Architecture and Regionalism* (New York: W.W. Norton & Company, 2003), 9-33 and 222-277; Mark A. Wilson, *A Living Legacy: Historic Architecture of the East Bay* (Lexikos, 1987), 42, 56, and 59; David Gebhard and Harriette Von Breton, *Los Angeles in the Thirties: 1931-1941*, 2nd edition (Los Angeles: Hennessey & Ingalls, Inc, 1989), 75-91; David Gebhard, Eric Sandweiss, and Robert Winter, *Architecture in San Francisco and Northern California*, (Salt Lake City: Gibbs-Smith Publisher, 1985), 576-579. For discussion of International Style Modernism in Northern California see: Pierluigi Serraino, *Icons of Northern California Modernism* (San Francisco: Chronicle Books, 2006).

[49] Donald J. Bush, *The Streamline Decade* (New York: George Braziller, 1975), 26-42 ; Gerrie Schipske, *Early Aviation in Long Beach* (Charleston, SC: Arcadia Publisher, 2009); Allastair Gordon, *Naked Airport: A Cultural History of the World's Most Revolutionary Structure* (Chicago: University of Chicago Press, 2008); Geza Szurvoy, *The American Airport* (St. Paul, MN: MBI Publishing Co, 2003), 70, 82, and 90-95.

[50] See, for example, Lois A. Craig and Staff of the Federal Architecture Project, *The Federal Presence: Architecture, Politics, and Symbols in U.S. Government Building* (Cambridge, MA: MIT Press, 1984); David Gebhard, et al, *A Guide to Architecture in San Francisco & Northern California* (Santa Barbara: Peregrine Smith, Inc., 1973); David Gebhard, Eric Sandweiss, and Robert Winter, *Architecture in San Francisco and Northern California* (Salt Lake City: Gibbs-Smith Publisher, 1985). The Alameda County Courthouse was featured in the

Historic District, particularly in the Administrative Core area. The style is found throughout California, particularly in the dozens of post offices built during the 1930s.[51] The style was rarely used, however, in the design of military buildings in the state, and as a result they are treated as their own property type within the Statewide Study as "Concrete, Art-Deco Influenced Permanent Base Designs."[52] In California, there appear to be only two other examples of this style on military bases or buildings. One – another Navy-owned property – is the Naval and Marine Corps Reserve Center in Los Angeles. The other property, most comparable to NAS Alameda, is McClellan Air Force Base near Sacramento. The Reserve Center was designed by a private architect, Stiles O. Clements, while the buildings at McClellan AFB were designed directly by the Quartermaster Corps, at the time the Army's equivalent of BuDocks.[53]

BuDocks' efforts to pursue modernistic design trends in the late 1930s and early 1940s were noted in design literature at the time and celebrated on NAS Alameda soon after the station's construction. BuDocks and NAS Alameda are highlighted in an issue of *Architectural Forum* from November 1940 that presents the growing demand in military construction for national defense during the buildup prior to the United States' entry into World War II. The "Naval Air Station, West Coast," as NAS Alameda was labeled, was featured in a two-page photograph spread and touted as representing the "forward-looking trend in naval building." The article went onto point out BuDock's exceptional efforts to create efficient designs following modernistic design trends, especially for standardized officers housing, rather than following the traditional architectural expressions of Colonial Revival or Spanish Revival for housing seen elsewhere on military facilities.[54] The proposed standardized designs illustrated have remarkable similarities to the officer housing on NAS Alameda. As previously noted, the station's original design received an award at the Seventh Annual Architectural Exhibition of the Association of Federal Architects in Washington D.C. in 1939. One description of that award stated that the prize was for BuDock's design that combined "modern architectural beauty and simplicity of line with maximum effect."[55] Furthermore, a few years after the station's construction, the Navy boasted about the modernity of its facilities in the station newspaper, observing several aspects of the design that contribute to its Moderne character. The BEQs and their quadrangle were noted for their symmetry, "classic lines," and "wide and circular arcade" that was "a pleasing study in squares and curves." The effect was promoted as being "modern in every respect."[56] (See **Figure 19**).

PWA publication: C.W. Short and R. Stanley-Brown, *Public Buildings: Architecture under the Public Works Administration, 1933-1939* (New York: A Da Capo Paperback, 1939, republished 1986), 62-63.

[51] Some of the best examples of this federal PWA Moderne / Starved Classicism style (also referred to as "Stripped Classicism) are found in Los Angeles, as discussed in David Gebhard and Hariette Von Breton, *Los Angeles in the Thirties, 1931-1941* (Los Angeles: Hennessey & Ingalls, 1989).

[52] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, *California Historic Military Buildings and Structures Inventory* (prepared for U.S. Army Corps of Engineers, March 2000), 7-43 – 7-44.

[53] Mikesell, JRP Historical Consulting Services, "Guide to Preserving the Character of the Naval Air Station Alameda Historic District," 7-8; JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, California Historic Military Buildings and Structures Inventory (prepared for United States Army Corps of Engineers, 2000), 7-47.

[54] "Military and Naval Buildings," *Architectural Forum*, November 1940, 342-373. The photographs of NAS Alameda and BuDocks officers housing designs are on pages 356-359. The entire issue is focused on building for national defense.

[55] US Navy, Command History 1 of 25, "Naval Air Station Alameda, California History 1 Nov 40 – 31 Aug 45," Box 1 of 2, NAS Command History, 27 volumes, 1940 to 1992, US Naval Shore Establishments, RG 181, NARA (San Francisco); WPA Writer's Program, *Alameda: The Island City*, 118 (available at the Alameda Free Library).

[56] "Through these Portals. . .," *The Carrier*, 15 December 1944, 2.

Alameda was not the Navy's only naval air station that was designed in the Moderne style. Both NAS Jacksonville and NAS Quonset Point, the other two naval air stations newly built in response to the Hepburn Report, also had multiple buildings constructed using architectural language similar to NAS Alameda. The BuDock designs for Alameda may have influenced the architecture on Jacksonville and Quonset Point, as well as influenced the work toward standardized officers housing illustrated in *Architectural Forum*. No specific documentation identified for this nomination links the three stations architecturally, but available photographs and plans show there were distinct similarities that were even continued by private architect Albert Kahn for his designs on Quonset Point, albeit in brick rather than concrete. The implications of the similarities, along with the BuDocks design trends noted in *Architectural Forum*, are that the Navy was purposely employing modernistic designs as part of their expressed efforts to enhance efficiency and functionality at its new naval air stations in the late 1930s and early 1940s.

1941 Planting Plan

Initial plans for NAS Alameda did not include a designed planting plan; however, the need to vegetate the newly created land quickly became apparent to those living and working on the station. Because this end of Alameda was largely marshland and the station had been built on fill, it was susceptible to soil movement and erosion (**see Figure 20**). Blowing winds created dust-storms that were abrasive to machinery, and also made it difficult to maintain acceptable standards of cleanliness for a military installation. To alleviate the situation, in 1940 Johnson, Drake, and Piper contracted Emery A. LaVallee to design a planting plan for NAS Alameda that would cover the open areas of the station with vegetation. LaVallee was a landscape architect who designed the planting plan for the Sunnyvale Naval Air Station and who worked as an assistant horticulturalist for the 1939 Golden Gate International Exposition (GGIE). The plans for Alameda were completed in early 1941 and at that time, the Navy only made a small appropriation for planting the station. Fortunately, however, the GGIE was simultaneously being dismantled at Treasure Island, just a short distance northwest of NAS Alameda. Because Treasure Island had also been built on fill, the plants selected for that location were also ideally suited to NAS Alameda, and because the distance of transport was short, it was not an expensive proposition to move plants from Treasure Island to Alameda. Rather than transferring some of the delicate ornamental plants that had been sold after the exposition closed, the Navy transferred heartier plants: ice plant, acacias, coastal pines, and cypress. Ice plant had been used at the GGIE to create a stunning array of color referred to as the "Magic Carpet." Although the Navy transferred the plants from the exposition, planting plans for the ice plant on NAS Alameda depicted an orderly segregation of color, rather than the wild array planted on Treasure Island. The commanding officer of the station, Captain Frank R. McCrary, had a personal interest in gardening and was reportedly active in overseeing the station planting. By June 1942, approximately one-fifth of the station was under cultivation, and the Public Works department maintained an on-site nursery where they grew iceplant and young acacia trees to line the streets of the station.[57]
LaVallee designed a traditional planting plan for NAS Alameda that complemented the master station plan, existing buildings, and landscape by emphasizing the axes and orthogonal layout that organized functional areas and reinforced hierarchical distinctions. The planting plan also left the open sightlines

[57] Johnny Noble, "Hundreds of Plants Hold Down Naval Air Station," *Oakland Tribune*, June 24, 1942, 13; US Navy, "Naval Air Station Alameda, California History 1 Nov 40 – 31 Dec 44," Box 1 of 2, NAS Command History, 27 volumes, 1940 to 1992, RG 181, NARA (San Francisco); Map of Alameda Naval Air Station Showing Conditions on 30 June 1942, Architectural Drawings, Maps, Box 1, RG 12, CEC/Seabee Museum; Bureau of Yards and Docks, "Landscaping Street Tree Planting Plan," December 1941, Drawer 170, Plan and Maps Room, Alameda City Hall West.

intact along the main entry mall and BEQ quadrangle that visually tied different functional areas of the station together. LaVallee used a palette of plants in his plan that included a wide variety of species, many of which were drought-resistant, and not native to California. Although research revealed little information about LaVallee, it is likely that he gained a wide knowledge of plant species that thrived in the San Francisco Bay Area climate while working at the GGIE. The varied palette of plants that LaVallee drew upon resulted in a rich, yet still traditionally designed planting plan.

The planting plan focused on the northern portion of the station in the administrative areas, housing (for both officers and enlisted personnel), and northern station border, including the Main Gate. This formally designed plan called for single species tree-lined streets laid out with consistent spacing and setback from the sidewalk, street trees flanking building entries, ground cover, consistently spaced shrubbery at building foundations, and clusters of trees punctuating the corners of the large quadrangles at the station core. At the entry mall in front of Building 1, the plan included a patterned arrangement of different colors of ice plant (*mesembryanthemum*) with the center circle planted with gazania and trees accenting the corners of the space (**see Figure 21**).

Decoratively designed plantings of ice plant (*mesembryanthemum*) were also slated for the circle drive on the north side of the BOQ (Building 17). As with other orthogonal blocks in the administrative and residential areas of the station, the plan for this block also featured tree-lined streets and shrubbery at the foundation of the building. Other plantings planned for this block included a single tree in each of the two triangular spaces between the north side of the building and the circular drive, and trees lining the parking areas on the east and west ends of the block (**see Figure 22**).

The planting plan for the BEQ quadrangle (Buildings 2, 3, and 4) mirrored the bilateral symmetry of the open space formed by the surrounding buildings. Rows of broadleaf trees lined the walkways on the interior edges of the quadrangle. Paired plantings demarcated the pathways approaching each of the building entries and clusters of Monterey Pines accented the western corners of the quadrangle. The plans called for the quadrangle to be planted with Kikuyu grass (*Pennisetum clandestinum*), the preferred turf for the station.

Planting just south of the Main Gate continued the planting scheme of the entry mall into the triangular shaped area, calling for a lavender white ice plant around the perimeter and golden ice plant within. Single conifer trees were placed at the two southern points of the triangle. Trees lined the streets south of the gate, and dense vegetative cover wrapped around the curved parking area. Kikuyu grass filled in the open spaces between scattered clusters of trees of either side of the triangle (**see Figure 23**).
Tree lines, particularly those composed of black acacia (*Acacia melanoxylon*), were designed to line many of the streets in the northern part of the station, particularly in the administrative and residential areas, which emphasized the orthogonal layout of the station plan. Also common to the planting plans for the administrative and residential areas were mixed varieties of shrubbery placed at building foundations. Plans laid out street trees on all sides of the orthogonal blocks that contained Buildings 1, 16, and 18.
The planting plan accentuated the median demarcating West Essex Drive as a main axis, rather than a typical interior roadway, with a single line of plantings of fan palms (*trachycarpus*), cross-leaved speedwell (*Veronica decussata,*) and New Zealand Flax (*Phormium tenax*).

The plans also called for tree lines along the curvilinear interior streets of the Officers' Housing and formal gardens behind each officer's house. In addition to the gardens, each officer's house also had an informal sheltered drying yard to the side of the residence (**see Figure 24**).

Although wartime contingencies prevented full installation of LaVallee's planting plan because funds and effort focused on completion of buildings, housing personnel and vital station activities, the administrative and residential areas of the station all received at least modest, and in some instances, modified implementation of the plan, as discussed below.

Execution of the Planting Plan during World War II

After transferring trees and plants from the Golden Gate International Exposition in Spring 1941, the Navy began executing the planting plan Johnson, Drake, and Piper subcontracted Emery LaVallee to design. By January 1942, one month after the United States entered World War II, many of the trees transferred from Treasure Island, and called for in LaVallee's plan, had been planted on the station. Black acacias lined the curvilinear streets of the Officers' Housing, clusters of trees punctuated the four corners of the entry mall, the south corners of the triangle south of the main entry, and the west end of the BEQ quadrangle; and the median along West Essex Drive had an evenly spaced row of plantings.

Aerial photographs indicate that by 1943 the Navy had implemented the planned decorative planting of ice plant throughout the entry malls and triangle (**see Figure 25**). Colorized postcards depicting the station feature the ice plant prominently, exaggerating the vibrancy of the colors (**Figure 26**). By 1945, historic photographs indicate that the iceplant had become rather unruly with an uneven, un-manicured appearance.

The formal entry mall was not the only area of the station that received vegetation during World War II. As the war progressed, the Navy made continued progress executing the primary elements of the planting plan in the designed areas. Administrative buildings and major buildings in the Administrative Core received formal plantings – street trees, foundation shrubbery, and ground cover (**see Figure 27**). Neatly tended grass, foundation shrubs, and street trees were planted at buildings along the entry mall. Paired plantings were found throughout the planting plan, and many of these were also executed during the war, particularly flanking the walkways at the approaches to the BEQ (**see Figure 28**).[58]

The Shops Area, a functional area expanded during the war, also had some formally planted areas, particularly at the buildings adjacent to the main north-south axis, Buildings 6, 8, 62, and 114. Buildings at the northwest corner of the Shops Area –Building 42, 43, 44 and 102 – also had deep setbacks planted with lawn and foundation shrubbery (**Photographs 31 and 32**).[59]

Between 1944 and 1945 adaptations were made to the large quadrangles in the Administrative Core, both the entry mall, and the BEQ quadrangle. The east-west path bisecting the large entry mall was extended through the circular center path, creating a more direct route across the quadrangle. In the BEQ quadrangle, the westernmost path was removed and a sporting field was added. The addition of the field does not appear to have disrupted other plantings in the immediate vicinity (**see Figure 28**).

[58] Aerial photograph of NAS Alameda, 1945, Box 1, RG 10, CEC/Seabee Museum; Photograph, Building 16, 1945, RG #5, CEC/ Seabee Museum; Photograph, Control Tower, 1945, RG#5, CEC/ Seabee Museum.
[59] Aerial photograph of NAS Alameda, 1945, Box 1, RG 10, CEC/Seabee Museum; Photograph, Building 16, 1945, RG #5, CEC/ Seabee Museum; Photograph, Control Tower, 1945, RG#5, CEC/ Seabee Museum.

World War II (1941-1945)

The demands on naval aviation during World War II transformed NAS Alameda dramatically, requiring the new station to adapt to increased demands and an expansion of its capability. This resulted in additions to and alterations of the station's original design, particularly in the intentionally unplanned, secondary spaces. Although adjustments to the original plan were necessary to accommodate wartime mobilization, the primary elements of the plan – axial layout, spatial relationships, land use, circulation pattern, and sightlines – remained generally unaltered from the original execution of the plan during the initial phase of construction. The Navy greatly tightened security following the attack on Pearl Harbor on December 7, 1941, and erected weapons positions and defensive works. In the course of the war the station became the homeport to 23 ships, 22 air squadrons, and 1,500 aircraft. Air traffic on NAS Alameda increased, resulting in creation of auxiliary and outlying fields elsewhere in northern California and in Nevada to handle excess air traffic. NAS Alameda had a three-fold mission: assembly and repair of aircraft; supply; and aircraft operation and training.

NAS Alameda's contributions to the war effort were not limited to support activities, with many operations in the Pacific theater originating from the station. In March 1942, the famed mission led by USAAF Lt. Col. James "Jimmy" Doolittle against Japan departed for combat from Alameda. No facilities on NAS Alameda were built specifically in support of this well-known mission, but sixteen Army Air Corps B-25 Mitchell bombers were loaded aboard the carrier *USS Hornet* (CV-8) under strict secrecy at the naval station's Pier 1 or 2, and on April 2 departed for the Sea of Japan. A little over two weeks later, on April 18, 1942, Doolittle's Raiders attacked Tokyo, Nagoya, Osaka, and Kobe, scoring a symbolic, psychological, and by some interpretations, a strategic, victory against the Japanese early in the war.[60] This event is commemorated with a Native Sons of the Golden West plaque placed at the foot of Pier 3 (constructed in 1945, after the raid).

Throughout the war, one of the station's essential missions was to repair and maintain aircraft. The A&R Department experienced the most growth of any station department during the war. Its central facility was Building 5, which was enlarged by a factor of five between 1941 and 1945; by war's end, it was more than a million square feet. The department became organizationally more complex, dividing into nine divisions (Aircraft Overhaul, Engine Overhaul, Accessories, Metal and Machines, Radio-Radar, Engineering, Planning, Maintenance, and Personnel) located in Building 5 and in several adjacent buildings.

Over the four years of American involvement in the war, department personnel assembled, modified, overhauled, and shipped more than 24,000 aircraft, an average of approximately seventeen per day. A&R's work included not only aircraft assembly and repair, but also life raft and parachute repair, and custom manufacturing of parts. Naval personnel and station employees tested new materials and processes, including welding Plexiglas, and pioneered new techniques, such as aircraft preservation.[61]

Assembly and Repair would not have been functional without the Supply Department, established on station along with A&R in 1940. It managed purchase and inventory control of aircraft and parts for

[60] Allbrandt, "History of the Naval Air Station & Naval Aviation Depot," 6; Naval Air Station Alameda, *U.S. Naval Air Station Alameda, California* (Baton Rouge, LA: Army and Navy Publishing Company of Louisiana, 1945), np.
[61] Allbrandt, "History of the Naval Air Station & Naval Aviation Depot," 4-5; Naval Air Station Alameda, *U.S. Naval Air Station Alameda, California* (Baton Rouge, LA: Army and Navy Publishing Company of Louisiana, 1945), np.

A&R, aviation supply for forward overseas stations, and station supplies for the exchange, mess halls, and cafeterias. As NAS Alameda's operations expanded, the Supply Department also provided material for the system of outlying fields and auxiliary fields that provided safe landing and operational bases for patrol and carrier squadrons attached to NAS Alameda.[62] In 1941 the supply staff grew from 50 to 100 and its materials on hand increased from several hundred items to over 20,000. During the first year of the war the department received over $1.5 million worth of materiel a month and doubled in physical size. Tons of equipment were accepted and shipped from NAS Alameda and sent to the Pacific theater. To support this activity the supply department began warehouse operations in Building 105 (since demolished) along the east side of the Seaplane Lagoon in 1940.[63] As the station became overseer for auxiliary air fields in 1942-43 the demands on the Supply Department expanded even further. Physical space increased another 61 percent, the number of items maintained grew to 200,000, and overseas shipments increased 106 percent.[64]

The entry of the United States into World War II required the Navy to open the runways on NAS Alameda before they were completed. While the system of five runways was not finished until November 1942, it began operations in December 1941.[65] The Navy installed weapons magazines around the edge of the airfield, keeping hazardous items away from other station activities.

Patrol Wing (PatWing) 8 was transferred to NAS Alameda from Norfolk, Virginia on December 15, 1941. This unit is an example of the units that used the station, and illustrates the typical function of aircraft assigned to the station throughout its history. PatWing 8, later designated Fleet Air Wing (FAW) 8, assisted in training new squadron personnel to operate a variety of land- and sea- based aircraft in the Pacific theater. Training included aviators and support crews. The wing also undertook combat escort duties for the other functional air units on NAS Alameda.[66] The Navy established Air Transport Squadron 2 (VR-2) on NAS Alameda in April 1942 as a part of the Naval Air Transportation Service (NATS). The squadron operated PB2Y *Catalina* aircraft and delivered supplies, personnel and equipment across the Pacific, escorted by FAW-8. Seaplanes like the PB2Y *Catalina* played an important support role in the Pacific, delivering needed material to personnel and facilities on islands too small for standard runways or with bomb-damaged runways. The increasing tempo of the supply flights of VR-2, the training activities of FAW-8, and the transient needs of carrier air groups taxed the landing facilities on NAS Alameda. As a result, a series of Outlying and Auxiliary fields were developed for NAS Alameda. These additional fields were under command of Commander Naval Air Bases, 12th Naval District with the squadrons under the command of Commander Fleet Air Alameda both headquartered on NAS Alameda.[67]

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[62] "Know Your Station: The Story of Supply" *The Carrier*, 29 December 1944, 8.
[63] US Navy, "History of U.S. Naval Air Station Alameda, 1 November 1940 to 31 December 1958," Box 1 of 2, 5757.1b, NAS Command Histories, 27 Volumes, 1940 to 1992, RG 181, NARA (San Francisco).
[64] "Know Your Station: The Story of Supply" *The Carrier*, 29 December 1944, 8.
[65] Technical Report and Project History Contract NOy4165 Alameda Air Station, NOy 4165, Folder 9 of 23, Box 26 NOy Contracts, RG 12, CEC/Seabee Museum; and Michael D. Roberts, *Dictionary of American Naval Aviation Squadrons* (Washington, D.C: U.S. Department of the Navy, Naval Historical Center, 2000), 737.
[66] Capt. Albert L. Raithel, Jr. USN (ret.), "Patrol Aviation in the Pacific in WWII, Part 1," *Naval Aviation News* (July-August 1992): 34, http://www.history.navy.mil/nan/backissues/1990s/1992/ja92.pdf (accessed January 10, 2009).
[67] US Navy, "History of US Naval Air Station, Alameda 1 November 1940 to 31 December 1958," Box 1 of 2, NAS Command Histories, 27 Volumes, 1940 to 1992, RG 181, NARA (San Francisco); Naval Aviation History Office, U.S. Naval Historical Center, Department of the Navy, *Chronology of Significant Events in Naval Aviation, 1910-1995* (Washington, DC: Department of the Navy, 1997), 120, http://www.history.navy.mil/branches/org4-5.htm (accessed January 12, 2010).

The first three of these fields were constructed in 1942 at Crows Landing, Santa Rosa, and South San Francisco. In 1943 an even larger auxiliary field was begun at Fallon, Nevada.[68]

A ground school was established on NAS Alameda to support FAW-8's training activities. The ground school, centered in Building 101 (destroyed by fire in 2003), provided a variety of training. Link aviator trainers and celestial navigation courses provided the most specialized training requiring specific equipment.[69] Link Trainers were box-like flight simulators developed by Edwin A. Link in the early 1930s to facilitate training. The Navy was the first branch of the military to utilize the simulators, which were used extensively during World War II and proved useful in saving lives and saving money while training new pilots.[70] Additional instruction used 'Jam Handy' training films. Henry Jamison Handy developed his films as a way to educate and excite salesmen about new products in the 1930s. During World War II 'Jam Handy' films were common training tools for all types of activities. On NAS Alameda, Women Accepted for Volunteer Emergency Service (WAVES) used the films and interactive training devices to teach gunnery techniques.[71] An atmospheric chamber in Building 130 allowed medical staff to train aviators in high altitude operations. Other ground school training included bombing, navigation, radar, and aircraft gun turret maintenance.[72]

The increasing demand for personnel in all departments created a need for training across all departments. The personnel branch of the A&R Department undertook civilian training in aircraft maintenance and assembly in Building 132 (since demolished) in the northwest corner of the station near Hangar 20. The vocational training program included all trades necessary for the repair of aircraft handled by A&R and other classes trained personnel in parts identification and accounting for the Supply Department.[73]

The war dramatically changed the character of not only NAS Alameda's built environment, but also its workforce. During the war the station's workforce expanded to 18,000 military personnel and 9,000 civilian workers. Civilians and enlisted men comprised the bulk of the station's pre-war personnel, but as more civilian men were drafted into service and stationed elsewhere, women took on an important portion of the industrial work at Alameda.

Women also made their way into the Navy as WAVES. Created by Congress in 1942 following the creation of the Women's Army Auxiliary Corps (WAAC), WAVES initially worked in support roles as chauffeurs, nurses, clerks, and cooks and custodians, and later worked in training and technical roles. They were stationed at naval installations throughout the continental United States and, eventually, overseas. The first WAVES arrived at Alameda in 1943, and were given their own barracks: Building 78 (last used for applied instruction) and Buildings 79 through 82 (the latter of which have been demolished).[74] These barracks had just been completed for use by enlisted men, and were converted to use by the WAVES. As at other naval installations, the duties of WAVES at Alameda expanded over the course of the war. At first they were limited to support roles such as secretarial and courier service. By

[68] United States, *Building the Navy's Bases in World War II*, 238-239.
[69] "Know Your Station: Operations 'Celestial Navigation," *The Carrier*, 24 March 1944, 8.
[70] Roger E. Bilstein, *Flight in America: From the Wrights to the Astronauts* (Baltimore: John Hopkins University Press, 2001), 116-117.
[71] "Wave Lengths," *The Carrier*, 28 January 1944, 7.
[72] Naval Air Station Alameda, *U.S. Naval Air Station, Alameda, California*, np.
[73] "Vocational Program is Successful," *The Carrier*, 21 December 1943.
[74] "Wave Lengths," *The Carrier*, 11 August 1944, 7; "Wave Lengths," *The Carrier*, 6 October 1944.

war's end, WAVES were involved in aerial gunnery training, parachute packing, air traffic control, aircraft repair, and other technical fields.[75]

The rapid increase during the war of personnel and activity required additional facilities. In peacetime the Navy had a phased program to build the station, which likely would have taken years to complete. Many of these phases were rapidly sped up and completed during the war years. Pre-war construction tended to be of permanent concrete construction, while most buildings constructed under President Roosevelt's national emergency declaration and wartime contingencies were of temporary, wooden construction.[76] Along with different building designs and materials, the changing war needs resulted in additional construction and modifications to the station's original 1939 plan. Original plans called for the primary east-west axis to create a wide spatial division between the administrative and industrial functions of the station. Although this axis was first abandoned before the early phase of construction when the landplane hangars were aligned parallel to the airfield, during the war, the space was filled with shops and training facilities. Initial construction in the axial area was small, consisting of two engineering buildings (Buildings 42 and 44) and a small weapons shop (Building 43) at the west end. Construction continued in the area with the civilian cafeteria (Building 62) in 1942, Ground Training Building (Building 101) in 1942, Ordinance Office (Building 102) in 1943, Public Works Shop (Building 114) in 1944, and Storage Racks (Building 191) in 1944.[77] The last portion of this axis to be filled was the northern expansion of Building 5, the Interim Overhaul Building, in 1945, which was usually referred to as Building 5A. This addition had not been included in the original station plans and nearly doubled the size of Building 5. Construction through the space originally slated as the primary east-west axis further elevated the primacy of the east-west axis stretching from West Essex Street through Building 3.[78]

Some wartime construction completed the station's 1939 plan, some buildings were placed appropriately within the functional layout of the station's original plan, and many buildings were constructed during the war in areas that had been previously unplanned. The Navy, for example, expanded the power plant in Building 10 in 1945 into the area between Lexington Street (Second Street) and Saratoga Street (Third Street) in order to accommodate additional generators (**Photograph 29**). This building completed the symmetrical design that had been intended for that location.[79] The expanding Supply Department constructed wooden warehouses (Buildings 91 and 92) (**Photograph 33**) which were built in alignment

[75] Jean Ebbert and Marie-Beth Hall, *Crossed Currents: Navy Women from WWI to Tailhook* (Washington, D.C: Brassey's, 1993) 27-34; Susan H. Godson, *Serving Proudly: A History of Women in the U.S. Navy* (Annapolis, Maryland: Naval Institute Press, 2001), 106-112, 117-119; Allbrandt, *History*, 5; "Wave Lengths," *The Carrier,* 28 January 1944; "Wave Lengths," *The Carrier,* 5 1944; "Girls in Blue Perform Many Tasks at NAS," *The Carrier*, 20 August 1945, 3.

[76] Technical Report and Project History Contract NOy4165 Alameda Air Station, NOy 4165, folder 9 of 23, Box 26 NOy Contracts, RG 12, CEC/Seabee Museum, NBVC, Port Hueneme.

[77] Buildings 42, 43, 44, 62, 101, 102, 114, 191, United States Navy, *NAS Alameda Internet Naval Facilities Assets Data Store (iNFADS)*, 2008; Bureau of Yards and Docks, "US Naval Air Station Alameda, General Aircraft Paint and Oil Storehouses and Power Plant Building General Location Plan and Detail Plot Plan," Yards and Docks # 133376, October 1939, Drawer 4200, Base Development Maps, Plan and Maps Room, Building 1 on former NAS Alameda, Alameda, California; Jones & Stokes, "Historic Properties Inspection Report for the Naval Air Station Alameda Historic District Alameda, California, Final" (prepared for Naval Facilities Engineering Command, Southwest and Base Realignment and Closure Program Management Office West, July 2007), 6-73.

[78] Bureau of Yards and Docks, "US NAS Alameda, California, Interim Overhaul Building, Elevations and Sections A, B, C, D, &E," Yards and Docks #291658, December 16, 1945, Drawer 47, Maps and Plans Room 146, Building 1 on former NAS Alameda, Alameda, California.

[79] US Navy, "History of U.S. Naval Air Station Alameda, California, First Quarterly Installment, 1945," Box 1 of 2, NAS Command Histories, 27 Volumes 1940 – 1992, RG 181, NARA (San Francisco).

with Buildings 8 and 9, filling in space that had been intended for storage facilities. Increasing numbers of personnel during the war made necessary the expansion of the Enlisted Barracks (Buildings 2 and 4) from 14 to 20 wings, completing their original designs. Previously unplanned buildings included temporary buildings, like the corrugated metal Armco Huts and wood frame barracks. The Navy also added multiple facilities east of the Seaplane Lagoon, in a secondary space that was not within the original design's axial and formal layout. In 1942, four new support buildings were constructed in the area east of the Seaplane Lagoon (Buildings 66, 67, 77, and 98) along with the shipping warehouse (Building 105, since demolished).

In 1942 – 43, the Navy also expanded the station into the former Peralta land grant between the tide lands and Main Street.[80] Dredging added land to the station east of Piers 1 and 2. This allowed for the construction of the two wharfs and Pier 3 in 1945 (**see Figure 29**). The original East Gate was moved eastward to its current location (and the location where the East Gate buildings were removed in the 2000s, near Building 90). New buildings constructed in this eastern portion of the base were utilitarian and standardized types, and not in the station's cohesive Moderne architectural style.

The need for station housing – like almost every aspect of activities on the station – increased throughout the war. In 1942 the Navy planned for five new temporary barracks on NAS Alameda.[81] They were located south of the original east-west axis and east of the storehouses. The five temporary barracks (Buildings 78 through 82) were constructed according to the Navy's B-1 plan for H-type barracks.[82] The Navy had adopted the design for B-1 barracks at the end of World War I, and used it through 1942. Only one of these barracks (Building 78) remains on NAS Alameda.[83] The barracks housed 300 men, with laundry and latrine facilities in a central area. The wood frame buildings, with either horizontal wood siding or cement-asbestos shingles, were supported on concrete piers. Central columns provided support for the sailor's hammocks.[84] These five buildings were altered in 1943 to provide divided cubicles required for WAVES.

These barracks did not solve the housing problem, so the Navy built additional standard barracks south of Midway Avenue (Avenue C). These barracks used the B-1-B standard plan developed after 1942 that utilized fewer construction materials.[85] On NAS Alameda, three rectangular B-1-B barracks were arranged in U shapes. These were constructed in two phases in 1943 and 1944, and filled the remaining northeast corner of the station from Tower Avenue (Avenue F) to Main Street (**see Figure 30**).[86]

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[80] Map of Alameda Naval Air Station Showing Conditions on June 30, 1942, Architectural Drawings, Maps, Box 1, RG 12, CEC/Seabee Museum, NBVC, Port Hueneme.

[81] US. Army Corps of Engineers, *World War II Temporary Military Buildings* (Champaign, IL: US Army Corps of Engineers Construction Engineering Research Laboratories, 1993), 48.

[82] USGS, *Oakland West Quadrangle* (Washington, D.C.: USGS, 1949); US. Army Corps of Engineers, *World War II Temporary Military Buildings*, 50.

[83] US. Army Corps of Engineers, *World War II Temporary Military Buildings*, 48; Building 78, *iNFADS*, 2008.

[84] US. Army Corps of Engineers, *World War II Temporary Military Buildings*, 48.

[85] US. Army Corps of Engineers, *World War II Temporary Military Buildings*, 48.

[86] Naval Operating Base San Francisco, California, Twelfth Naval District, "Naval Air Station Alameda California, B-1-B Barracks Triple Unit Plan and Details," Yards and Docks Specification # 12146, November 24, 1943, Drawer 123 Demolished Housing B-1-B Barracks, Plan and Maps Room, Building 1 on former NAS Alameda, Alameda, California; Naval Operating Base San Francisco, California, Twelfth Naval District, "Naval Air Station Alameda California, B-1-B Barracks, Bachelor Officers Quarters and Sea Plane Hangar Foundation Plot Plan Barracks Area," Yards and Docks # 317552, April 10, 1944, Drawer 123 Demolished Housing B-1-B Barracks, Plan and Maps Room, Building 1 on former NAS Alameda, Alameda, California.

Quonset huts were erected south of the east gate under the Homoja Program for temporary housing of sailors' families staying on base for 60 days or less.[87] All of the temporary housing in the east portion of the station bound by West Midway Avenue to the north, Orion Street to the east, West Tower Avenue to the south and Moonlight Terrace to the west, except Building 78, were subsequently demolished over several decades following World War II.

Throughout the war the Navy continued construction to increase the operational capacity of the station. Pier 2, the aircraft carrier pier, was constructed of reinforced concrete on cast concrete pilings in 1941.[88] Pier 3, a second, larger carrier pier, was added in 1945 late in the war to accommodate the Navy's ever larger ships. Navigation in the station's channels was hampered by silting in the pier area and turning basin. In 1945 the Navy hired the Basalt Rock Company of Napa to build another mile-and-a-quarter breakwater south of the piers, to protect them from storm damage and reduce silting in the channel and turning basin.[89] The new breakwater was the result of three years of design and testing by the Army Corps of Engineers.[90]

Summary of the World War II Era

By the end of the war, the station had grown to accommodate 158 buildings with remarkably little interruption to the original 1939 station plan. The operational units remained intact, with only minor adjustments to their boundaries (Shops Area expanded north to West Midway Avenue) as the Navy built core portions of the original layout. Extensions of the functional areas were developed during the war in the southern and eastern portions of the station. Station personnel and employees, of course, quickly nicknamed various areas. The massive concrete BEQ constructed before the war was known as the "Marble Mansion," whereas the temporary wooden barracks became known as "Splinterville."[91] Splinterville, first used to orient quickly-inducted Navy personnel to military life, was initially the Receiving Unit, and operated semi-autonomously. Later official records refer to the area as East Barracks.[92] Land at the northern edge of the Airfield where damaged aircraft were stored before overhaul was commonly known as "Siberia."[93]

Vegetation was added throughout the Administrative Core, the Residential Area, and to a lesser degree, the Shops Area. In most cases, the vegetation that was planted followed the planting plan LaVallee designed in 1941, however, adjustments, modifications, and editing also occurred in the implementation of the planting plan.

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[87] United States, *Building the Navy's Bases in World War II*, 374. According to *Popular Science* in March 1946 (page 67), Homoja is a compound word derived from the names of Admirals Horne, Morcell, and Jacobs.
[88] Technical Report and Project History Contract NOy4165 Alameda Air Station, NOy 4165, folder 9 of 23, Box 26 NOy Contracts, RG 12, CEC/Seabee Museum, NBVC, Port Hueneme.
[89] "History of U.S. Naval Air Station Alameda, California Second Quarterly Installment, 1945," Box 1 of 2, NAS Command Histories, 27 Volumes 1940 to 1992, RG 181, NARA (San Francisco).
[90] R. A. Jackson and R. Y. Hudson, United States Department of the Army, Corps of Engineers, Mississippi River Commission, *Technical Memorandum No. 2-242, Breakwater Location U.S. Naval Air Station, Alameda, California, Model Investigation* (Vicksburg, Mississippi, Waterways Experiment Station, December 1947), 1-2.
[91] Helen James Jansen Collection (AFC/2001/001/33440), Veterans History Project, American Folklife Center, Library of Congress.
[92] US Navy, "History of U.S. Naval Air Station Alameda, California First Quarterly Installment, 1945," Box 1 of 2, NAS Command Histories, 27 Volumes 1940 to 1992, RG 181, NARA (San Francisco).
[93] Helen James Jansen Collection (AFC/2001/001/33440), Veterans History Project, American Folklife Center, Library of Congress.

Throughout the war years, NAS Alameda served a valuable role in naval operations and demonstrated the critical role aviation had within Navy strategy and operations. Swarms of Navy and civilian personnel carried on activities aimed at providing support services to the striking arm of the fleet. Its training facilities prepared service personnel for duties in forward areas, and air crews in flight operations. Its shops and repair facilities assembled aircraft and returned battle-damaged aircraft to the fight. It provided a homeport for combat ships, and a resupply and service location for their crews and equipment. In all of this, NAS Alameda was among the most prominent naval air facilities in California and it successfully helped keep the Navy fighting.

Cold War Era (1946-1989) and Post-Cold War (1989-1997) – Station Development, Functions, and Accomplishments

From its beginning in 1946 until the dismantling of the Berlin Wall in 1989, the Cold War era was a period of great military expansion to meet the threats and challenges from the nation's adversaries. During this period, the United States followed its policy to contain communism, and the international community widened its influence in dealing with conflicts around the world through the efforts of the United Nations. In the United States, efforts to develop and deploy advanced weapons for defense and deterrence led to the rise of an extensive defense industry, which provided the military with a flow of new technologies and improved equipment. Although the Cold War was marked by expanding nuclear capabilities, conventional weapons and strategies were the major instruments used by the U.S. military to shape the outcome of conflicts throughout the period. Specialized facilities of this period contributed to the improvement, development, testing, and evaluation of new weapon technologies, however, NAS Alameda, like most naval stations, continued to support active military and routine missions and operations. The station adapted to service new technologies and equipment that were developed elsewhere and added facilities to accommodate and maintain jet aircraft and other conventional weapons.[94]

After World War II, the Navy consolidated additional activities on NAS Alameda. Having invested millions of dollars in the facility before and during World War II, the Navy sought to continue using it efficiently in the years that followed. It designated the station as one of the three permanent stations of the 12th Naval District, and made NAS Alameda the headquarters for the district. Its post-war mission continued to include flight squadron operations, the Material Division Training School, and Command Fleet Air Alameda operation of outlying fields. The Pacific Reserve Fleet, was also managed from NAS Alameda, and provided berthing for an inactive fleet of aircraft carriers, seaplane tenders, an aircraft repair ship, one floating dry dock, and one barracks craft.[95]

Aircraft maintenance, repair, and overhaul remained a major station mission. The immediate task following World War II was maintenance and preservation of aircraft returning from the Pacific theater. Excess aircraft were 'canned' and 'preserved' for storage. Along with work necessitated by returning piston-driven aircraft, Alameda began to support the Navy's new jet aircraft and provided jet engine overhaul activities in the 1950s. As during World War II, the bulk of NAS Alameda's activity during the

[94] For an in-depth discussion of the NAS Alameda Cold War period, see section 2.2 Cold War Era (1946-1985) – Station Development, Functions of JRP Historical Consulting, LLC, "Combined Specific Buildings Survey and Evaluation Report / Cold War Era Historic Resources Survey and Evaluation Report for Naval Air Station Alameda," prepared for Naval Facilities Engineering Southwest, September 2011.

[95] US Navy, "History of U.S. Naval Air Station Alameda, California Quarterly Installment, 2 September 1945 to 1 July 1946"; US Navy, "Quarterly Summary of U.S. Naval Air Station Alameda, California 1 April 1947 to 1 July 1947," Box 1 of 2, NAS Command Histories, 27 Volumes 1940 to 1992, RG 181, NARA (San Francisco).

Korean War centered on preparing, maintaining, and modifying combat aircraft. Throughout the Vietnam War, NAS Alameda continued its mission of operational support and aircraft overhaul and repair.

Much of the Navy's development of NAS Alameda during the Cold War affected areas of the station that are outside the historic district boundaries. Reconfiguration of the airfield and construction of many new facilities in the southeast portion of the station were the direct result of the integration of jet aircraft and missiles into naval aviation. Construction of new housing and recreation facilities in the east and southeast portion of the station were in direct response to demands placed on the facility in continuing support of the active naval operations during the Cold War.

Elements of the landscape within the historic district that had taken shape during initial construction and wartime – station layout, circulation patterns, land use areas, sightlines and view sheds, and implementation of the planting plan – remained intact during the Cold War, while outside the historic district development of the landscape did not correspond or have the same important design qualities that were part of the original station's design and its adaptation during World War II. The planting plan – the most transient of landscape elements – matured during the Cold War, and elements of the original planting design were modified, particularly in the entry mall. Through the Cold War period, the entry mall continued to serve NAS Alameda as a formal space at the center of the Administrative Core. By the late 1950s, aspects of the entry mall had been altered and at times it was used as parade grounds. Rather than the wide swaths of ice plant bisecting the entry mall as depicted in the original design and implemented during World War II (**Figure 25**), the swaths were replaced by two lines of plantings running north-south through the entry malls, later with open areas of turf, and later with addition of trees at the entry mall edges and center (**see Figures 31 to 34**).

Changes in housing, personnel transportation, and MWR facilities also affected the historic district's landscape during the Cold War. The permanent versus temporary nature of the housing in the east side of the Administrative Core, improved housing elsewhere on station, and reduced personnel levels rendered the original temporary BOQs north of Building 17 obsolete and the Navy removed most of the temporary World War II barracks north of West Essex Drive. The addition of new family housing on the east side of the station resulted in subareas of new housing with different characteristics from the original residential areas. The new housing was coupled with new recreational facilities and other amenities that were intended to help retain service members during this period, including a recreational marina, additional playing fields / courts, and picnic areas. The playing field at the BEQ was changed from football to baseball (and is now soccer) and the open space east of the north gate became a 'pitch and putt' golf course. Parking was a pressing issue during much of the latter twentieth century, resulting in paving of multiple areas for additional vehicles as car ownership increased both in military and civilian personnel serving on the station, particularly as vehicle access rules shifted requiring less off-station parking. Several new buildings added within the historic district during the Cold War period were sited differently than the station's original buildings. This included both narrower and wider spaces in relationship to the streets and they were accompanied by plantings that were not in keeping with the vegetation patterns originally established on station. Also during the latter half of the twentieth century, plantings and vegetation within the NAS Alameda Historic District were altered as a result of *ad hoc* aesthetic decisions, shifts in landscape architectural design practices, and in response to periodic issues from disease or storm damage.

The Navy concentrated much of the new construction on NAS Alameda during the latter half of the twentieth century on east and southeast portions of the station (**see Figure 35**). Much of the new construction filled empty spaces in these parts of the station, some constructed within a grid pattern of

streets. The layout of these buildings, however, did not continue the station's orthogonal pattern, and these buildings did not have a unifying architecture like those built before and during World War II. The southeast portion of the station did not develop a unified landscape or design aesthetic because the new construction simply continued the general industrial landscape of the area. Station beautification efforts at the East Gate, for example, lead to construction of a large oval traffic circle on the east side of the station that was distinctly different from the historical circulation pattern in the original station. Changes such as this reflected the small scale and incremental changes to the landscape that occurred on NAS Alameda in the south and southeast parts of the station during the Cold War period. Many landscaping projects of the period were beautification efforts with modest goals to improve the aesthetic appearance of a specific area of the station. While following general landscape architecture practices of their period, they do not themselves represent important examples of developments in the theory and practice of landscape architecture from the latter half of the twentieth century.

Although the Cold War was marked by expanding nuclear capabilities, conventional weapons and strategies were the major instruments used by the U.S. military to shape the outcome of conflicts throughout the period. Specialized facilities of this period – for example what is now Naval Air Weapons Station China Lake – contributed to the improvement, development, testing, and evaluation of new weapon technologies. NAS Alameda continued to support active military and routine missions and operations through its main function of aircraft overhaul and repair, similar to those undertaken at other air stations and naval facilities around the nation.[96] Through the early Cold War, NAS Alameda and other air stations adapted to service new technologies and equipment developed elsewhere by adding facilities to accommodate and maintain jet aircraft and other conventional weapons; however, the station did not play an important direct role in advancement of military research, testing, development, or evaluation of aircraft or weapons systems, which constituted the historically significant themes of naval missions and activities during that time. None of the facilities on NAS Alameda played an important role in the technological advancements that were historically significant during the Cold War, nor did they play a historically significant role in Navy operations overseas. The historical record did not illustrate a direct link between specific development, building / structure construction or alteration, or shift in station planning tied to specific operations. Cold War resources on NAS Alameda served general support functions for the fleet and its personnel. The history of the station during the Cold War, therefore, illustrates that neither the historic district, nor any other components of the former NAS Alameda facility, had direct or important associations with historically-significant Cold War-era themes. For these reasons, the NAS Alameda Historic District's period of significance ends in 1945 with the close of World War II.

Summary

The NAS Alameda Historic District is a historically significant and distinguishable entity whose components lack individual distinction, but which comprise an important concentration and continuity of buildings, structures, objects, and landscape features that are united historically and aesthetically by overall plan and physical development. As noted, the NAS Alameda Historic District is significant at the state level under Criteria A and C and it retains historic integrity to convey its significance. The historic district includes 100 contributors, including 99 buildings and structures, and one site, which is a historic designed landscape. NAS Alameda Historic District is significant because of its important association with the strategic development of naval air stations in the 1930s, development of naval facilities in the California during World War II, and its important associations with the Navy's role in Pacific theater

[96] JRP Historical Consulting Services, "Historic Context: Themes, Property Types, and Registration Requirements," Volume 3, *California Historic Military Buildings and Structures Inventory*, prepared for U.S. Army Corps of Engineers, (March 2000), Section 7.

naval operations during World War II. The historic district is also significant for its distinctive characteristics of type, period, and method of construction in its design and planning that embody the strategic development for naval air stations in the 1930s, for the important role the station's design had in support of naval air power during World War II, and the Moderne architectural styles used for its buildings. The NAS Alameda Historic District (including the historic designed landscape) is significant under the historical themes of military, architecture, landscape architecture, and community development and planning. The historic district's period of significance dates from 1938, when initial construction of the station began, through 1945, with the end of World War II operations.

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_____. *Oakland West, Calif.* Quadrangle Map. USGS: Washington, 1895, 1915, 1942, 1949, 1958 (photorevised 1968 and 1973), 1980.

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
_X_ Federal agency

_X_ Local government
___ University
___ Other
Name of repository: Alameda City Wall West (Building 1 former NAS Alameda), Alameda, CA

Historic Resources Survey Number (if assigned): N/A

10. Geographical Data

Acreage of Property Approximately 406.5 acres

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates
Datum if other than WGS84:_____
(enter coordinates to 6 decimal places)

1. 37.790209 -122.310872
2. 37.775602 -122.311142
3. 37.775497 -122.295084
4. 37.790080 -122.294731

Or

UTM References
Datum (indicated on USGS map):

☐ NAD 1927 or ☐ NAD 1983

1. Zone:	Easting:	Northing:
2. Zone:	Easting:	Northing:
3. Zone:	Easting:	Northing:
4. Zone:	Easting :	Northing:

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

The boundary of the NAS Alameda Historic District is as follows: The northern boundary of the historic district extends east from the parking area adjacent to the Main Gate along the northern edge of the station on Main Street and then south to the north edge of the landscape area around Building 95. The boundary line extends east to the northwest side of where San Pedro Road meets Barbers Point Road. The line extends northeast along the northern side of Barbers Point Road, heads southeast along the east side of Pearl Harbor Road, and then southwest on the east side of Essex Drive. The boundary encompasses a portion of the lawn on the east side of Quarters A's driveway and follows the fenced yard of Quarters A southeast, nearly to Lemoore Road, then southwest nearly to Pensacola Road. The line then encompasses

the yard of CPO housing unit 7 and continues east along the northern edge of the yards of CPO housing units 25-29. The boundary then turns south, crossing Corpus Christi Road, and then west along the back yards of CPO housing units 14-24. Upon reaching Pan Am Way, the line extends south along the east side of Pan Am Way, deviating south of Midway Avenue to include Building 35. The boundary then continues along the east side of Pan Am Way following the southern edge of the curve as Pan Am Way transitions to Ferry Point Road. The line continues south along the west side of Ferry Point Road moving further west at a point south of Atlantic Avenue to exclude the angled parking adjoining the road. At the northern edge of Pier 1, the boundary turns west excluding the pier, but includes the jetties forming the southern edge of the Seaplane Lagoon. The line extends up the west side of the Seaplane Lagoon, jogs to the west on the north edge of Taxiway "H" and continues west from Monarch Street toward the Airfield along the edge of the former taxiway to encompass Building 19. The boundary extends north along the east side of Taxiway 4 to the northern edge of Building 20 and heads east along the northern edge of Red Line Avenue and heads north, encompassing the landscaped area adjacent to Lexington Avenue and along the west edge of Building 30 including the associated parking lot north of the Main Gate. Thus completes the boundary of the historic district (**see Figure 2**).

Boundary Justification (Explain why the boundaries were selected.)

The historic district boundary includes the areas of the station that were part of the original design of NAS Alameda. The western boundary line includes the landplane hangers and Control Tower, but excludes the airfield which has been expanded and altered over time to meet the demands of increased aviation technology, and no longer retains its original appearance from the period of significance (1938-1945). The area at the northwest corner of the station has been altered with the construction of a runway in the 1950s, which necessitated the removal of a number of buildings, altering the original use and layout of the area. The northern boundary is the original northern terminus of the station against the Oakland Inner Harbor. The northeastern boundary includes the World War II-era Officer Housing and CPO Housing and excludes the Cold War-era housing constructed to the east and southeast. The eastern boundary line delineates the area that was intended for later facility expansion and lacks the formal planning and design found within the historic district. The southern boundary of the historic district includes the east, south, and west sides of the Seaplane Lagoon, but excludes other portions of the waterfront and southeast portion of the station that have neither sufficient historic significance or integrity to be included within the district.

11. Form Prepared By

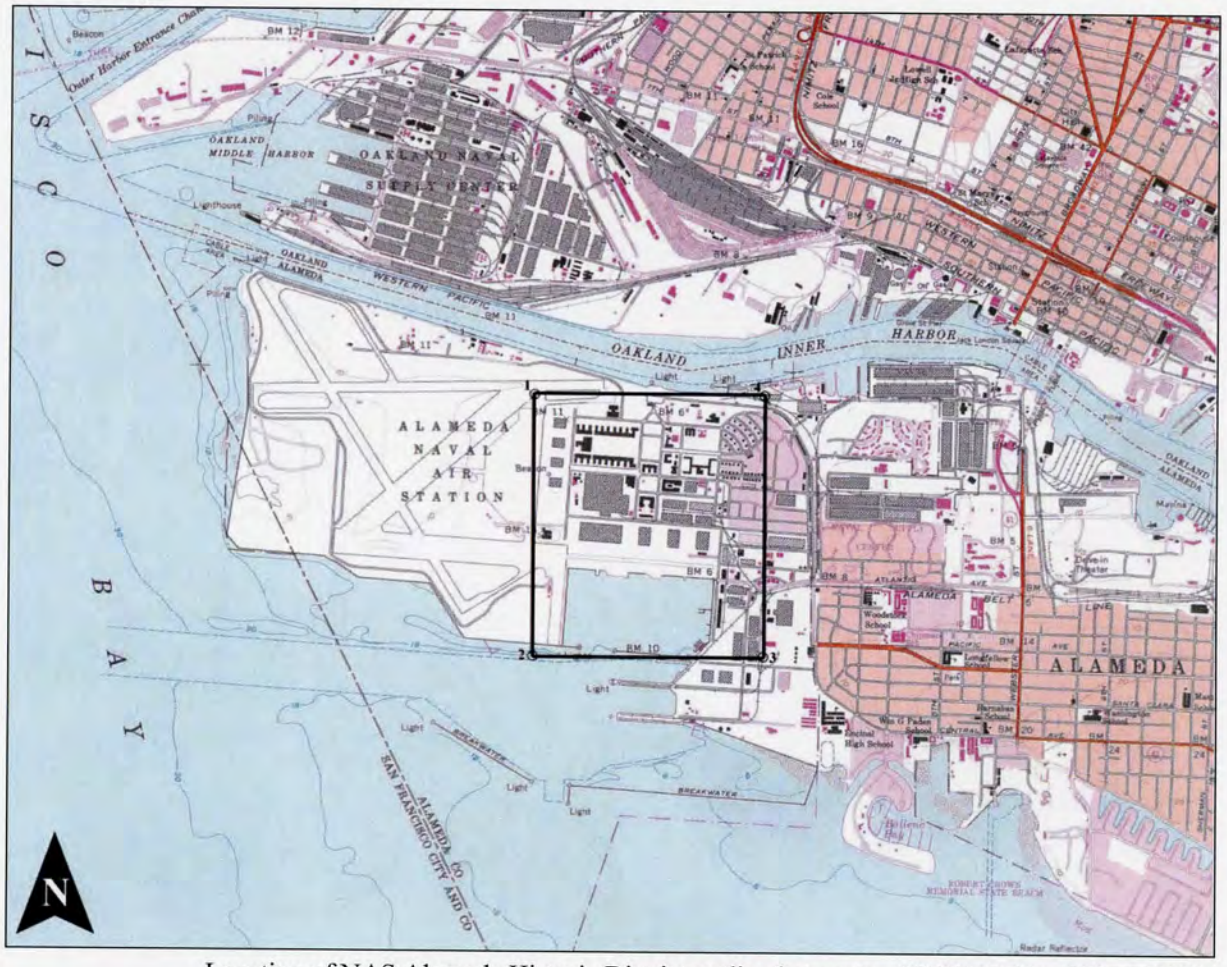
name/title: Christopher McMorris and Chandra Miller
organization: JRP Historical Consulting, LLC
street & number: 2850 Spafford Street
city or town: Davis state: CA zip code: 95618
e-mail cmcmorris@jrphistorical.com
telephone: 530-757-2521
date: September 2012

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.

Additional Documentation

USGS Map



Location of NAS Alameda Historic District outlined at center, USGS *Oakland West* (1980)

Index of Figures

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[97] US Navy, 1954 NAS Alameda Yearbook, Oakland History Room, Oakland Public Library, Oakland, California.
[98] Bureau of Yards and Docks, "US Naval Air Station Alameda Administration Building, Barracks, Mess Hall and Galley General Location Plan and Detail Plot Plan," Yards and Docks #130990, April 1939, not filed, Plans and Maps Room, Building 1 on former NAS Alameda, Alameda, California.
[99] Aerial photograph of NAS Alameda, 1948, Box 1, RG 10, CEC / Seabee Museum, NBVC, Port Hueneme.
[100] "NAS Alameda alt. 5000 ft. horizontal distance 15,000, 8 ¼ in. lens looking west, passive defense photo," January 28, 1942, California - Alameda - pictures, maps, justifications, RG 5, CEC/Seabee Museum, NBVC, Port Hueneme.
[101] "Naval Air Station Alameda, California Map," Naval Air Station Alameda, California 1940-1945 photo album, National Archives and Records Administration, Pacific Region, (San Francisco), np; The hangars listed as 9 and 10 were under construction and part of the post-war planning to preserve aircraft returning from the Pacific theater.
[102] Oswaldo A. De La Rosa, "The Planning of Naval Air Facilities," *Civil Engineering Corps Bulletin* 6, no. 3 (March 1952): 68. Current aerial photographs show that NAS Jacksonville has only some elements of this layout. It is unclear what components of this design were initially constructed and which were altered over time.
[103] Aerial Photograph of NAS Alameda January 20, 1941, Box 1, Record 10, Photographic Collection, United States, California, CEC/Seabee Museum.

Figure 15: Aerial Photograph of NAS Alameda November 12, 1941, showing infill and construction progress within the year.[104]

Figure 16: Seaplane Lagoon and Ramps, May 1945.[105]

Figure 17: Building 16, photo dated 1945.[106]

Figure 18: East end of Building 2, May 1945.[107]

Figure 19: View across the mall toward BEQ and Mess hall, 1945.[108]

Figure 20: January 1941, note lack of vegetation throughout station.[109]

Figure 21: Entry mall, 1941 planting plan. Indicates color scheme of ice plant; also note trees punctuating the corners of the main quadrangle.[110]

Figure 22: Portion of BOQ (Building 17) block, 1941 planting plan. Note decoratively planned planting of ice plant within bilaterally symmetrical space formed by circular drive and single trees emphasizing spatial symmetry.

Figure 23: Portion of 1941 planting plan showing Main Gate. The patterned planting of ice plant extends north from entry mall into the triangular area.[111]

Figure 24: Portion of the 1941 planting plan for the Officers' Housing.[112]

Figure 25: 1943, Monochromatic sections of ice plant plantings visible around edges of entry mall and through paths and around circle large quadrangle.[113]

Figure 26: Colorized postcard illustrating iceplant at Building 1.[114]

Figure 27: 1945, Building 1 plantings.[115]

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[104] Aerial Photograph of NAS Alameda November 12, 1941, RG 10, CEC/Seabee Museum.
[105] Photograph #118-10, California – Alameda -pictures, maps, justifications, RG 5, CEC/Seabee Museum, NBVC, Port Hueneme.
[106] Building 16, November 13, 1945, California - Alameda -pictures, maps, justifications, RG 5, CEC/Seabee Museum, NBVC, Port Hueneme.
[107] Alameda, California NAS, "Enlisted Bks, and mess," May 1945, California - Alameda -pictures, maps, justifications, RG 5, CEC/Seabee Museum, NBVC, Port Hueneme.
[108] Photograph #130-5, California – Alameda -pictures, maps, justifications, RG 5, CEC/Seabee Museum, NBVC, Port Hueneme.
[109] Aerial Photograph of NAS Alameda January 20, 1941, Box 1, Record 10, Photographic Collection, United States, California, CEC/Seabee Museum, NBVC, Port Hueneme.
[110] Johnson, Drake, and Piper, "Landscaping Section 7 Units C & D Planting Plan," illeg. 1941, Aperture Card 49627, BRAC PMO West Caretaker Site Office, Treasure Island.
[111] Johnson, Drake, and Piper, "Landscaping Section B – Unit C Planting Plan," July 1941, Aperture Card 49574, BRAC PMO West Caretaker Site Office, Treasure Island.
[112] "Landscaping Section 1- Units F & G Planting Plan, June 1941," Aperture Card No. 49587, Plans Room, Treasure Island.
[113] "Mosaic map of NAS Alameda, Calif., Alt. 8,250 ft., June 17, 1943, California- Alameda – pictures, maps, justifications, RG 5, CEC/Seabee Museum, NBVC, Port Hueneme.
[114] Colorized postcard post-stamped December 14, 1947, in JPR Historical Consulting, LLC's possession.

Figure 28: September 1945. The western pathway bisecting the BEQ quadrangle was removed to make room for a sporting field. Also note the extension of the path through the circular area in the center of the entry mall.[116]

Figure 29: 1945 aerial of NAS Alameda.

Figure 30: Construction of temporary style barracks on east end of NAS Alameda, 1944. Numbers indicated specific projects on original photograph.[117]

Figure 31: Aerial Photograph, 1948. After World War II, vegetation matured, more trees were planted along the northern border, and the planting plan in the entry mall was altered.[118]

Figure 32: Oblique aerial photograph, 1950. Entry mall, facing south.[119]

Figure 33: Photograph featured in 1954 NAS Alameda Yearbook; note long views down main north-south streets, Lexington and Saratoga.[120]

Figure 34: May 1958, Entry mall, looking south from Main Gate. Note that decorative plantings bisecting the entry mall have been removed, and ice plant appears to have been replaced with turf throughout the entry mall. [121]

Figure 35: 1985 aerial photograph showing portions of the Shops Area. Infill of buildings in southeast portion of station.[122]

Figure 36: 1954 aerial photograph showing the expansion of NAS Alameda runway system.

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[115] Naval Air Station Alameda, *U.S. Naval Air Station Alameda, California*, 27.
[116] Graphic base from: "Assembly & Repair Buildings, NAS, Alameda-September 1, 1945," Naval Air Station Alameda, California 1940-1945 photo album, National Archives and Records Administration, Pacific Region, (San Francisco), np.
[117] NAS Alameda B1B Barracks Looking NW, Alt. 1000', November 28, 1944, California- Alameda – pictures, maps, justifications, RG 5, CEC/Seabee Museum, NBVC, Port Hueneme.
[118] "N.A.S. Alameda, Calif. Vertical alt. 10,000' F-6," May 10, 1948, California- Alameda – pictures, maps, justifications, RG 5, CEC/Seabee Museum, NBVC, Port Hueneme.
[119] *The Carrier*, 19 October 1950: 1.
[120] NAS Alameda Yearbook, 1954, Naval Air Station Alameda Photograph Albums, Oakland Library History Room, np.
[121] *The Carrier*, 23 May 1958.
[122] Naval Facilities Engineering Command Southwest, Aerial Photograph, "1985-A-38_AV-2655-3-13_5-13-1985," provided by the Navy.

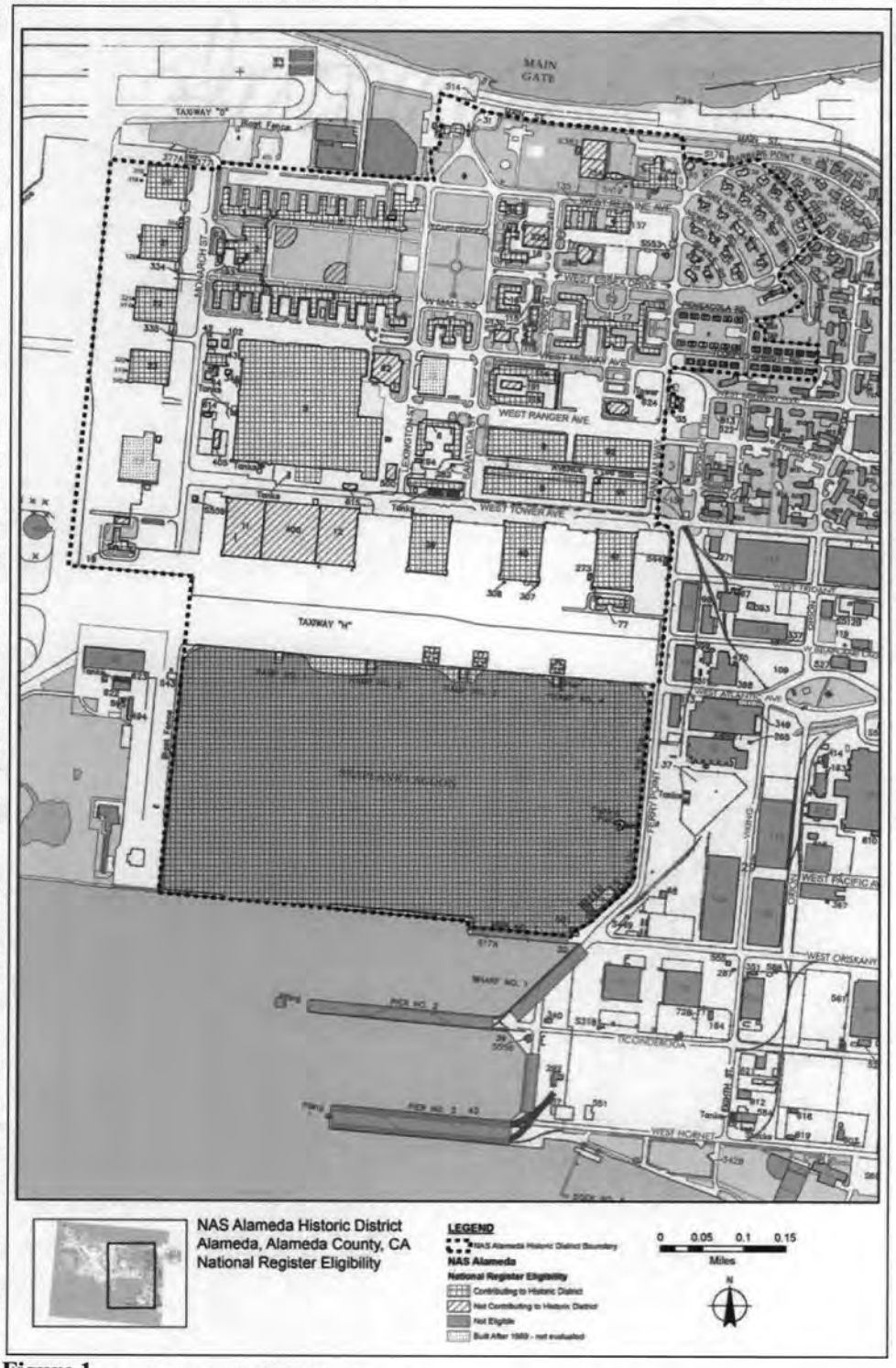

MAIN GATE
TAXIWAY "O"
TAXIWAY "M"
WEST RANGER AVE.
WEST TOWER AVE.
WEST HORNET
NAS Alameda Historic District
Alameda, Alameda County, CA
National Register Eligibility
LEGEND
NAS Alameda
National Register Eligibility
Contributing to Historic District
Not Contributing to Historic District
Not Eligible
0 0.05 0.1 0.15
Miles
N

Figure 1


MAIN GATE
TAXIWAY "D"
TAXIWAY "M"
WEST RANGER AVE
WEST ATLANTIC AVE
FERRY POINT
WHARF NO. 1
PIER NO. 2
TICONDEROGA
NAS Alameda Historic District
Alameda, Alameda County, CA
Historic District Boundary
and Sub-Areas
LEGEND
NAS Alameda Historic District Boundary
Administrative Core
Operations Area
Residential Area
Shops Area
0 0.05 0.1 0.15
Miles
N

Figure 2

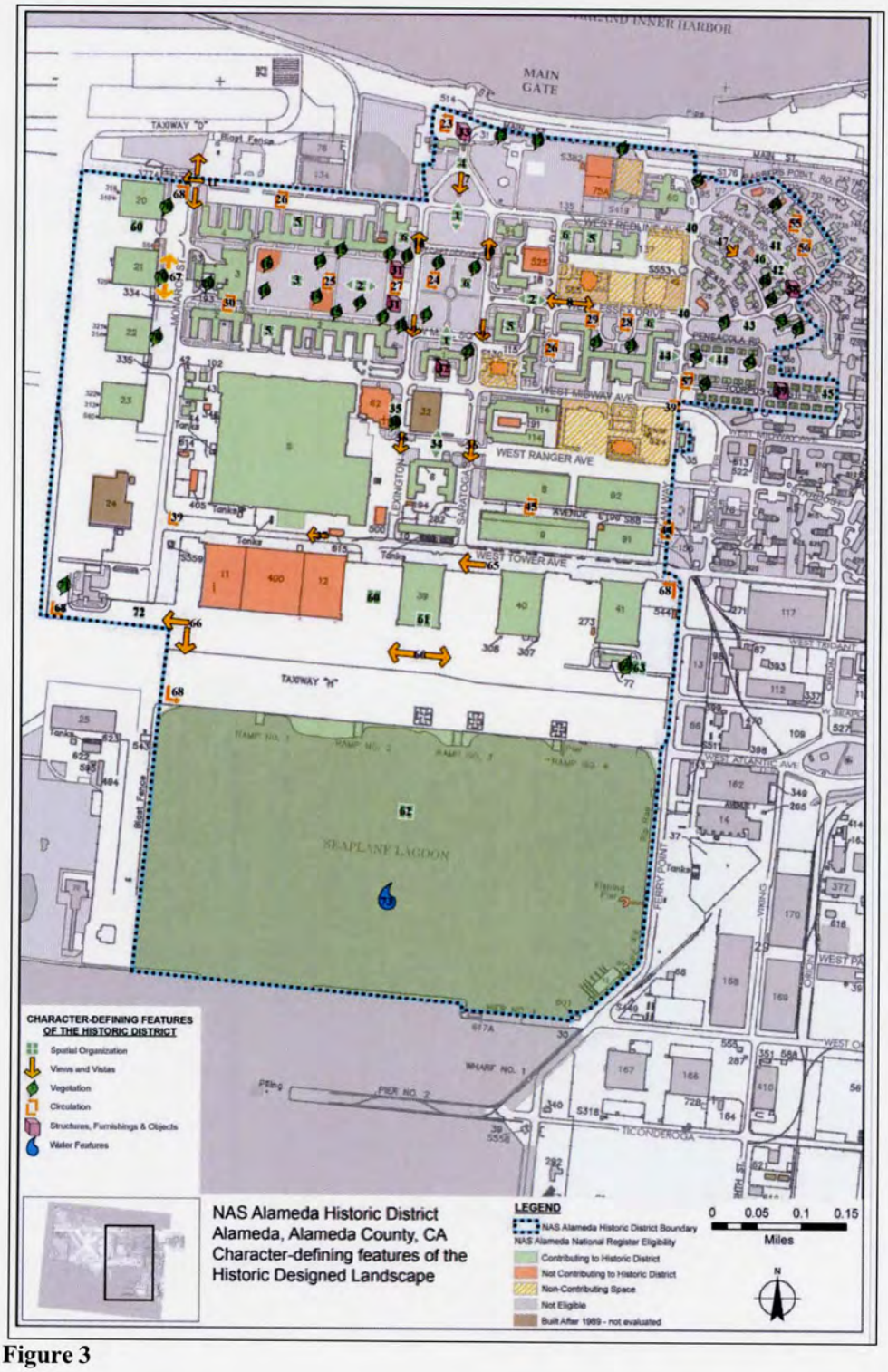

MAIN GATE
SEAPLANE LAGOON
WEST RANGER AVE
WEST TOWER AVE
WEST MIDWAY AVE
TAXIWAY "H"
TAXIWAY "D"
PIER NO. 2
WHARF NO. 1
TICONDEROGA
CHARACTER-DEFINING FEATURES OF THE HISTORIC DISTRICT
Spatial Organization
Views and Vistas
Vegetation
Circulation
Structures, Furnishings & Objects
Water Features
NAS Alameda Historic District
Alameda, Alameda County, CA
Character-defining features of the
Historic Designed Landscape
LEGEND
NAS Alameda Historic District Boundary
NAS Alameda National Register Eligibility
Contributing to Historic District
Not Contributing to Historic District
Non-Contributing Space
Not Eligible
Built After 1969 - not evaluated
0 0.05 0.1 0.15
Miles
N

Figure 3

Figure 4

Figure 5

Figure 6

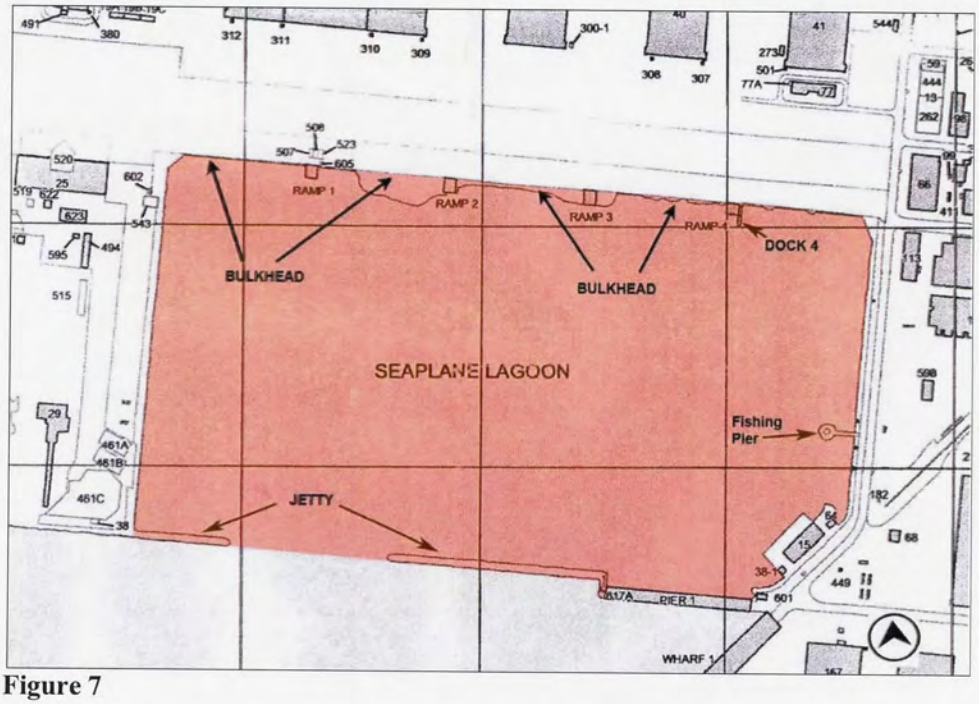


Figure 7

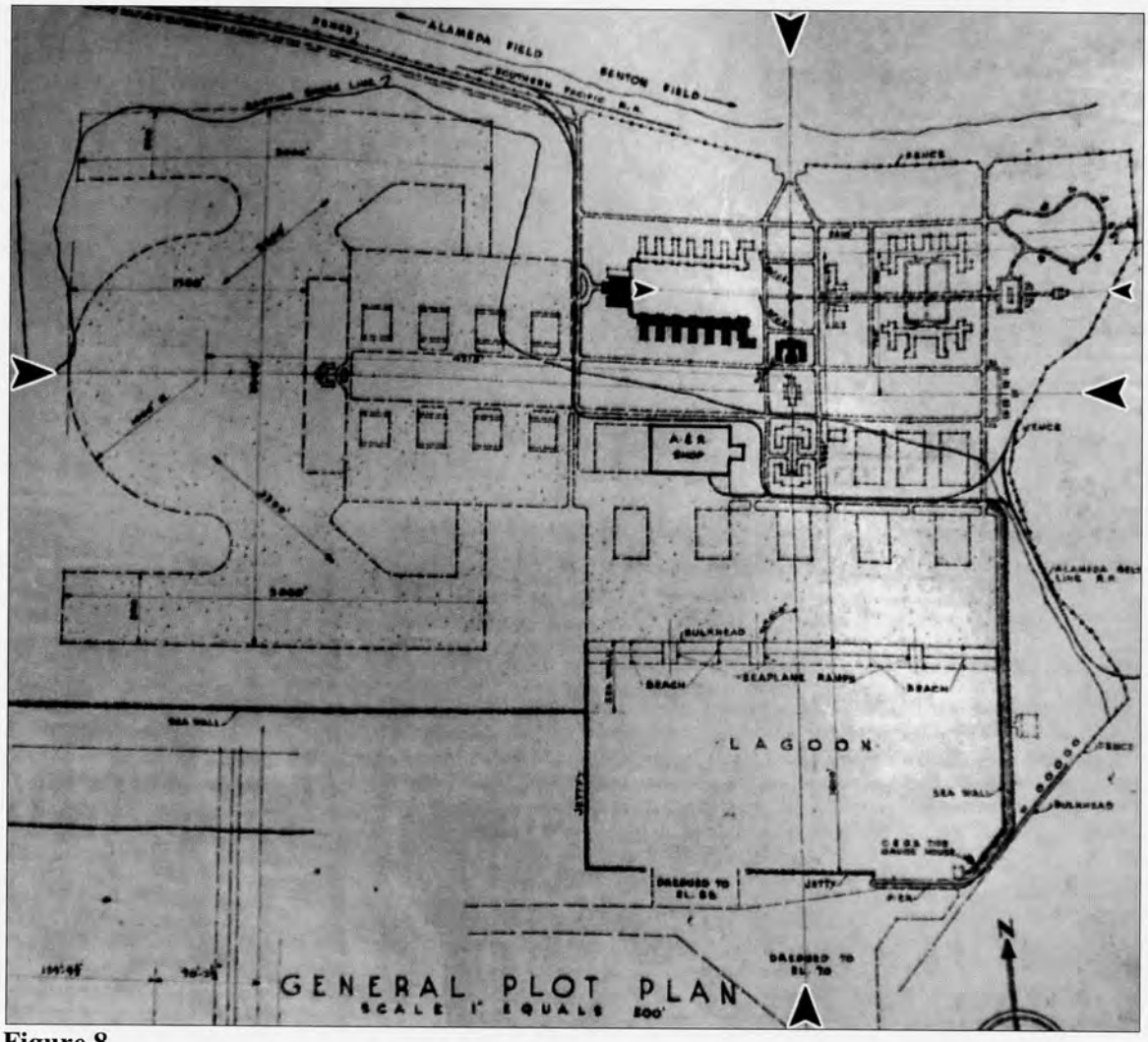

ALAMEDA FIELD
BENTON FIELD
SOUTHERN PACIFIC R.R.
A & R SHOP
BULKHEAD
BEACH
SEAPLANE RAMPS
BEACH
LAGOON
SEA WALL
JETTY
DREDGED TO EL. 25
DREDGED TO EL. 30
N
GENERAL PLOT PLAN
SCALE 1" EQUALS 500'

Figure 8

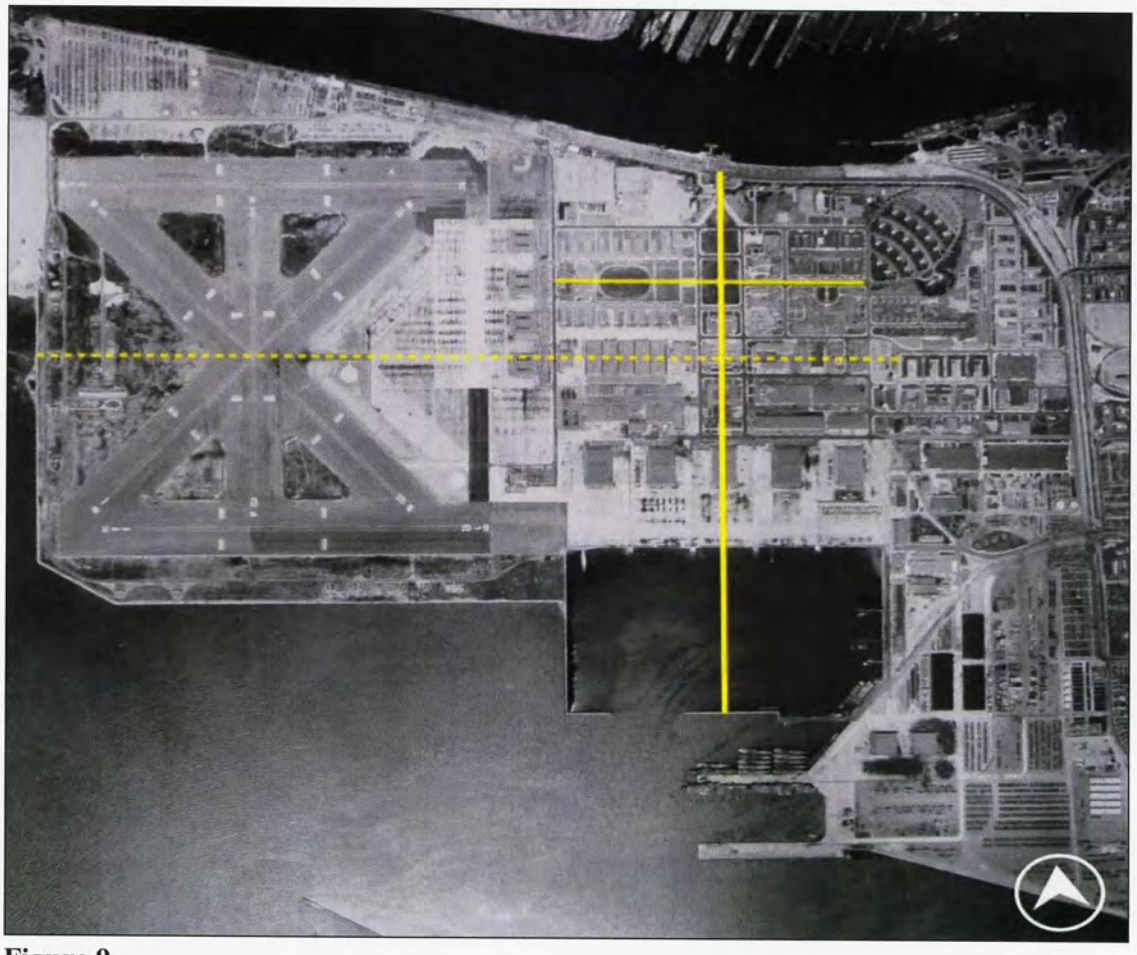


Figure 9

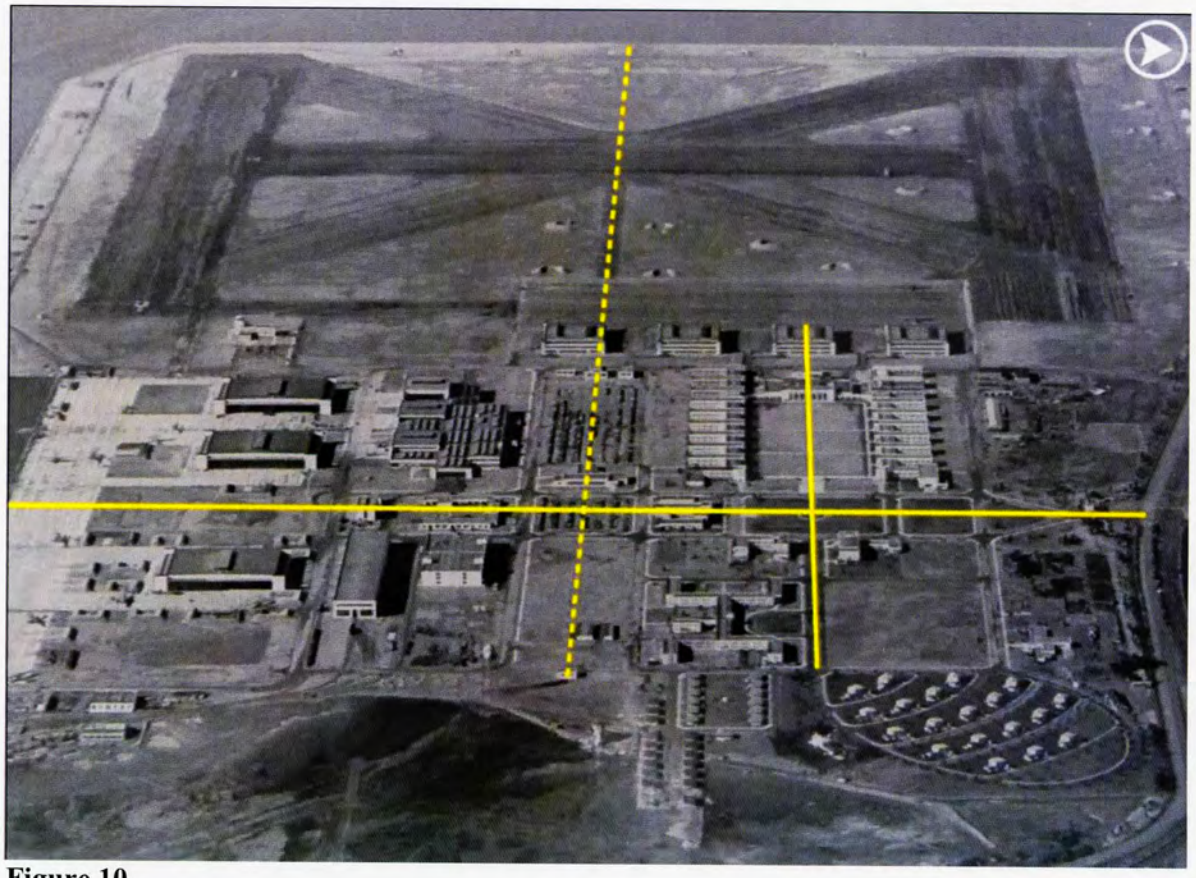


Figure 10


MAIN GATE
TAXIWAY "D"
TAXIWAY "N"
SEAPLANE LAGOON
PIER NO. 1
PIER NO. 2
PIER NO. 3
WEST HORNET
WEST ORISKANY
WEST PACIFIC AVE
NAS Alameda Historic District
Alameda, Alameda County, CA
Orthogonal Layout of Roads
and Pathways
LEGEND
NAS Alameda Historic District Boundary
Roads
Pathways
0 0.05 0.1 0.15
Miles
N

Figure 11

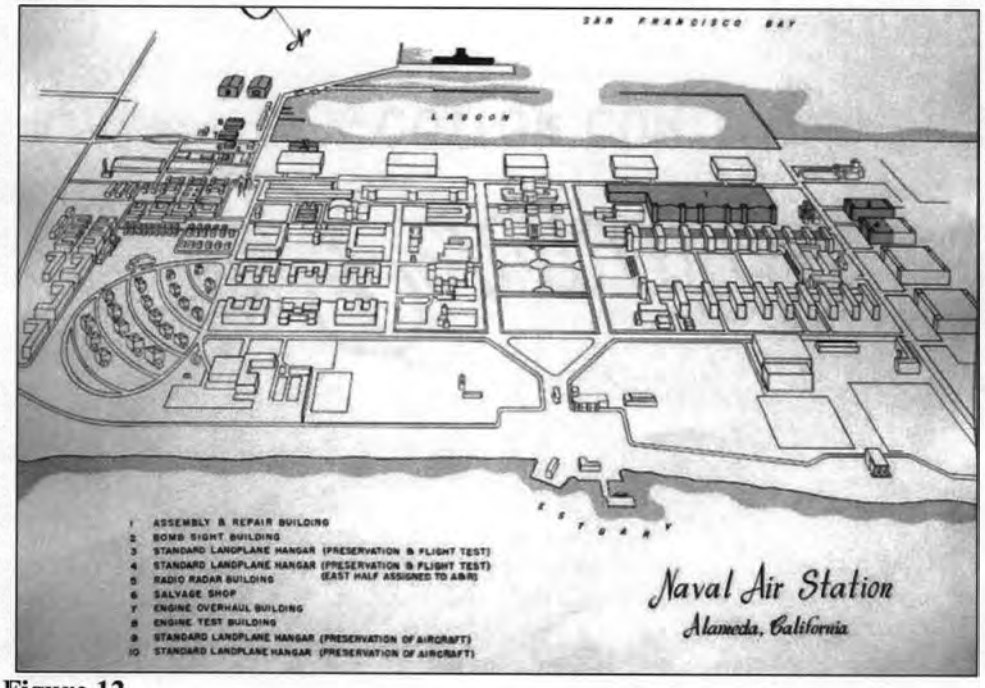


Figure 12

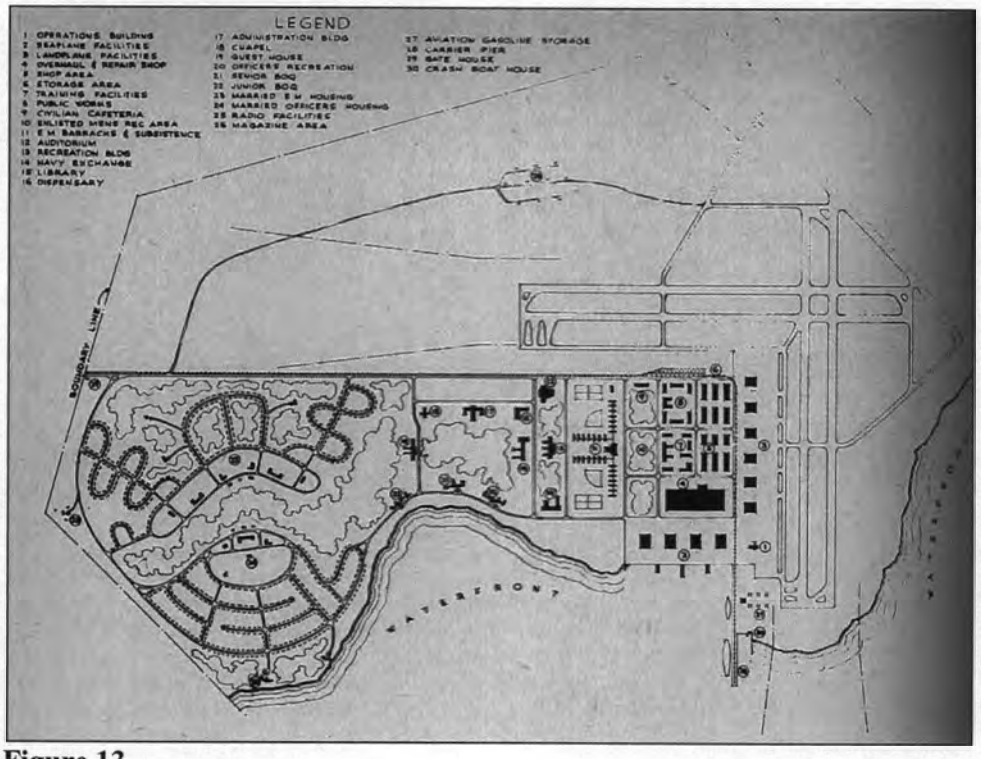


Figure 13

Figure 14

Figure 15

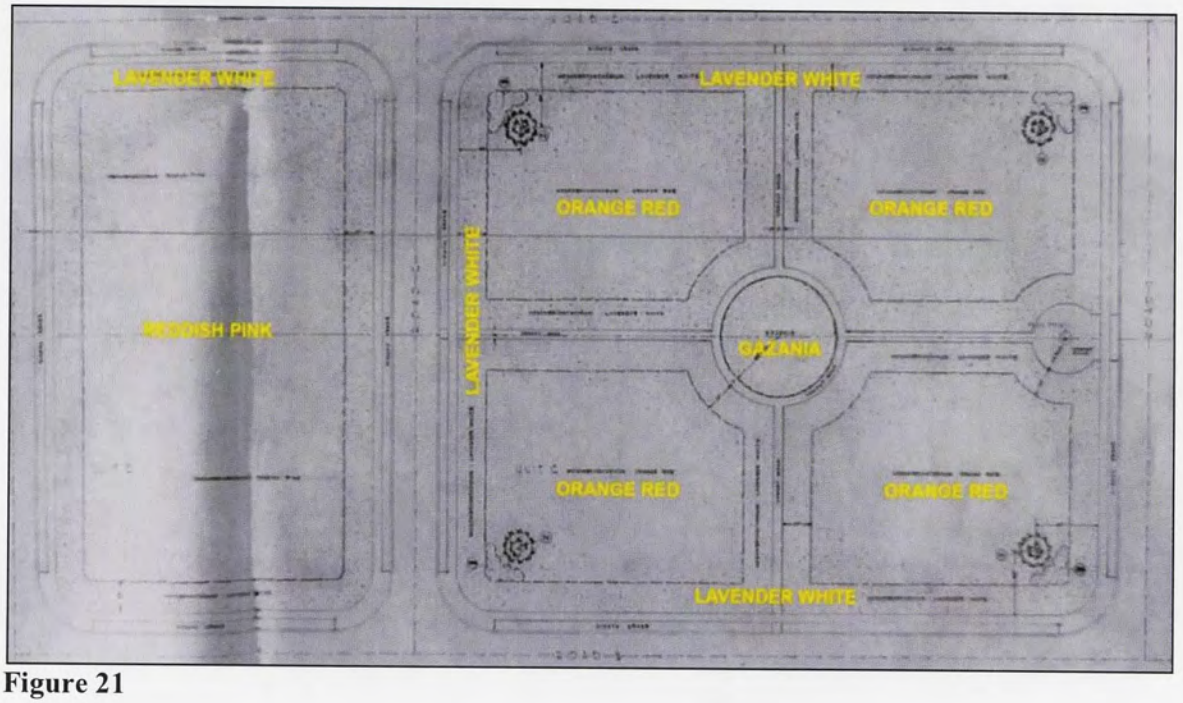
Figure 16

Figure 17

Figure 18

Figure 19

Figure 20



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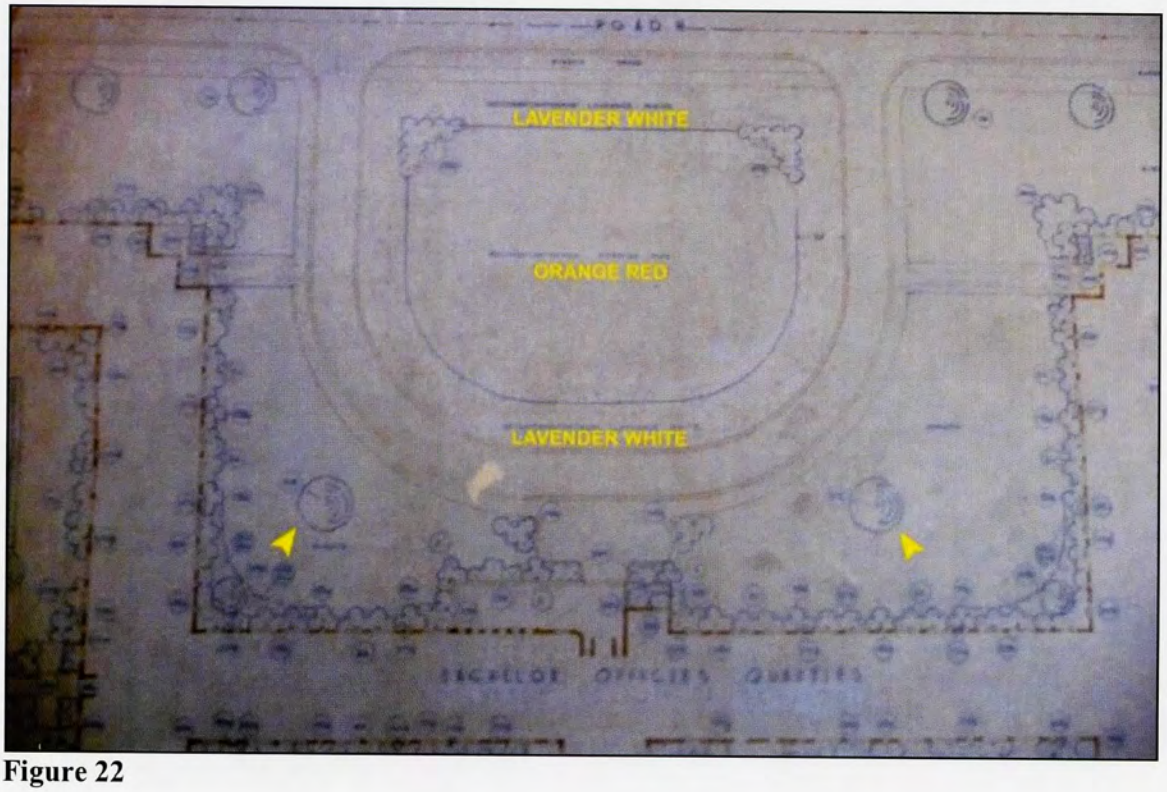

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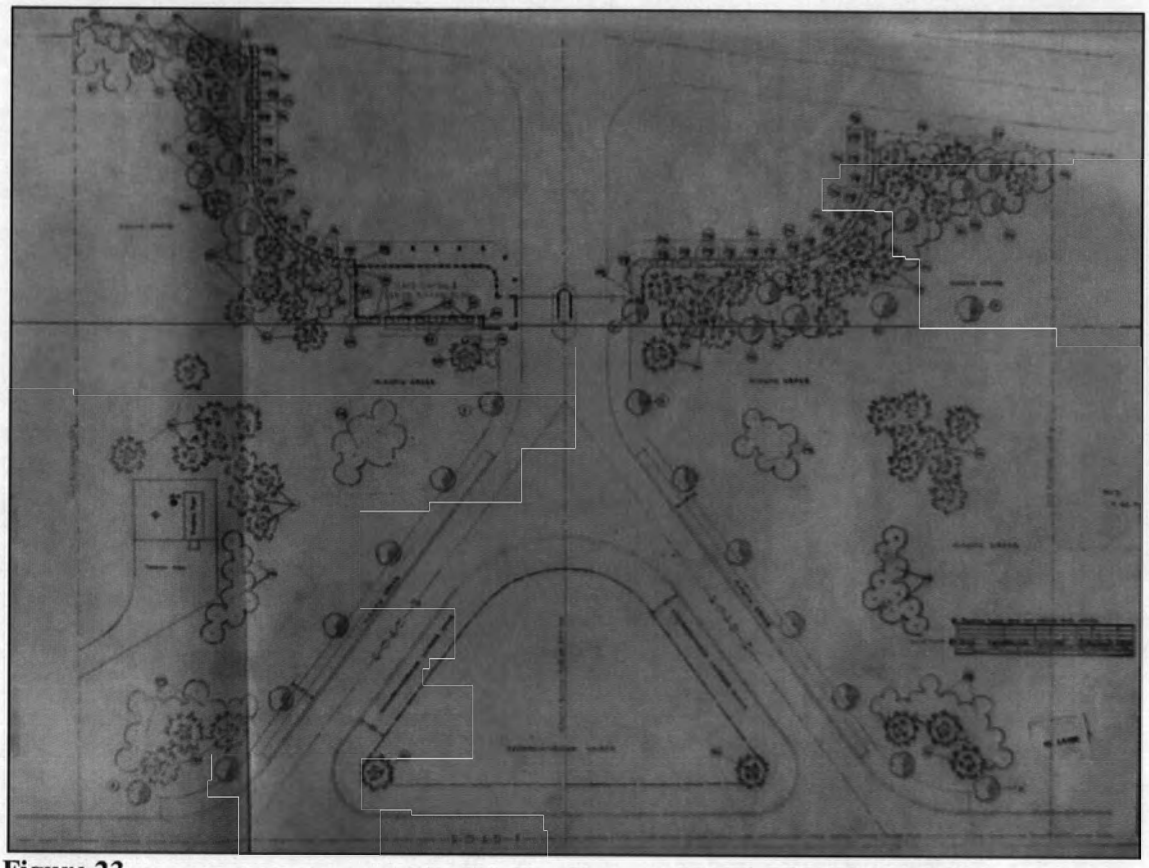


Figure 23

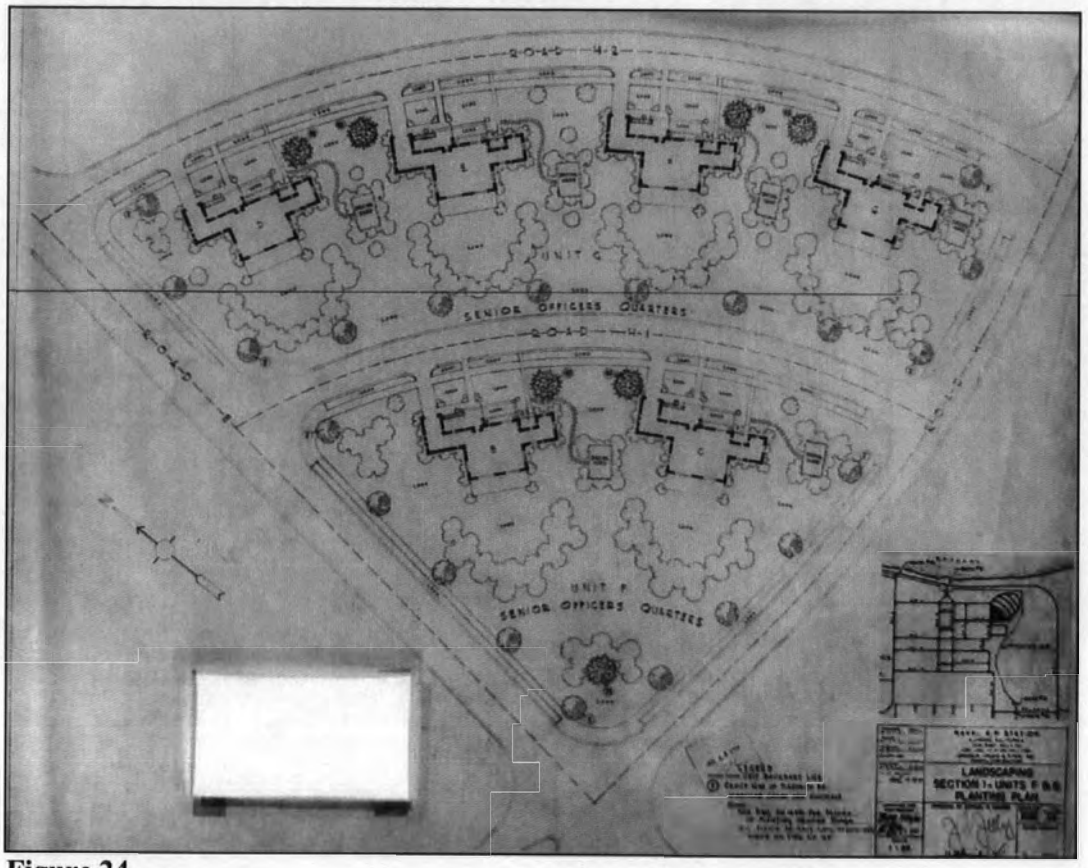

UNIT C
SENIOR OFFICERS QUARTERS
UNIT F
SENIOR OFFICERS QUARTERS
LANDSCAPING
SECTION 1 - UNITS F & G
PLANTING PLAN

Figure 24

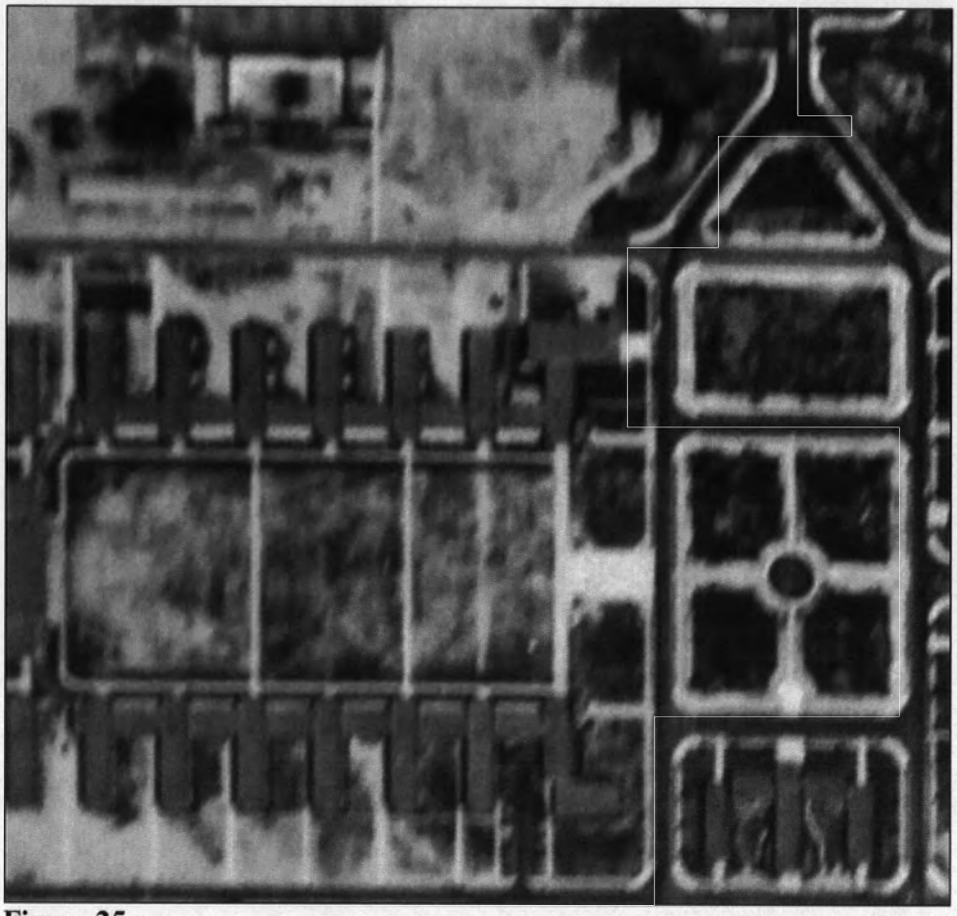


Figure 25

Figure 26

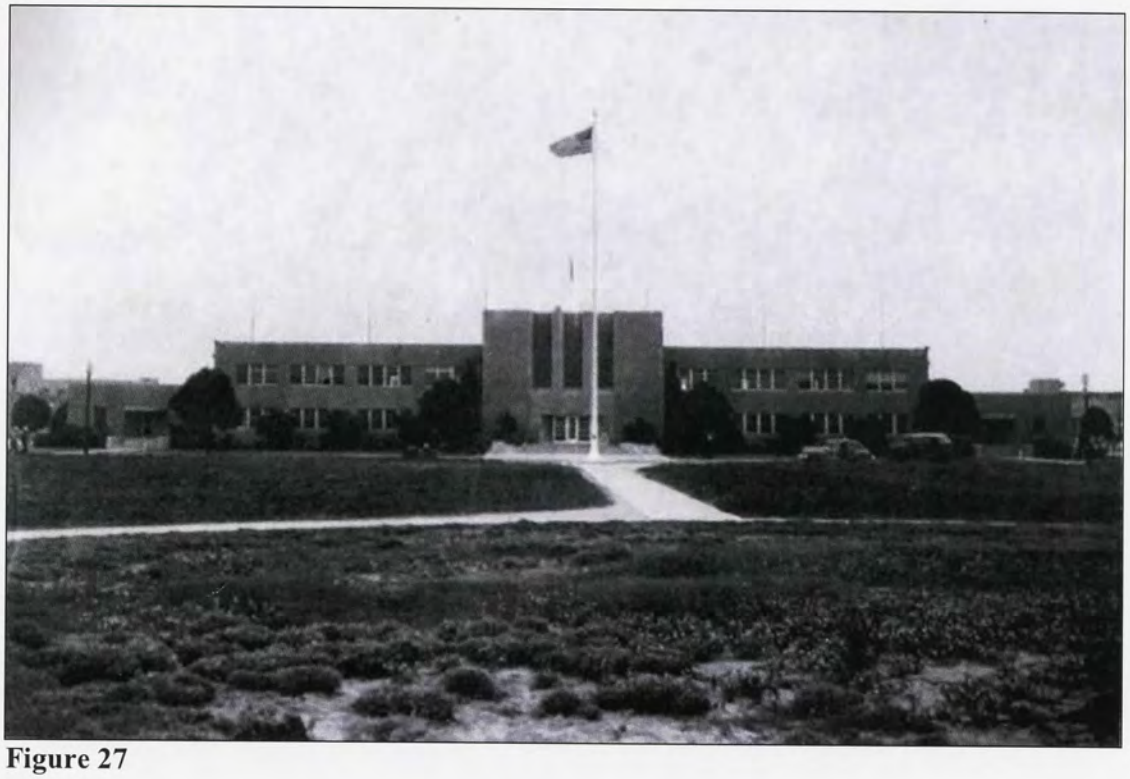


Figure 27

Figure 28


1945 Aerial Source: CEC/Seabee Museum, NBVC, Port Hueneme, California
U.S. NAVAL AIR STATION
ALAMEDA, CALIF.

Figure 29

Figure 30

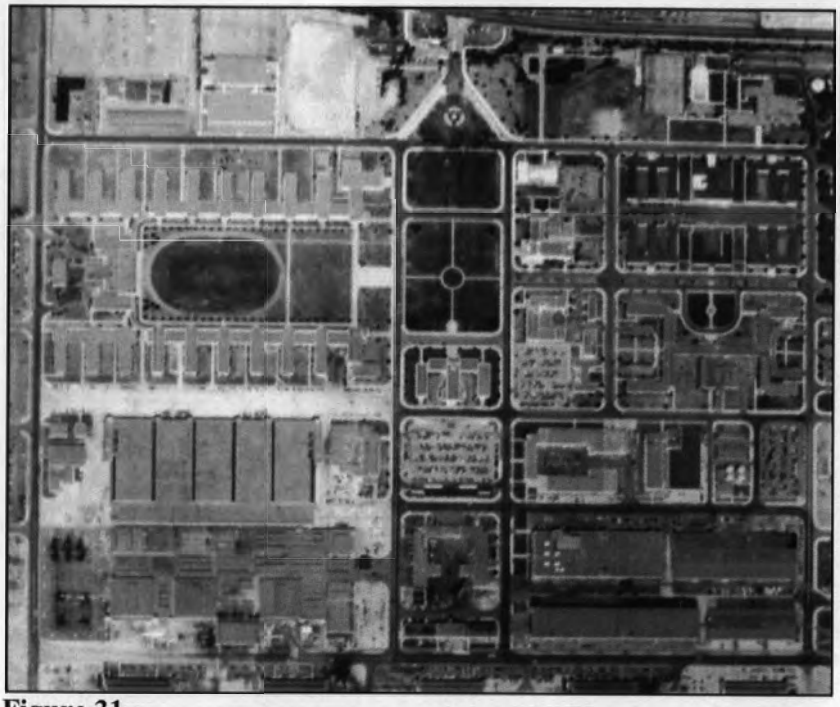


Figure 31

Figure 32

Figure 33

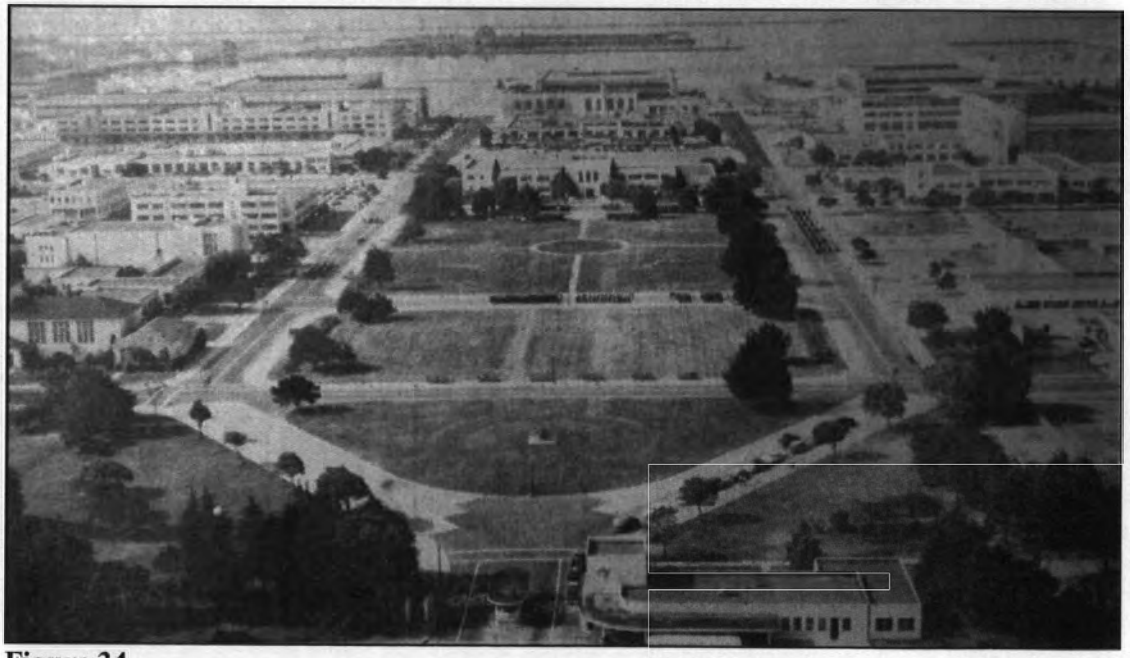


Figure 34

Figure 35

Figure 36

Photograph Log

Name of Property:	NAS Alameda Historic District
City or Vicinity:	Alameda
County:	Alameda County
State:	CA
Name of Photographer:	JRP Historical Consulting, LLC staff (unless otherwise noted)
Date of Photographs:	Various dates from 2009 to 2010
Location of Original Digital Files:	JRP Historical Consulting, LLC
	2850 Spafford Street, Davis, CA 95618
Number of Photographs:	74

Description on Photographs:

Photo #1 (CA_Alameda County_NAS Alameda Historic District_0001)
Building 1, north façade (primary) and west elevation, camera facing southeast, October 6, 2009.

Photo #2 (CA_Alameda County_NAS Alameda Historic District_0002)
Building 1, south façade, camera facing northwest, October 6, 2009.

Photo #3 (CA_Alameda County_NAS Alameda Historic District_0003)
Building 2, 3, and 4 (BEQ Quad), camera facing west, May 12, 2009.

Photo #4 (CA_Alameda County_NAS Alameda Historic District_0004).
Building 2 primary entrance with tower and cast Pegasus, camera facing southwest, October 7, 2009.

Photo #5 (CA_Alameda County_NAS Alameda Historic District_0005)
Building 4, primary entrance, camera facing south, October 7, 2009.

Photo #6 (CA_Alameda County_NAS Alameda Historic District_0006)
Building 2 typical elevation, Wing 10 entrance, camera facing southeast, October 7, 2009.

Photo #7 (CA_Alameda County_NAS Alameda Historic District_0007)
Building 4 north side, camera facing east, September 25, 2009.

Photo #8 (CA_Alameda County_NAS Alameda Historic District_0008)
Building 4 south side elevation with Building 3 in background, camera facing west, September 25, 2009.

Photo #9 (CA_Alameda County_NAS Alameda Historic District_0009)
Building 3 primary façade, camera facing west, September 25, 2009.

Photo #10 (CA_Alameda County_NAS Alameda Historic District_0010)
Curved wing connecting Building 3 (left) and Building 4, camera facing west, October 16, 2009.

Photo #11 (CA_Alameda County_NAS Alameda Historic District_0011)
Detail of eagle at northeast corner of Building 3 façade, camera facing southwest, September 25, 2009.

Photo #12 (CA_Alameda County_NAS Alameda Historic District_0012)
Building 16 primary façade and entrance, camera facing southeast, December 11, 2009.

Photo #13 (CA_Alameda County_NAS Alameda Historic District_0013)
Building 17 primary (north) façade, camera facing southwest, June 6, 2010.

Photo #14 (CA_Alameda County_NAS Alameda Historic District_0014)
Building 17 detail view of main entrance tower, camera facing southwest, October 1, 2009.

Photo #15 (CA_Alameda County_NAS Alameda Historic District_0015)
Building 17 corner porch detail of southeast wing, camera facing northeast, October 1, 2009.

Photo #16 (CA_Alameda County_NAS Alameda Historic District_0016)
Building 17 east side, camera facing southwest, October 1, 2009.

Photo #17 (CA_Alameda County_NAS Alameda Historic District_0017)
Building 18 primary façade and entrance, camera facing northeast, October 1, 2009.

Photo #18 (CA_Alameda County_NAS Alameda Historic District_0018)
Building 30 & 31 (Main Gate), camera facing southwest, September 25, 2009.

Photo #19 (CA_Alameda County_NAS Alameda Historic District_0019)
Building 94 south side, camera facing northeast, September 25, 2009.

Photo #20 (CA_Alameda County_NAS Alameda Historic District_0020)
Building 115 at right, Building 135 at center, camera facing northwest, December 16, 2009.

Photo #21 (CA_Alameda County_NAS Alameda Historic District_0021)
Building 116 east side, camera facing southwest, August 18, 2010, photo by PGAdesign.

Photo #22 (CA_Alameda County_NAS Alameda Historic District_0022)
Building 135 primary (north) façade, camera facing south, October 7, 2009.

Photo #23 (CA_Alameda County_NAS Alameda Historic District_0023)
Building 5 and 5A, camera facing northeast, June 9, 2010.

Photo #24 (CA_Alameda County_NAS Alameda Historic District_0024)
Building 5A with Building 102 (right), camera facing southeast, September 30, 2009.

Photo #25 (CA_Alameda County_NAS Alameda Historic District_0025)
Building 5A Door 5-5A on east side, camera facing west, June 9, 2010.

Photo #26 (CA_Alameda County_NAS Alameda Historic District_0026)
Building 6, camera facing southwest, October 8, 2009.

Photo #27 (CA_Alameda County_NAS Alameda Historic District_0027)
Building 8 north façade, camera facing southeast, November 12, 2009, photo by PGAdesign.

Photo #28 (CA_Alameda County_NAS Alameda Historic District_0028)
Building 9 west and south sides, camera facing northeast, October 8, 2009.

Photo #29 (CA_Alameda County_NAS Alameda Historic District_0029)
Building 10 south and west façade, camera facing northwest, October 8, 2009.

Photo #30 (CA_Alameda County_NAS Alameda Historic District_0030)
Building 35 entry on west side, camera facing southeast, December 11, 2009.

Photo #31 (CA_Alameda County_NAS Alameda Historic District_0031)
Building 42 at center, Building 102 at left and Building 43 at right, camera facing southeast, June 6, 2010.

Photo #32 (CA_Alameda County_NAS Alameda Historic District_0032)
Building 44 in foreground with Building 5 in background, camera facing northeast, September 28, 2010.

Photo #33 (CA_Alameda County_NAS Alameda Historic District_0033)
Building 91 southwest corner, camera facing northwest, October 8, 2009.

Photo #34 (CA_Alameda County_NAS Alameda Historic District_0034)
Building 114 northwest corner, camera facing southeast, June 6, 2010.

Photo #35 (CA_Alameda County_NAS Alameda Historic District_0035)
CPO 2-6, camera facing northeast down Corpus Christi Road, November 3, 2009.

Photo #36 (CA_Alameda County_NAS Alameda Historic District_0036)
CPO 1, camera facing northwest, November 3, 2009.

Photo #37 (CA_Alameda County_NAS Alameda Historic District_0037)
CPO 27 recessed porch, camera facing northeast, November 3, 2009.

Photo #38 (CA_Alameda County_NAS Alameda Historic District_0038)
CPO 28, camera facing southeast, November 3, 2009.

Photo #39 (CA_Alameda County_NAS Alameda Historic District_0039)
Quarters A (FH-A), camera facing southwest, November 12, 2009.

Photo #40 (CA_Alameda County_NAS Alameda Historic District_0040)
Officers' Housing contextual view, camera facing south, May 12, 2009.

Photo #41 (CA_Alameda County_NAS Alameda Historic District_0041)
FH-K with long porch design, camera facing west, November 17, 2009, photo by PGAdesign.

Photo #42 (CA_Alameda County_NAS Alameda Historic District_0042)
FH-P with short porch design, camera facing southwest, November 12, 2009.

Photo #43 (CA_Alameda County_NAS Alameda Historic District_0043)
FH-T sun porch, camera facing east, November 12, 2009.

Photo #44 (CA_Alameda County_NAS Alameda Historic District_0044)
Building 15 primary east facade, camera facing west, October 13, 2009.

Photo #45 (CA_Alameda County_NAS Alameda Historic District_0045)
Building 19 southwest corner, camera facing northeast, December 11, 2009.

Photo #46 (CA_Alameda County_NAS Alameda Historic District_0046)
View along landplane hangar row, camera facing south, October 14, 2009.

Photo #47 (CA_Alameda County_NAS Alameda Historic District_0047)
Building 23 southeast corner, camera facing northwest, December 22, 2009.

Photo #48 (CA_Alameda County_NAS Alameda Historic District_0048)
Building 21 detail view of hangar doors, camera facing northeast, September 30, 2009.

Photo #49 (CA_Alameda County_NAS Alameda Historic District_0049)
View of seaplane row facing Seaplane Lagoon, camera facing west, October 1, 2009.

Photo #50 (CA_Alameda County_NAS Alameda Historic District_0050)
Building 40 southeast corner, camera facing northwest, December 11, 2009.

Photo #51 (CA_Alameda County_NAS Alameda Historic District_0051)
Building 41 north side showing rooftop monitor, camera facing southwest, October 8, 2009.

Photo #52 (CA_Alameda County_NAS Alameda Historic District_0052)
Building 64, camera facing northwest, October 13, 2009.

Photo #53 (CA_Alameda County_NAS Alameda Historic District_0053)
Building 77 southeast corner, camera facing northwest, October 8, 2009.

Photo #54 (CA_Alameda County_NAS Alameda Historic District_0054)
View of Seaplane Lagoon and jetty, camera facing east, October 1, 2009.

Photo #55 (CA_Alameda County_NAS Alameda Historic District_0055)
Seaplane Ramps, camera facing west, December 22, 2009.

Photo #56 (CA_Alameda County_NAS Alameda Historic District_0055)
North-south axis between Main Gate and Building 1, camera facing south, May 12, 2009.

Photo #57 (CA_Alameda County_NAS Alameda Historic District_0057)
East-west axis across BEQ Quadrangle, camera facing west toward Building 3, September 25, 2009.

Photo #58 (CA_Alameda County_NAS Alameda Historic District_0058)
Long axial view from entrance mall down West Essex Drive, camera facing east, September 25, 2009.

Photo #59 (CA_Alameda County_NAS Alameda Historic District_0059)
Shops Area visual termination at west end of West Midway Avenue, camera facing west, May 12, 2009.

Photo #60 (CA_Alameda County_NAS Alameda Historic District_0060)
North/south view along Lexington Street to Seaplane Lagoon, camera facing south, September 25, 2009.

Photo #61 (CA_Alameda County_NAS Alameda Historic District_0061)
Long views to the west along West Tower Avenue, Building 24 visual termination, camera facing west, September 25, 2009.

Photo #62 (CA_Alameda County_NAS Alameda Historic District_0062)
View of entry mall vegetation from Building 1, camera facing north, June 9, 2010.

Photo #63 (CA_Alameda County_NAS Alameda Historic District_0063)
Monterey cypress trees at Main Gate, camera facing west, October 7, 2009.

Photo #64 (CA_Alameda County_NAS Alameda Historic District_0064)
Planters flanking BEQ Quad, camera facing southwest, September 25, 2009.

Photo #65 (CA_Alameda County_NAS Alameda Historic District_0065)
Building 7 southwest corner, camera facing northeast, September 25, 2009.

Photo #66 (CA_Alameda County_NAS Alameda Historic District_0066)
Building 525 northeast corner, camera facing southwest, December 11, 2009.

Photo #67 (CA_Alameda County_NAS Alameda Historic District_0067)
Open area north of Building 75, camera facing north, September 29, 2009.

Photo #68 (CA_Alameda County_NAS Alameda Historic District_0068)
Building 62 northeast corner, camera facing southwest, June 9, 2010.

Photo #69(CA_Alameda County_NAS Alameda Historic District_0069)
Building 405 at right and 615 in background. Building 5 at far right, camera facing north, June 6, 2010.

Photo #70 (CA_Alameda County_NAS Alameda Historic District_0070)
Non-contributing space to landscape, camera facing northwest, November 10, 2009, photo by PGAdesign.

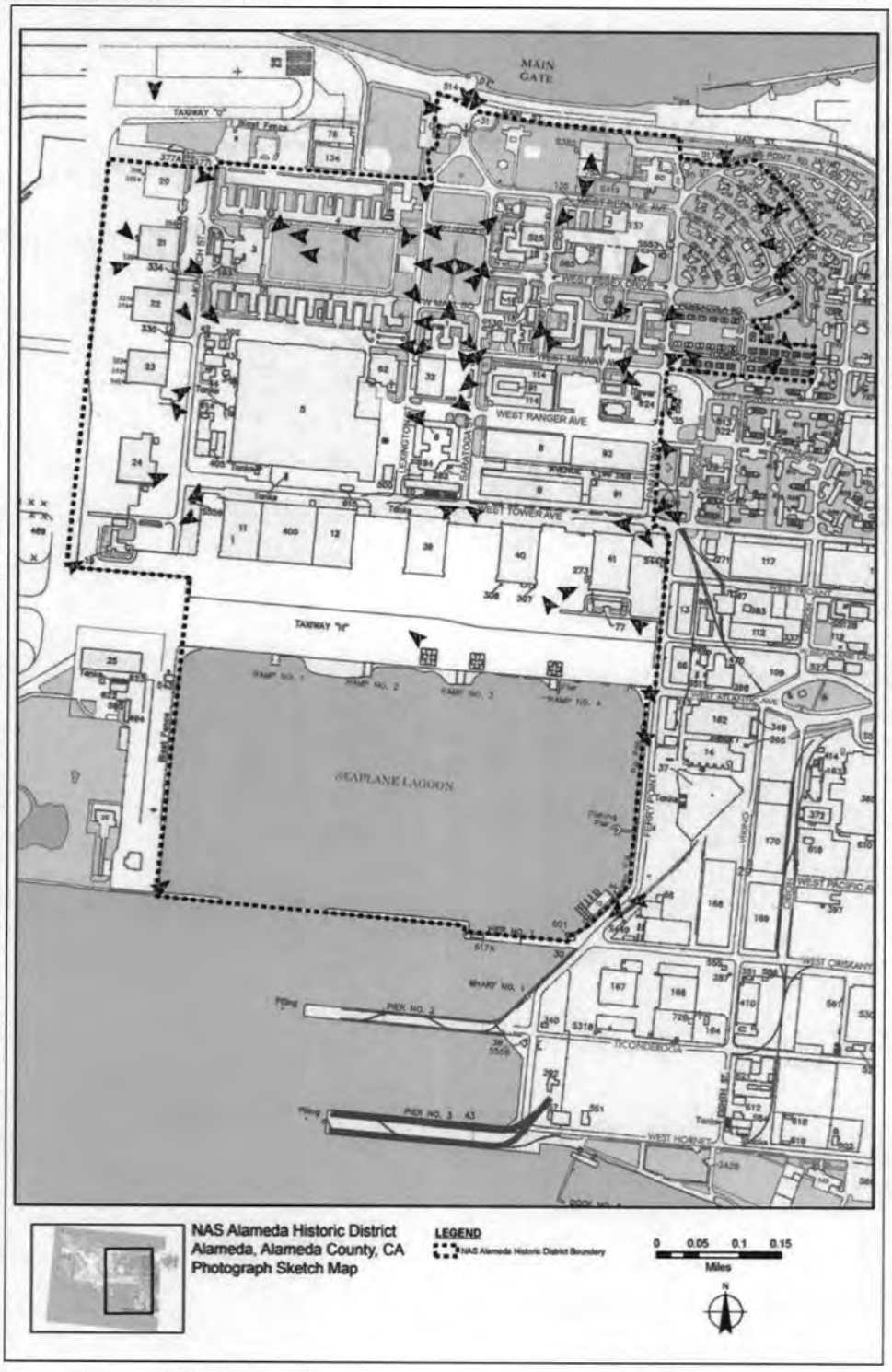
Photo #71 (CA_Alameda County_NAS Alameda Historic District_0071)
Buildings 11 and 12 with infilled modern construction of Building 400, camera facing northwest, December 16, 2009.

Photo #72 (CA_Alameda County_NAS Alameda Historic District_0070)
Building 273 with Building 41 in background, camera facing northeast, October 8, 2009.

Photo #73 (CA_Alameda County_NAS Alameda Historic District_0071)
Building 19 modern landscaping, camera facing southwest, November 3, 2010.

Photo #74 (CA_Alameda County_NAS Alameda Historic District_0074)
Building 21 modern landscaping on airfield side, camera facing southeast, November 25, 2009, photo by PGAdesign.

Photograph Sketch Map



UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: Naval Air Station Alameda Historic District

MULTIPLE NAME:

STATE & COUNTY: CALIFORNIA, Alameda

DATE RECEIVED: 12/07/12 DATE OF PENDING LIST:
DATE OF 16TH DAY: DATE OF 45TH DAY: 1/23/13
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 12001191

REASONS FOR REVIEW:

APPEAL:	N	DATA PROBLEM:	N	LANDSCAPE:	N	LESS THAN 50 YEARS:	N
OTHER:	N	PDIL:	N	PERIOD:	N	PROGRAM UNAPPROVED:	N
REQUEST:	Y	SAMPLE:	N	SLR DRAFT:	N	NATIONAL:	N

COMMENT WAIVER: N

___ACCEPT ___RETURN ___REJECT _____DATE

ABSTRACT/SUMMARY COMMENTS:

The Naval Air Station Alameda Historic District is of statewide significance under National Register Criteria A and C in the areas of Architecture, Community Planning & Development, Landscape Architecture, and Military History. Completed between 1938 and 1945, NAS Alameda is an excellent example of early twentieth-century military design and construction, incorporating the government's "total base design" principals. Designing the base from scratch allowed Navy planners the freedom to create a cohesive architectural landscape emphasizing functional and hierarchical layouts suited to the unique demands of a naval air station. One particularly striking aspect was the common Moderne architectural vocabulary applied to all of the major built facilities. An important component of the Navy's national plan for the advancement of naval aviation in the post-WWI era, NAS Alameda was one of three major naval air stations established on the West Coast, and served a major role in support of Pacific Theater naval operations during World War II. [The nomination does a highly commendable job of documenting the historic military landscape aspects of the district.]

RECOM./CRITERIA Accept Criteria A+C

REVIEWER Paul R. Lusignan DISCIPLINE Historian

TELEPHONE _____ DATE 1/23/2013

DOCUMENTATION see attached comments Y/N see attached SLR Y/(N)

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.


CITY OF ALHAMBRA


3


18


130


116


135


Lexington


6


2400


301


San Pedro
Barbers Point


NRC
ENVIRONMENTAL
SERVICES


Matson
Matson


HANGAR
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NO TRESPASSING
ONLY


BLADIUM
SPORTS CLUB


STOP


64


Naval Air Museum
77
2151 FERRY POINT
MUSEUM
NAVAL AVIATION DEPOT
ALAMEDA


VISITORS

City of Alameda • California

September 12, 2012

Mr. Anthony Megliola
Base Closure Manager
BRAC Program Management Office West
Naval Facilities Engineering Command
1455 Frazee Road, Suite 900
San Diego, CA 92108

Dear Mr. Megliola:

Thank you for the opportunity to review the National Register of Historic Places (NRHP) Registration Form for the Naval Air Station (NAS) Alameda Historic District in Alameda, CA. The City of Alameda has reviewed the nomination and concurs with the listing of the NAS Alameda Historic District in the NRHP. The City has no comments on the Registration Form.

Sincerely,

Dina Tasini
Acting Chief Operating Office – Alameda Point

Economic Development Department
2263 Santa Clara Avenue, Room 120
Alameda, California 94501-4477
510.747.6890 • Fax 510.523.1081 • TDD 510.522.7538

Enclosure 5

2012 SEP 17 PM 3:24

Navy BRAC PMO

STATE OF CALIFORNIA – THE NATURAL RESOURCES AGENCY
EDMUND G. BROWN, JR., *Governor*

OFFICE OF HISTORIC PRESERVATION
DEPARTMENT OF PARKS AND RECREATION
1725 23rd Street, Suite 100
SACRAMENTO, CA 95816-7100
(916) 445-7000 Fax: (916) 445-7053
calshpo@parks.ca.gov
www.ohp.parks.ca.gov

September 13, 2012

Mr. Donald R. Schregardus
Federal Preservation Officer
Deputy Assistant Secretary of the Navy (Environment)
1000 Navy Pentagon
Washington DC, 20350-1000

Subject: **Naval Air Station Alameda Historic District**

Dear Mr. Schregardus: Don

Thank you for the opportunity to comment on the National Register nomination for the above named resource. I concur that the Naval Air Station Alameda Historic District meets National Register criteria appears eligible for inclusion in the National Register of Historic Places. The nomination specifies the district consist of 100 contributors and 58 non-contributors, eligible under Criteria A and C in the areas of Architecture (Streamline Moderne), Community Planning and Development, Landscape Architecture and Military History, with a period of significance from 1938 to 1945.

I have signed the signature page as commenting official and will retain a copy of the nomination for our records. Congratulations of the completion of this nomination. If you have any questions, please contact William Burg at (916)445-7004 or wburg@parks.ca.gov

Sincerely,

Milford Wayne Donaldson
State Historic Preservation Officer

Enclosure 4

2012 SEP 17 PM 3:21

Navy BRAC PMO

DEPARTMENT OF THE NAVY
OFFICE OF THE ASSISTANT SECRETARY
(ENERGY, INSTALLATIONS AND ENVIRONMENT)
1000 NAVY PENTAGON
WASHINGTON DC 20350-1000

December 4, 2012

Ms. Carol D. Shull
National Park Service
National Register of Historic Places
1201 Eye Street, NW (2280)
Washington , DC 20005

Dear Ms. Shull,

I am pleased to submit the attached National Park Authority Form 10-900 nominating Naval Air Station (NAS) Alameda Historic District to the National Register of Historic Places.

The California State Historic Preservation Officer concurrence as Commenting Official and the City of Alameda concurrence are included within the package. The County of Alameda was contacted but did not respond within the 45-day review period.

Sincerely,

Donald R. Schregardus
Federal Preservation Officer
Deputy Assistant Secretary of the Navy
(Environment)