

United States Department of the Interior
National Park Service

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National Register of Historic Places
Registration Form

NATIONAL
REGISTER

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name Naval Air Station, San Diego, Historic District RECEIVED
other names/site number Naval Air Station, North Island

MAY 15 1990

2. Location

street & number Naval Air Station, North Island not for publication
city, town San Diego vicinity
state California code CA county San Diego code 073 zip code 92135

3. Classification

Ownership of Property	Category of Property	Number of Resources within Property	
<input type="checkbox"/> private	<input type="checkbox"/> building(s)	Contributing	Noncontributing
<input type="checkbox"/> public-local	<input checked="" type="checkbox"/> district	<u>23</u>	<u>11</u> buildings
<input type="checkbox"/> public-State	<input type="checkbox"/> site	<u>3</u>	<u>2</u> structures
<input checked="" type="checkbox"/> public-Federal	<input type="checkbox"/> structure		<u> </u> objects
	<input type="checkbox"/> object		<u> </u> Total

Name of related multiple property listing: N/A
Number of contributing resources previously listed in the National Register N/A

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, 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. See continuation sheet.
J. R. DeNigro J. R. DeNigro, Capt., U. S. Navy 10 May 1990
Signature of certifying official Date
Commanding Officer, NAS North Island, San Diego, CA 92135
State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. See continuation sheet.
Kathryn Gualtieri 9/6/90
Signature of commenting or other official Date
State Historic Preservation Officer
State or Federal agency and bureau

5. National Park Service Certification

I, hereby, certify that this property is:
 entered in the National Register.
 See continuation sheet. Autavietti J. Leo 5/2/91
 determined eligible for the National Register. See continuation sheet.
 determined not eligible for the National Register.
 removed from the National Register.
 other, (explain:)

fn Signature of the Keeper Date of Action

6. Function or Use

Historic Functions (enter categories from instructions)

Defense - air facility (U. S. Navy)

Current Functions (enter categories from instructions)

Defense - air facility (U. S. Navy)

7. Description

Architectural Classification

(enter categories from instructions)

Mission/Spanish Colonial Revival

Materials (enter categories from instructions)

foundation concretewalls concrete; stucco

roof terra cotta; asphaltother

Describe present and historic physical appearance.

The Naval Air Station, San Diego (NAS San Diego), Historic District is comprised of those architecturally-significant buildings and other historic structures located on the Naval Air Station, North Island (NAS North Island), which are associated with the initial use and development of the then NAS San Diego between 1917 and 1938. The discrete components of the district consist of thirty-four buildings and five structures (see Sketch Map). The bounds of the district correspond to the as-built and surviving extent of the original 1918 Bertram Grosvenor Goodhue-Navy Bureau of Yards and Docks-designed site plan, and other contributing elements within the northern core area of NAS North Island. Twenty-three buildings and three structures are considered to contribute to the historic integrity of the district. The remaining eleven buildings and two structures are not considered to contribute architecturally or historically to the district's significance. While individual contributing buildings have had varying degrees of alteration, and some non-contributing buildings have interposed on the original spatial grandeur of the district, the artistry of the designer remains evident, and a sense of the character of the district during its period of historic significance endures.

The Goodhue-Yards and Docks Site Plan.

North Island is not in fact an island, but rather the extreme north-western end of the Peninsula of San Diego, which encloses the seaward margin of San Diego Bay (see Geographical Map). Historically, North Island was separated from the southeasterly-adjacent Coronado Island (and the community of Coronado) by a small lateral embayment to San Diego Bay, known as the Spanish Bight. It was connected to Coronado only by a narrow sand spit at the seaward end of the Spanish Bight, and, with the development of NAS San Diego, by a pile-supported causeway. Topographically, North Island is largely flat, rising only twenty to thirty feet above sea level, and having no natural prominences. In 1917, it was covered with a mosaic of Maritime Desert Scrub and grassland. Since then, its entirety has been disturbed, with the original extent largely paved and few, if any, natural areas surviving.

The site of the original development of NAS San Diego was at the northeastern corner of North Island, opposite the San Diego waterfront. This site has views to the adjacent San Diego Bay and the city skyline

See continuation sheet

8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties:

nationally statewide locally

Applicable National Register Criteria A B C D

Criteria Considerations (Exceptions) A B C D E F G

Areas of Significance (enter categories from instructions)

Period of Significance

Significant Dates

Architecture

1917-1938

1918-1919

Military Architecture

Cultural Affiliation

N/A

Significant Person

Architect/Builder

N/A

Goodhue, Bertram Grosvernor, and

Navy Bureau of Yards and Docks

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

Summary

The NAS San Diego Historic District is significant for its association with broad national and regional themes in the history of military aviation, and for its architectural characteristics. Historically, the district has local and national significance, and eligibility to the National Register of Historic Places (National Register) under Criterion A: the history of its development and use as one of the earliest naval air stations has important associations with the early development of naval aviation in the United States. The buildings of the district, individually and as a group, have national and local historic architectural significance, and eligibility to the National Register under Criterion C: they represent a significant application of the distinct characteristics of the Spanish Colonial Revival style in military architecture; and, in this context, they represent an important example of the work of one of America's acknowledged master Spanish Colonial Revival architects - Bertram Grosvernor Goodhue. Some contributing buildings have been altered, and non-contributing buildings have interposed on the original spatial grandeur of the district. However, Goodhue's artistry remains evident, and most of the original characteristics survive. The district possesses a sufficient integrity of location, design, setting, materials, workmanship, feeling and association to convey a sense of its character during the period of significance.

Historical Context/Significance

Historically, this district represents the principal administrative and residential core of one of the earliest naval air stations in the United States, and the first on the West Coast. NAS San Diego was nationally and locally important for the fundamental role it played in the development and maintenance of United States naval aviation in the period between the end of World War I and the late-1930's military mobilization which preceded World War II.

Aviation was not new to North Island when the Navy established NAS San Diego there in 1917. The wind and climatic conditions intrigued

See continuation sheet

9. Major Bibliographical References

Chambers Consultants and Planners

1982 The Cultural Resources of Naval Air Station, North Island and Outlying Landing Field, Imperial Beach, San Diego, California.
Ms. on file, Natural Resources Office, NAS North Island, San Diego.

Hatheway, Roger G., and Thomas Zimmerman

1982 The Military and Architectural History of Naval Air Station, North Island and Outlying Landing Field, Imperial Beach. IN The Cultural Resources of Naval Air Station, North Island and Outlying Landing Field, Imperial Beach, San Diego, California, Chambers Consultants and Planners, pp. 5-1 - 5-57. Ms. on file, Natural Resources Office, NAS North Island, San Diego.

See continuation sheet

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 # _____

Primary location of additional data:

- State historic preservation office
- Other State agency
- Federal agency
- Local government
- University
- Other

Specify repository: _____

10. Geographical Data

Acreage of property _____

UTM References

A 1,1 4,8,2 3,0,0 3,6 1,9 2,8,0
Zone Easting Northing

C 1,1 4,8,1 1,4,0 3,6 1,9 0,0,0

B 1,1 4,8,2 2,6,0 3,6 1,8 9,6,0
Zone Easting Northing

D 1,1 4,8,1 6,6,0 3,6 1,9 4,0,0

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Verbal Boundary Description

The Naval Air Station, San Diego, Historic District southern boundary begins at the low tide line on the south side of seaplane Ramp 2, and runs to the west along the south side of Building 2 to the intersection of Wright Avenue and Saufley Street. From there it proceeds west along the

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Boundary Justification

The district boundary is defined by those streets, alleys and natural features that bound the surviving as-built extent of the original Goodhue-Yards and Docks site plan, including all Goodhue-designed buildings, and such other buildings constructed prior to World War II with a comparable

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11. Form Prepared By

name/title Andrew Yatsko III/Archaeologist
organization Natural Resources Office (18N) date 30 April 1990
street & number NAS North Island, Building 3 telephone (619) 545-1131
city or town San Diego state CA zip code 92135

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As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this nomination 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.

T. C. Kelley
T. C. Kelley, Capt., CEC, U. S. Navy
Commanding Officer
Navy Public Works Center
San Diego, CA 92136

5/9/90
Date

Note of Explanation: Joint certification of this nomination by both Commanding Officer, NAS North Island, and Commanding Officer, Navy Public Works Center (PWC), San Diego, is required due to overlapping ownership within the NAS San Diego Historic District. While NAS North Island owns and administers the land and most of the buildings in the district, some of the residential quarters are owned and maintained by PWC San Diego. Specifically, these PWC San Diego buildings include Quarters A, B, C, D and E. All other buildings and structures are the responsibility of NAS North Island.

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to the north and east, and to Point Loma to the west. It, in turn, forms an important component of the cross-bay vista from the bay front of the city, interposed between the bay and the Pacific Ocean beyond. The air station's proximity to the bay rather than the ocean side of North Island was necessitated by the requirements for its initial designed purpose - a base for flying seaplanes. The attractions of the site included access to the calm operating beaches and protected waters of the bay and the bight, favorable wind conditions, and clear air space. These were also major determinants in the location of the buildings. The district's proximity to the bay shore has changed little on the east and north of the district boundary. However, the filling of tide lands along the northwestern margin of the district in the late Twenties and early Thirties has shifted the beach there some 500-1000' from its 1918 location (see Sketch Map). In the early 1940's, the Spanish Bight was also reclaimed with dredge spoils, and the land area of North Island is now contiguous with that of Coronado.

The designed site plan, as represented in a 1918 Bertram Grosvenor Goodhue architectural rendering, shows influences of the early 20th-century Beaux-Arts planning tradition: axuality, symmetry and unity of composition (Whitaker 1925; Williamson and Watts 1988) (see Photo 1). The plan called for an administrative and barracks core developed along a primary east-west axis, intersecting a secondary northeast-southwest axis. The east-west axis runs through the central tower of the administration building, continuing along the quadrangle, through a vaulted sally port bisecting the student officer's quarters, west to the entry of the bachelor officer's quarters. Two arcaded barracks blocks were planned to flank the quadrangle on the north and south, paralleled to the north and south by perimeter avenues. Opposite the front of the administration building, storage buildings and shops were also arranged symmetrically around this axis. The seaplane hangers are shown as two groups of four each, arranged around a secondary axis that is oriented to the shorelines of San Diego Bay. This second axis reflected the Navy's operational needs, and derives from a design compromise with an earlier Navy conceptual plan (Williamson and Watts

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1988:30). Goodhue's site plan departs from the formality in this scheme by placing the married officer's housing on a curving cul-de-sac to the northwest of the quadrangle core and on the bay. A dispensary was removed and off-set to the west, at the end of an extension of a southern flanking avenue.

This original site plan also included a wooden dirigible hanger, with ancillary shops and sheds, located away and to the south of the formal group. This group was not systematically or architecturally integrated with the core building group. Its orientation was laid out along the axis of the prevailing winds, in consideration of ease of maneuvering lighter-than-air craft into the hanger. Constructed contemporaneously with the development of the formal core group, these buildings have since been demolished (ca. 1972), and replaced with modern industrial buildings. The area where they once stood is not considered as part of the historic district.

Most of the Goodhue plan was built between 1918 and 1919, with few alterations (see Photo 2). A small plaza was introduced in front of the administration building. The air station's main road access, connecting the core building group to a Coronado Island-North Island causeway and to U. S. Army Rockwell Field to the south, was realigned to originate from this plaza, rather than from between the hangers and shops as shown in the rendering (see Photo 3). Two of the hangers were built before post-World War I demobilization constrained further construction funding. The remaining six hangers were never constructed. Construction of the southern barracks block was postponed until 1937 (see Photo 4).

General District Characteristics.

The principal historic elements in the NAS San Diego Historic District consist of military administrative, residential and industrial buildings rendered in stucco-clad walls, red tile roofs and simple Renaissance-Baroque ornament as a style termed "California Mission" or "Mission Revival" by the original architects. The style is today

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variously termed Mediterranean, Spanish Colonial, or simply Spanish, Revival. Both in planning and styling, the building group reflect themes originally developed regionally at the 1915 Panama-California Exposition in nearby Balboa Park (see Photo 5). The buildings have concrete foundations, with structural reinforced-concrete frameworks in-filled with hollow terra cotta tile. Roof framing is wood in the quarters and administration building, and steel in the hangers, shops and storehouses. The roofing is red clay tile on pitched roofs, and built-up on flat roofs. Floors are hardwood in the officers' quarters, industrial wood in the shops, concrete in the hangers, and concrete with terrazzo topping elsewhere. Brick pavers, mission pavers, decorative ceramic tile, and ornamental iron work are used to convey the Hispanic theme.

Ornamental detailing at the door and window surrounds, tower, stringcourses, and fireplaces is cast concrete "imitation-stone." Wrought-iron door handles, strap hinges, bolt heads, window grills and stair rails were specified, and many of these details persist. Goodhue planned to light the exteriors by wrought iron wall sconces rather than by standards, since he felt this method was more authentically Spanish. These have largely disappeared.

The buildings are stuccoed in an uneven, mottled pattern, to resemble plastered adobe. The colors specified by Goodhue were salmon pink for the commanding officer's quarters, blue for the bachelor officers' quarters, tan for the barracks and student officers' quarters, ivory white for the Administration Building, and grey for the hangers, shops and storehouses. While it is not a matter of record as to whether or not these color suggestions were carried through, the lack of tonal contrast in period black-and-white photographs of the air station suggest that they were not. The buildings are now, and probably always have been, painted or color coated varying shades of tan.

The Goodhue design provided a landscaping plan. During the twenties 2,000 trees and scrubs were planted (see Photo 6). These included fruit trees, eucalyptus, acacias, pines, cypress, palms, elms, hibiscus, and bougainvillea. Official

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air station correspondence from the period reports prizes awarded to the air station in annual competition sponsored by the Coronado Garden Club. Just the same, much of the air station was largely devoid of landscaping, with many areas around and among the contributing buildings being generally vegetated with the native Maritime Desert Scrub. Current landscaping contains mature trees which shade much of the district. However, at and away from the boundary, and within parts of the district, the landscaping and the natural vegetation has suffered from the demand for parking space.

Individual contributing buildings have had varying degrees of alteration, and some non-contributing buildings have interposed on the original spatial grandeur of the district. While these alterations, additions and intrusions have had some effect on those characteristics which recommend this district to the National Register, the artistry of the designer remains evident. The district buildings, individually and as a group, still convey a sense of the character of the district during its period of historic significance.

Principal Contributing Buildings.

Twenty-three buildings and three structures contribute to the historic architectural integrity of the district. This group is divided into two subgroups corresponding to those buildings which principally contribute to the district's historical significance, and those which for differences in association or period of construction are not as historically significant, but do support the architectural unity of the principal buildings. Using their historic names, facility building numbers and year(s) of construction, the principal contributing buildings and structures include:

Administration Building (Building 8, 1919-1920)

Barracks (Building 10, 1918-1919, and Building 11,
1919)

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Boiler House (Building 30, 1921)
Student Officers' Quarters (Quarters G, 1918-1919)
Bachelor Officers' Quarters (Quarters F, 1918-1919)
Commandant's House (Quarters A, 1918-1919)
Married Officers' Houses (Quarters B through E, 1919)
Dispensary (Building 14, 1919)
Seaplane Hangars (Buildings 1 and 2, 1918-1919)
Seaplane Ramps (Ramps 2, 3 and 4, 1919)
Carpenter Shop (Building 3, 1918-1919)
Machine Shop (Building 4, 1918-1919)
Storehouses (Buildings 5 and 6, 1918-1919)
Other contributing buildings include:
Barracks (Building 318, 1937-1938)
Mess Hall/Galley/Barracks (Building 317, 1937-1938)
Welfare Building (Building 91, 1931-1932)
Garage (Building 9, 1919)
Post Office (Building 62, 1940)

All these are keyed by building number to the Sketch Map.

The visual focus of the historic district, and perhaps its most recognized edifice, is the Administration Building (Building 8, 1919-1920; now Administrative Offices) (see Photo 7). This is a two-story building with a monumental,

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110-foot-tall central tower. The inclusion of this symbolic bell tower is characteristic of Goodhue's interpretation of the early Spanish Colonial Revival. This tower was functionally designed to carry aerological equipment, serving as the air station's pre-radio control tower. The two-story wings which flank the tower intersect with end wings on cross-axes. These are covered by red clay-tile, hip roofs. A double height lecture hall is located in the south cross-wing. Flat-roof sections extend beyond to the north and south.

The tower is square in plan at the base, with three successively receding tiers (see Photo 8). The base tier is pierced by narrow, rectangular windows with deep, splayed reveals. The corners of the tower are chamfered at the transition from the first to the second tier. An elevator is located at the northeast corner, and is expressed on the elevation. The top of the elevator tower is domical with a bell curve. The second tier is cast concrete imitation ashlar. The plan at this level is square, with chamfered corners. An oversized round-arched window, with a "bull's eye" window above, archivolt trim, and pilaster surrounds appears on each elevation. Shields decorate the corners of a false balustrade, and canales project from the corners of the parapet above. A small, eight sided observation room occupies the third tier. Originally, this was topped by a signal mast. The signal mast has been replaced by a steel tower carrying NAS North Island's rotating aerial beacon. Scroll-shaped buttresses form shoulders at the transition of the tower to the flanking wings.

The main entry, with a Plateresque surround, is centered on the east elevation. This surround is made of bush-hammered cast concrete, grooved to imitate ashlar. It features a segmented arch with a keystone, surmounted by a winged shield and archivolt trim. A secondary entrance is located opposite, on the west elevation, opening onto the quadrangle. Windows are ordered, arched on the first story, in arched reveals, and smaller and rectangular on the second story. The subsidiary wings have rectangular windows, with stucco vents above the lecture room. Round-arched portals

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penetrate the wings away from either side of the tower, connecting the front yard to the quadrangle.

The exterior this building has the best integrity of of any in the district (compare Photos 7 and 8 with Photo 9). Relatively few major alterations have been made to any of its elevations. A two-story, detached, flat-roofed extension was built at the southwest corner ca. 1942. This is stucco covered and unobtrusive. Other changes have been minor, but unsympathetic. A monumental door with an iron balconet, which exited off the midway landing of the inside stairway, has been removed from the west (quadrangle) elevation, and the opening boarded up with plywood. This results from the 1942 addition (and subsequent removal) of a temporary office annex along this side of the building. The most visible alteration is the painting of the entire building, including the imitation stonework. The entry surround has been inappropriately painted dark brown. The main entry doors have been replaced and pastel color ceramic tile has been used to repave the entry porch, steps and lobby.

The interiors have undergone extensive, recurrent and unsympathetic renovations during different periods of use. Only the lobby, with its monumental stairs, iron railings, and vaulted ceiling, remains relatively intact.

The Barracks (Building 10, 1918-1919, and Building 11, 1919; both now Administration Offices) are two-story buildings flanking the north side of the quadrangle (see Photos 10 and 11). The original plan for each was a narrow rectangle on a east-west axis, with three wings at right angles on their north side, centered on the quarter points of the rectangle. A Boiler House (Building 30, 1921; now Storage) of sympathetic design was added to the north side of Building 10. Two additional wings were added to the ends of the north side of both buildings in 1930. The central portion has a red clay-tile, hip roof, while the wings and extensions have flat roofs. The south elevation, face the quadrangle, is arcaded at the lower level and pierced by plain rectangular windows above. The segmental arches are carried on columns. Minor, but unsympathetic alterations

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have occurred to the building's exterior. Most of the wood casement windows with transoms have been replaced by bronze-anodized aluminum with panels above. These buildings were converted to office use, with removal of the original interiors.

The Student Officers' Quarters (Quarters G, 1918-1919; now Building G, Administration Offices) on the west end of the quadrangle is two-story and features a monumental portal, with a curvilinear parapet wall, aligned with the principal tower axis to the east (see Photos 12 and 13). The plan is an elongated rectangle on a north-south axis. The central portion is covered with a red-clay tile hip roof. On the east elevation, facing the quadrangle, the windows at the second story are in an arcaded surround, carried on a cast-concrete string course, over the segmental-arch windows of the ground floor. These buildings have been converted to use as administrative offices, with resulting extensive renovations to the interiors. Wood casement windows have been replaced by aluminum jalousies.

The form and detailing of the Bachelor Officers' Quarters (Quarters F, 1918-1919; now Chief Petty Officers' Quarters) reveal Goodhue's interest in the Hispanic/Native American architecture of the American Southwest (see Photo 14). The building is single story, rectangular in plan, with wings arranged around two courtyards. The first courtyard is arcaded and open to the exterior on the west side (see Photo 15). The second courtyard is completely contained. Major fenestration faces onto these courtyards. The exterior walls are parapeted, and minimally fenestrated. The only decorative elements on the building exterior are a winged shield over the east door with a small quatrefoil window above. The roof is flat, except for tile shed roofs over the arcade around the court. Round cedar beams, or vigas, project beyond the walls of the courtyards and are exposed in the arcade ceilings. These are similar to those designed by Goodhue for the Fine Arts and Women's Building of the Panama-California Exposition (now the south wing of the National Register-listed San Diego Museum of Man buildings in Balboa Park). The interiors and the court yards show great care for detail. The public rooms are

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little altered, featuring beamed ceilings, hardwood floors, cast-concrete fireplaces, wrought-iron curtain rods and door hardware (see Photo 16). The arcaded courtyard has an elaborate decorative-glazed tile fountain and is paved with brick and green glaze tile. The building continues in use as quarters, with few changes to the exteriors or living rooms.

The plan of the Commandant's House (Quarters A, 1918-1919; now Married Officer's Housing) is U-shaped, with a two-story, red clay-tile, gabled-roof central section and two single-story, parapeted, flat roof wings (see Photos 17 and 18). The "U" embraces the entry, facing southeast. A covered veranda and an enclosed porch face the bay to the northwest. A parapeted flat-roof kitchen wing is subsidiary to the north wing of the "U". Stucco garden walls are integrated with the house. The kitchen roof height is lower than the two wings, and the stucco wall is lower still, creating the appearance of stepped roofs, a feature of Pueblo Revival. The entry door is surmounted by a shield and molded geometric relief, and flanked by iron sconces. The windows are rectangular wood casement, with the exception of an arched window in the north gable, and an added bay window on the west. Details include stucco vents above the ground story windows, hewn wood lintels over the secondary doors, and tile elaborated chimneys.

Changes over the years include the addition of a detached garage, conversion of the porch, addition of a dormer on the west side, and extensive interior renovations made in 1942. This renovation covered beamed ceilings in the living room, added a bay window, replaced the imitation stone fireplace with a wood neoclassical front, and remodeled the kitchen. Recent work has included kitchen modernization and carpeting. The original hardwood floors are intact. Hewn beams, brick paving, and a curving, wrought-iron stair rail survive in the entry hall.

The Married Officers' Houses (Quarters B through E, 1919) are similar in style to the Commandant's House, and are grouped around it along the residential cul-de-sac (see Photo 19). They are smaller, one story, with red-tile,

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gabled roofs over a central section, and parapeted, flat-roof wings. All the houses have been restuccoed in recent years, altering the texture of their original appearance considerably. Mature trees and landscaping enhance the architecture. The houses have lost their proximity to the bay due to the tidelands filling conducted during the thirties.

The Dispensary (Building 14, 1919) is one-storied. The original plan was U-shaped, with a red-tile, hipped roof over the central section, and parapeted, flat-roof wings. A flat-roof cubicle ward was adjacent to the dispensary. The entry was arched with rectangular doors, and lights in the arch. Extensive changes have been made over the years, including the addition of a large, L-shaped wing at the rear (west elevation), which closed the "U" and connected the Dispensary to the then separate Cubicle Ward (ex-Building 15, 1919). The entry has been altered by the addition of a marquee. The original courtyard remains intact (see Photo 20). Around this court is a tile-roofed porch, carried by vigas on broad-axed beams; these are carried on chamfered wood posts with bracket-like capitals. A small, glazed-tile fountain, with a delicate sculpture, is at the center. Paths are paved in brick. The landscaping is mature and romantic in character.

The Seaplane Hangers (Buildings 1 and 2, 1918-1919; now Non-metal Components Shop, and Dynamics Components Shop-Administration, respectively) are single story, rectangular, open bay buildings (see Photo 21). They are oriented with the long axis running slightly off of east-west, perpendicular to the shoreline. Three low-pitched, parapeted gables, side-by-side, center on three rolling doors on each of the north and south elevations. Six exterior bays, with rectangular, steel-sash windows, are separated by sweeping curved buttresses on the east and west elevations. Steel trusses are carried on concrete piers. The rolling doors are glazed with small-pane, wire-glass in industrial type steel sashes. An original, low-roof lean-to is on the east side of each. This has an arched, wood panel door, with wrought-iron strap hinges and bolt heads. The

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Spanish Colonial theme is conveyed by the simple geometric forms, and by the broad expanses of modeled stucco.

Small, stuccoed lean-tos were added to the west sides soon after completion, and are sympathetic to the original design. The conversion of Building 1 to a metal shop was made ca. 1948-50. The rolling doors were fixed in place at that time, and the original metal battens on the doors were replaced by corrugated asbestos cement panels. A toilet lean-to was added to the north elevation. Subsequent alterations have added two metal lean-tos to the north side, along with massive shop ventilating equipment. A small numbered dependency (Building 450, 1967) has been added to the south side of Building 1. Building 2 was converted to shop use at the same time, with similar alterations added over time, including prefabricated-metal lean-tos in the yard between the two hangars.

In the twenties and thirties, seaplanes were brought to and from the Seaplane Hangers from the waters of the bay on hewn-stone-paved concrete Seaplane Ramps (Ramps 2, 3 and 4, 1919) which lead down to the low tide line. These structures have been unused and not maintained since perhaps the early forties, and their integrity has suffered greatly because of their location within the intertidal zone.

The Shops (Building 3, Carpenter Shop, 1918-1919, and Building 4, Machine Shop, 1918-1919; now Staff Civil Engineer/ROICC Office and CPD Training/ NADEP Plant Services, respectively) were constructed as plain, utilitarian buildings, with minimal ornament at the doors. They had steel-sash windows, and were single story with flat roofs. The shops were originally conceived and built with "T" shaped plans. Beginning in the late twenties, however, in-filling additions have left them with generally rectangular plans. Building 3 has an elegant Moderne facade at the east entry, and an added second story, the result of a series of Public Works Department projects (1931-1945) (see Photo 22). This has been additionally altered by the addition of a metal-grill marquee. Building 4 has been more extensively altered by in-filling and other additions, including wood framed and sided lean-tos on its eastern

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elevation. Building 4 possesses the least historic architectural integrity of any contributing building within the district.

The Storehouses (Buildings 5 and 6, 1918-1919; now IRD Vocational Training and NADEP Administrative Offices, respectively) are simple, rectangular, flat-roofed, two-story buildings, each with a small cupola-like element on their central roofs (see Photo 4). As designed, they were symmetrical in plan, and remain so. Cast-concrete winged shields decorate the primary doors. The original steel-sash windows have been largely replaced with aluminum frame sliding or jalousies. The interiors have been partitioned for offices and classrooms. Overall, however, their exterior plans and textures remain unaltered.

Other Contributing Buildings and Structures.

The several other buildings and structures which pertain were either designed and built with Goodhue's approval as part of the original project, or later constructed by the Navy Public Works Office with attention to their architectural unity with the rest of the core building group. These are considered to be contributing elements to the historic integrity of the district because they closely conform to the plan and style established by Goodhue, and still possess sufficient integrity to compliment the core group buildings.

Barracks (Building 318, 1937-38; now Administrative Offices) and Mess Hall/Galley/Barracks (Building 317, 1937-38; now Administrative Offices) buildings were constructed in the late 1930's along the open south side of the central quadrangle, in a clear effort to complete the original site plan concept (see Photos 4 and 23). While not the exact ground plans the Goodhue design called for, the Navy Public Works Office tried to be as true as was possible to the quadrangle's extant architectural themes. Like the 1918 Barracks flanking the north side of the quadrangle, these are two-story buildings, the central portions of which have red clay-tile hip roofs, while their extensions have flat roofs. Each has a narrow rectangular plan on a east-west

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axis, with Building 318 having three wings at right angles on its south side, centered on the quarter points of the rectangle, as in Goodhue's original plans for Buildings 10 and 11. Building 317 also possesses two outer wings, but has the area between them completely in-filled by a continuous, flat-roofed, one-story component designed to accommodate the original open mess hall. The wings on both buildings depart from those of the Barracks on the north side by having red clay-tiled hip roofs rather than the flat ones in the 1918 examples. The north elevations of both buildings, which face on the quadrangle, are arcaded at the lower level and pierced by plain rectangular windows above, in configurations that mirror the Barracks opposite.

The Navy architects departed from Goodhue's north flank theme by incorporating a continuous, open arched arcade along the southern elevation of both buildings, connecting them along the south flanking avenue (see Photos 23 and 24). While not a typical element in the original design for NAS San Diego, this arcade is certainly drawn from Goodhue's similar use of arched and columned arcades in his design for the Marine Corps Base, San Diego, located across the bay (those arcades are visible in the left distance of Photo 6). Minor, but unsympathetic alterations have occurred to the exterior of both buildings. Most of the wood casement windows with transoms have been replaced by bronze-anodized aluminum with panels above. These buildings were converted to office use, with removal of the original interiors.

The Welfare Building (Building 91, 1931-32; now Navy Exchange Building and Gym) is a two-story, stuccoed, reinforced concrete and terra cotta tile structure with an irregular building plan on a north-south axis. It has a hipped roof, a raised central entrance, and an arched 3-bay entry arcade in a one-story entry. The gymnasium wing runs at a right angle from the west (rear) side of the building. This wing has a 7-bay arched window rhythm along its north and south elevations, bounded by exterior, tile-detailed pilasters. The gymnasium retains its original steel-frame pivoted windows. However, the windows on the main wing have been changed to aluminum double-hung windows, and some

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window openings in the left front elevation have been walled up. While not part of the Goodhue site plan, this Navy Public Works Office design closely follows the adjacent core quadrangle's extant architectural themes and contributes to the architectural integrity of the original design (see Photo 6).

The Garage (Building 9, 1919; now Civilian Welfare and Recreation) is a simple, one-story, flat-roofed, rectangular building with minimal Spanish Colonial detailing. The building functioned to service the air station vehicles. The Garage originally had six drive-through, and two single access, automobile bays with overhead doors. These have since been closed off with windows, or walled up and pierced by access doors or windows. Just the same, it retains much of its original utilitarian character, and most of its Hispanic detailing is intact. While not of major architectural significance, this building still contributes to an understanding of the original design characteristics of the core group site plan.

Easterly adjacent to Building 9 is the old Post Office (Building 62, 1940; now Administration). This is a simple "box-like" style on a rectangular plan, with minor Spanish Colonial detailing. It is a reinforced concrete, stucco-finished, flat-roofed building with wooden casement windows and tile detailing. Although built after the stated period of significance, its design elements are consistent with those in the core group, and this building contributes to the architectural character of the surrounding district buildings.

Non-contributing Buildings.

Thirteen buildings and structures, or approximately thirty-three percent of those within the district boundary, are considered non-contributing. These include some constructed during and after the period of significance, building styles incompatible with themes in the original Goodhue design, or buildings considered to have lost their historic architectural integrity because of relocation or alteration. While the percentage of non-contributing

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elements may seem high, most of them are small, and most occur at or near the margins of the district. Because they are largely dispersed, and do not generally interfere with the major visual continuity of the district's architectural integrity, they are not considered to affect that integrity to the degree that it does not meet the criteria for eligibility. These include:

Temporary Barracks (Building 251 and 252, 1942)

Oil Reclaiming Station (Building 7, 1919)

Plumbing and Blacksmith Shop (Building 124, 1923)

Squash Court (Building 87, 1930)

Bowling Alley (Building 277, 1943)

Storage Buildings (Buildings 357 (1942), 430 (1942)
and 1455 (1977))

Enlisted Men's Swimming Pool ("Building" 332, 1938)

Swimming Pool Locker Building (Building 400, 1944)

Bus Stop Shelter ("Building" 1604, 1986)

All these are keyed by building number to the Sketch Map.

The most notable of the non-contributing buildings are the two World War II era Temporary Barracks (Buildings 251 and 252, 1942); now Administrative Offices, which are situated between Building F and Building 14 at the western end of the historic district (beyond Quadrangle in Photo 25). These are identical two-story, hip-roofed wood frame buildings, with stuccoed exteriors and composite shingle roofs. On all elevations, both stories are pierced by evenly-spaced, plain rectangular windows above. The original double-hung, multiple-light wood windows have been replaced with aluminum single-lights. In plan, each is a narrow rectangular core on a east-west axis, with cross

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wings at right angles on their east and west ends, and cross wings on the ends of these parallel to the primary axis. These were one of a number of similar temporary quarters built at the beginning of World War II to accommodate the rapidly increasing military population on the air station. Their utilitarian design is ubiquitous in character with other buildings of this type and period. These buildings have no Spanish Colonial Revival design characteristics or detailing and no effort was made to integrate them with the architectural themes of the surrounding core group.

Buildings 251 and 252 constitute the most significant intrusion by non-contributing buildings into the district. They are placed within an area of the original Goodhue site plan that provided an obviously planned separation between the western end of the residential core (i.e., the Bachelor Officers' Quarters and the Commandant's/Married Officers' Houses) and the Dispensary. However, many of the major lines of sight between these and other contributing buildings still exist, especially along Saufley Street. These are sufficient to maintain some of the original visual continuity among the contributing buildings in this area of the district.

The Oil Reclaiming Station (Building 7, 1919; now AIRPAC Data Processing) was constructed to the north of Building 5 during the initial air station development as a more utilitarian element within the Goodhue site plan. It is a simple, one-story, flat-roofed, rectangular building with minimal Spanish Colonial detailing, and a cantilevered tiled roof extending over a loading dock on its east end. In design and construction it was unified with the rest of the Goodhue design. However, in response to its use as a radio communications facility during World War II, it was completely enclosed by twelve-foot-high concrete blast wall which entirely masks it as a visual element of the district. Also as part of its alteration, all the windows were removed and the openings wall up.

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To the immediate east of Building 7 is the Plumbing and Blacksmith Shop (Building 124, 1923; now the Post Office). This is a non-descript, one-story, flat-roofed, concrete-and-terra-cotta-tile building that was not part of the initial Goodhue-approved design. While originally built with minor Spanish Colonial detailing in an attempt to be compatible with the adjoining core group buildings, it has lost any such architectural unity or integrity through substantial alterations to the exterior. Detailing has been removed or painted over, and the majority of the windows have been filled in, boarded up or changed out.

A Squash Court (Building 87, 1930) is located between Building F and the Married Officers' Quarters. This is a simple, square wood-framed and clad, flat-roofed building. It is not presently located on the site of its original construction, having been moved and reconstructed, ca. 1942, to provide for the construction of Buildings 251 and 252.

The Bowling Alley (Building 277, 1943; now Women's Physical Fitness Center) is a wood frame building located immediately south of Building F. This is a rectangular, windowless building, with a gabled, low-pitch, flush-eaved, composite shingle roof and stuccoed walls. It is built without Spanish Colonial design or detailing, and does not contribute architecturally to the integrity of the district.

Three small, non-contributing Storage Buildings (Buildings 357 (1942), 430 (1942) and 1455 (1977)) are located in the western portion of the district. Buildings 430 and 1455 are non-descript wooden frame, low-pitch, gabled buildings situated immediately westerly-adjacent to Buildings 251 and 252, respectively. They are windowless, with stucco walls and composition shingle roofs. Building 357 is a featureless, rectangular, flat roof, windowless reinforced concrete building, with no Spanish Colonial Revival detailing.

A non-contributing structure is the air station's Enlisted Men's Swimming Pool ("Building" 332, 1938) which, along with its surrounding concrete deck, occupies the

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western quarter of the central quadrangle (see Photos 4 and 25). This was built contemporaneous with the addition of Buildings 318 and 319. Its placement interrupts the original intent of Goodhue's site plan design for an open, interior parade ground. An associated non-contributing building is the Swimming Pool Locker Building (Building 400; 1944). This is a small, rectangular wood frame building with wooden walls and a composite shingle low-pitched roof.

A Bug Stop Shelter ("Building" 1604; 1986) is another non-contributing structure, located at the northwest corner of the intersection of Saufley St. and Quentin Roosevelt Blvd., to the immediate southeast of Building 8. It is a tan concrete-block twin-pier structure, with a trestle framework supporting a pitched, red clay-tile roof over a wooden bench. While this structure's design was conditioned by the surrounding Hispanic themes, its detailing is not consistent with these, and does not contribute to the architectural integrity of the district.

Other non-contributing characters within the district which can be seen as diminishing the quality of the original site plan include paved parking areas within the quadrangle (see Photo 25) and around and between contributing buildings at the east end of the district. Elsewhere road paving has been expanded, sometimes extending to building perimeters, and encroaching on landscaped areas.

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flying enthusiasts as early as the 1880's, when gliders were flown from area bluffs. Climatic conditions, and the characteristics of flat terrain, good beaches and protected stretches of water, attracted the aviation pioneer and Wright Brothers competitor, Glenn H. Curtis, to North Island in 1910. Through the intervention of a local flying club, the land owner, the Coronado Beach Company, was persuaded to permit Curtis to use North Island for his Aviation School. As part of his promotion, Curtis offered free flying lessons and a workable seaplane to a naval officer so that the Navy might assess the adaptability of the airplane to maritime aviation. In January 1911, the Navy assigned its first pilot, Lt. T. G. Ellyson, to be trained by Curtis at his Aviation Camp on North Island.

Subsequently, the Navy established its first naval aviation unit at Annapolis, Maryland, in September 1911. However, because winters in the Northeast precluded flight operations, North Island was chosen for winter quarters. In 1912, "Camp Trouble," as it was called, was located on the northeast corner of North Island, a site partially encompassed by the eastern extent of the NAS San Diego Historic District. Consisting of three planes, three tents, three pilots and some mechanics, this group stayed until April, then returned east, initially to New York state, and then to the newly established (January 1914) air station at Pensacola, Florida. The Navy would not return to North Island until 1917.

In May 1912, with the departure of the Navy, Curtis invited the Army's air units, then part of the Signal Corps, to share his facilities. Within six months of the November 1912 arrival of the first detachment of twelve men, the Army determined to assemble all its air equipment and personnel at North Island. By the winter of 1914, the Army was establishing facilities at the site of the Navy's Camp Trouble. Called the Signal Corps Aviation School (later changed to Rockwell Field), this became the Army's first permanent flying field. The initial shops, hangars and quarters at the Camp Trouble site were constructed as temporary wood frame, board-and-batten buildings with tar

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paper roofs. Low-pitch gabled and lean-to designs were used for these. None of these buildings survived the subsequent establishment of the permanent NAS San Diego facilities on the same site.

The military's attention to North Island continued to increase during this period. Between July and December 1914, the newly-formed 4th Regiment, U. S. Marine Corps, was in a temporary tent camp, known as Camp Howard, a few hundred meters south of the Aviation School (and outside the NAS San Diego Historic District). The Marine regiment had been assembled from West Coast guard companies and bivouacked in San Diego in anticipation of hostilities with Mexico. By early 1915, the regiment had relocated to Balboa Park, and in 1917 began establishing themselves at the then-developing Goodhue-designed San Diego Marine Barracks (now the National Register-eligible Marine Corps Recruit Depot) (Sudsbury 1967). The site of Camp Howard was determined eligible to the National Register in 1977 (Federal Register, Vol. 42, No. 109; June 7, 1977). However, there are no structures or features surviving from the 1914-1915 bivouac, and the site now lies beneath streets and buildings in the NAS North Island industrial area.

In May 1917, one month after the United States entered World War I, a joint Army/Navy board was searching for the best location for an aviation school to train desperately needed flyers. They recommended that the U. S. Government take immediate possession of North Island for the joint uses of the "Army and Navy Air Services." The one thorny problem associated with this joint occupancy and the Navy's return was how the land was to be divided. The key issue was that the Navy needed immediate access to the waters of San Diego Bay and the Spanish Bight for seaplane operations. This required that the Army would not only have to give up their original bayside location, but would also have to abandon the admittedly temporary structures. The formal transfer of control of the NAS San Diego site from the Army to the Navy took place in June 1917, and by the end of that year a joint-use agreement and formal boundary line had been agreed to by both parties (Sudsbury 1967).

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The Army's use and development of the Rockwell Field facility was not as intensive as that of the Navy at NAS San Diego. However, in 1918-1919, and again in 1933, they built a substantial permanent industrial and residential complex, along with numerous temporary facilities. Rockwell Field was found eligible to the National Register in 1977 (Federal Register, Vol. 42, No. 109; June 7, 1977). However, a review of that nomination concluded that, as submitted, its eligibility was problematic due to errors and omissions in the description, location and historic associations ascribed. Further inventory and evaluations have confirmed its eligibility to the National Register, but for reasons not developed by the original nomination. Revised Rockwell Field nomination forms are being submitted concurrent with this nomination.

With the formal establishment of the air station, and the concurrent permanent acquisition of the land from the Coronado Beach Company, the Navy Bureau of Yards and Docks initiated the design process for NAS San Diego and three other planned naval facilities in the San Diego area. These included the previously mentioned National Register-eligible San Diego Marine Barracks (1918-1919), the National Register-eligible San Diego Naval Hospital in Balboa Park (started in 1920), and the Naval Training Station, San Diego (started in 1921; now the Naval Training Center, San Diego). The latter two projects were designed solely by Bureau of Yards and Docks architects. However, for the Marine Barracks and the air station, the Bureau retained noted New York Architect Bertram Grosvenor Goodhue to consult on the general layout and building designs. It was understood that the Spanish Colonial Revival style, locally represented in the buildings of the Goodhue-designed 1915 Panama-California Exposition in Balboa Park, would be used at each of the facilities (see discussion under Architectural Significance, below).

Construction began on the permanent NAS San Diego facilities in mid-1918. A contract was awarded for the erection of a Dirigible Hangar (razed in 1972) in June 1918. Into early 1919, there followed contracts for a Commandant's House, Bachelor Officers' Quarters, the Student Officers' Quarters, Barracks, two Seaplane Hangars, two

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Storehouses, a Carpentry Shop, a Machine Shop, a garage, four Married Officer's Quarters, a Dispensary and Cubicle Ward, and an Administration Building. Construction of the complex was essentially complete by the end of 1919 (Williamson and Watts 1988). Comparative, but less extensive, phases of permanent construction were also taking place at the adjoining Rockwell Field during this period.

NAS San Diego was completed too late to play any substantial role in World War I. However, even with the general demobilization that followed end of the war, NAS San Diego role in military aviation was evolving and it continued to be active. Despite the construction of the Dirigible Hangar, the air station was not destined to play a major role in the Navy's lighter-than-air program. The Navy's dirigibles, such as the Los Angeles and the Shenandoah, were based in the East, only visiting the West Coast and North Island on rare occasions. NAS San Diego was still the Navy's only air station on the West Coast, and became the scene of relatively intense air activity in support of the burgeoning Pacific Fleet Air Detachment. In 1919, the Navy chose San Diego as the principal operating base for the Pacific Fleet. As the home base for the Pacific Fleet Air Detachment, its increased duties took many forms, but always included providing hangar, office and shop space, aircraft overhaul, provisioning, personnel subsistence and housing, ship docking, and varied training programs (Sudsbury 1967).

Aircraft were considered to be of sufficient importance to the Navy to establish a Bureau of Aeronautics in 1921. This changing status is reflected in the conversion of three ships to aircraft carriers during this period. The USS Langley was commissioned at Norfolk in March 1922 (being a conversion of the former collier USS Jupiter). At the same time, two new carriers (converted from unfinished battle cruiser hulls), the USS Lexington and Saratoga, were also under construction. After conducting the first-ever carrier takeoffs and landings in the Atlantic, the USS Langley was assigned to NAS San Diego, berthing there for the first time in November 1924. (The USS Langley remained attached to the North Island facility until 1939, when she was moved to the

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Manila in the Philippines.) This began a continuous use of North Island as the home port for Pacific Fleet carriers that continues to the present. NAS San Diego took on the duties of providing service and training to the personnel of these new components to the Fleet.

Throughout the late Twenties and early Thirties, military pilots worked hard in trying to make the public more aviation-conscious (Chambers Consultants and Planners 1982). Budgets were extremely limited during this period, and it was thought that only by demonstrating the potentials of air power would money be released from Washington. While most of the Navy's experimental aviation was still centered on the East Coast, NAS San Diego did continue as an important player in this ongoing effort. North Island's proximity to Hollywood allowed it to play a unique role in the promotion of air power. Several movies about the Naval Air Services were made at the air station, with the full cooperation of the Navy. Among them were "Flying Fleet," "The Flying Marine," and "Hell Divers" (1931) with Clark Gable and Wallace Berry (Sudsbury 1967).

An inter-service rivalry over the use of North Island existed between the Army and Navy since their joint tenancy began in 1917. Since the Navy's emphasis was shifting from seaplanes to land planes used on aircraft carriers, its requirement for land increased. Congestion became a problem. Although the Army had always been adamant about their need to retain use of their half of North Island, a joint congressional committee investigated the problems of the two air facilities and sought a solution to the Navy's frequently stated demand for use of the entire North Island land area. In May 1929 the Joint Army/Navy Board recommended that Rockwell Field be phased out and a new Army airfield be developed elsewhere on the West Coast. However, this was a long-term goal, and no immediate resolution was forthcoming.

Because of the continuing cramped conditions at NAS San Diego, one solution sought was to expand the available land. In connection with the process of deepening the harbor ship channel to accommodate deep-drafted Navy ships

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(and especially aircraft carriers), sixteen million cubic yards of dredge spoils were dumped onto the tidal flats along the northwestern shore of North Island. This increased the area of North Island by some 620 acres, mostly to the benefit of NAS San Diego.

As this was under way, agreement was reached within the War Department to grant the Navy complete control of North Island. After visiting the air station and the Army airfield on an inspection tour in October 1935, President Franklin Roosevelt issued an Executive Order transferring Rockwell Field and all its buildings to the Navy. The Navy took over jurisdiction of the Army's portion of North Island at the end of October 1935. This action also changed the name of the now combined facilities to "Naval Air Station, North Island" (NAS North Island). The Army immediately ceased air operations at Rockwell Field, but it took another three years to completely phase-out Army activities there (Chambers Consultants and Planners 1982).

This period of consolidation saw increasing activity at North Island and the construction of the additional contributing buildings that completed or accentuated the extant representation of Goodhue's original site plan. These included a Barracks, a Mess Hall/Galley/Barracks and a Welfare Building.

This growth of the air station came just as air power was coming of age as a compliment to sea power. NAS North Island was in the forefront of the continuing effort to more completely define the role of aviation in the Navy. A major part of this was the air station's role in the increased emphasis being placed on the aircraft carrier. By 1935, North Island had become the home of all four of the Navy's carriers - the USS Langley, USS Lexington, USS Saratoga, and USS Ranger. Planning was also underway for the construction of new facilities to support these and the new carriers (USS Yorktown, USS Wasp and USS Hornet) then coming out of their building yards. During the Thirties, activities at the air station were of fundamental importance to the development of combat tactics and logistical support systems that became the foundation for the subsequent

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success of the Pacific carrier war against Japan during World War II.

The 1935-1938 period of transition from joint Army-Navy occupancy of North Island corresponded with one of wider change in the Navy, and the military as a whole. The early rumblings of the larger war to come in Europe and the Far East stimulated the acceleration of military expansion that led up to the entry into World War II. This signaled the beginning of a new period of explosive growth in the size and complexity through World War II that changed the character of the air station. Its uniqueness rapidly decreased with the development of myriad new Navy facilities around the San Diego Bay and elsewhere on the West Coast. In 1940, a new air station opened at Alameda, on San Francisco Bay, and many more followed with the beginning of the war in 1941.

As such, the year 1938 provides an appropriate end to the period of historic significance under Criterion A, defining closure to the initial development of this early naval air station, and its important role in the development of Naval aviation in the United States. It also marks the beginning of a new period of historic associations with the World War II period. Historic activities and facilities at NAS North Island deriving from this subsequent period may have significance within the historic themes surrounding the Second World War. However, these will require separate documentation and evaluation, and are not considered within this nomination.

Architectural Significance.

In present architectural nomenclature, Bertram Grosvenor Goodhue's unifying style for the contributing buildings in the NAS San Diego Historic District is described as a simplified "Spanish Colonial Revival." In 1918, it was called "Mission" style, although these buildings represent something quite different than the earlier Mission Revival buildings, which enjoyed popularity in Southern California and beyond from the early 1890's through the beginning of the second decade of this century

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(Williamson and Watts 1988). San Diego's Panama-California Exposition of 1915 is now generally acknowledged as the beginning of the Spanish Colonial phase of the Hispanic Revivals. As the Exposition's architect, Bertram Goodhue, was, and is, widely recognized as a significant master and innovator in the style (Whitaker 1925; Oliver 1983; Rutledge and Minor 1987; Williamson and Watts 1988). Goodhue's Exposition buildings survive as the core of San Diego's Balboa Park (see Photo 5).

By the time of his 1918 Navy commissions, Bertram Goodhue (1869-1924) had already achieved national and international prominence (Oliver 1983). Self-educated, he had apprenticed at fifteen, and won his first major competition in 1901 for the design of the Cathedral of St. Matthew in Dallas. Also in 1901, Goodhue became recognized as an authority on the Spanish Colonial Revival with the publication of Spanish Colonial Architecture in Mexico, co-authored with Sylvester Baxter. He had worked with Ralph Adams Cram, America's great Gothic Revivalist, from 1901 until the partnership of Cram, Goodhue and Ferguson was dissolved in 1913. The firm was renowned for their designs of the additions to the U. S. Military Academy at West Point (1903-1910), and for St. Thomas Church in New York (1906-1913). They were not limited as Gothicists, however, and their work explored the Byzantine, Classic, American Colonial and Spanish Colonial images. The design of the Panama-California Exposition (1911-1915), had begun as a commission to the firm, but was completed by Goodhue's own office.

Instead of looking exclusively toward the early mission churches of California, Goodhue took his design inspiration for the Exposition from the Renaissance and Baroque architecture of Spain, Italy, Mexico and Guatemala, and from Islamic architecture (Williamson and Watts 1988). The Exposition buildings were not the first representations of experimentation within these precedents, but they did create a great demand for this kind of architecture. Generally, Goodhue was comfortable mixing architectural allusions, disclaiming adherence to any kind of rigid prescriptive formulae. In his works, he borrowed forms from historic

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work, interpreted them freely and trusted his own visual judgement on issues of scale and proportion. The air station was designed as a unified composition of various Hispanic forms, with careful planning, massing, and coordination of building elements and roof lines. The core of Goodhue's plan remains largely intact, a cohesive group of buildings despite the dense development which has occurred in the areas surrounding the district.

Because the Navy commission required a somewhat simpler approach than the richly ornamented architecture of the Exposition, the buildings were not to carry much in the way of decoration, and would be of a "Spanish military style" (Williamson and Watts 1988). Goodhue succeeded by practically deleting ornament from his design. He used simplified geometric forms, broad planes of subtly textured stucco, and discreet ornamentation. In doing this, Goodhue may have been influenced by San Diego architect Irving J. Gill, who was noted for the simplicity of his Hispanic Revival buildings, who he met during the course of the Exposition commission.

Goodhue's biographer, Richard Oliver (1983), suggests that designs during this period of his career can be seen as reflecting a "search for new directions" in his architectural philosophy. Part of this may stem from the dynamic events of World War I calling into question existing political and philosophical structures. In Europe, the experience of ruined economies and social upheaval developed into a radical, revolutionary architectural rejection of the past. In America, which was spared the physical turmoil and emerged from the war confident in its traditions, architectural progress was seen as an improved adaptation of forms which retained and reaffirmed a connection to the past. In the NAS San Diego design, this evolution can be seen in Goodhue's mixing of the Spanish Renaissance, Mission, and Pueblo forms. Certain of his later commissions, including the National Academy of Sciences Building in Washington, D.C. (1919-1924), and the Nebraska State Capitol in Lincoln (1920-1932), continue this, representing an effort on his part to reconcile Classical and Modern ideals.

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Of the four important San Diego military facilities of the period which shared a common Spanish architectural theme - NAS San Diego (1918), the Marine Corps Barracks, San Diego (1918), Naval Training Station, San Diego (1921), and U. S. Naval Hospital, San Diego (1920) - only the former two are Goodhue designs. This is important in the consideration of the historic architectural significance of the NAS San Diego Historic District. While the design of other military complexes in and out of San Diego utilized versions of the Spanish Colonial Revival style, and were influenced strongly by Goodhue's Panama-California exposition design, only NAS San Diego and the Marine Barracks were subject to his personal direction. They are unique examples of Goodhue's application of his expertise and artistry to the design of what he referred to as "strictly workaday propositions" (Oliver 1983). In this, NAS San Diego represents Goodhue's only attempt to design with functional industrial goals in mind, rather than his usual religious or institutional ones.

Direction to utilize this architectural style had come from Secretary of the Navy Josephus Daniels. Daniels felt that slightly earlier Bureau of Yards and Docks plans for the four San Diego Navy facilities (probably in an English Georgian classical revival style) were not "in keeping with the Spanish architecture of Southern California and Mexico" (Rutledge and Minor 1982). Daniels ordered the Bureau architects to "study the type of architecture that prevails in Southern California, and to begin designs anew." The evolution of the "Spanish Military" style can be seen in a design continuum that runs through the four local Navy projects. This continuum runs from designs more representative of regional and original styling (the Goodhue designs) at the one end, to those more bureaucratically repetitive and Eastern-influenced (the Bureau designs) on the other. Of the Goodhue designs, the Marine Corps Barracks is the most local and seminal concept and, while also never fully realized (a focal domed tower was deleted), has better retained its spatial grandeur to the present (Rutledge and Minor 1982). While using identical construction elements, the style of the Marine Barracks is more restrained than NAS San Diego, being nearly devoid of ornamentation. NAS San Diego is as grand as the Marine

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Barracks, and nearly as original as realized, even if it has lost some of its spatial effect to intruding construction. In comparison, the Training Station design is less original than Goodhue's two, and the Hospital (recently demolished) had a cloistered and slightly cramped utilitarian style.

Goodhue's overall concept of the design of NAS San Diego calls to mind a miniature town plan, or a university campus, with a central quadrangle, axial plan and dominant tower. Goodhue had used these same devices in his recently completed work for the plan of Tyrone, Arizona, a company town for the Phelps Dodge Corporation (1914; since demolished), and the campus of the California Institute of Technology, in Pasadena, California (1916). The plan of NAS San Diego was reflective of a growing interest of the early 20th-century architectural community in town planning, the ideals of "the City Beautiful," and an evolving "Garden City" movement (Williamson and Watts 1988).

The NAS San Diego Historic District can also be compared and contrasted with other contemporary military construction. Fort McArthur, San Pedro (1916-1918) in the Los Angeles area, was designed by the Army Quartermaster Corps in a somewhat related, simple Mission style. It, too, is well preserved, and has been recommended for inclusion in the National Register. Albert Kahn's National Register-eligible building's at the U. S. Aviation School, Langley Field, Virginia (1917) are loosely classic in massing, with elaborate brickwork and tile decoration. Contemporaneously contrasted to Goodhue's revivalist design is the Army Supply Base, Brooklyn, New York (1918), designed by New York architect Cass Gilbert. Gilbert's design employs walls of exposed reinforced concrete, both classic and modern in their massing, and devoid of ornamentation. This design also achieved wide recognition in its time for successful unification of function, structure and form (Williamson and Watts 1988).

The buildings of the NAS San Diego Historic District retain a substantial portion of the original visual impact, despite seventy years of the Navy's ever evolving use. Interposed buildings and structures have, to a degree,

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diminished some of this visual presence, and intense development of the adjacent areas has, in some instances, partially masked them or blocked designed vistas. Yet this group of Goodhue buildings is still a formidable presence in the San Diego skyline, both internally at NAS North Island, and as viewed from the San Diego bayfront. Close inspection continues to reveal the rich and surprising detail of Goodhue's design. The buildings are highly significant examples of his evolving approach to the Spanish Colonial Revival style, and foreshadowed trends in his later work.

The NAS San Diego design contains evidence of the evolution in Goodhue's thinking about detail and ornamentation, and of the influence on him of the simplicity of Pueblo and Southwest Spanish colonial construction. It is one of only two examples of Goodhue's work in military architectural design. As an ensemble, and as individual buildings, the NAS San Diego Historic District is representative of a stylistic development in American architecture that was important in the region, and imitated nationally and throughout the world. It clearly possesses an integrity of location, design, setting, materials, workmanship, feeling and historic association to convey a sense of its character during the ascribed period of significance. The district's building group is a significant application of the distinct characteristics of the Spanish Colonial Revival style in military architecture. The group also represents an important example of the Bertram Grosvenor Goodhue's work as an acknowledged American master architect in the Spanish Colonial Revival style. In its retention of these characters, the district meets the criteria for eligibility to the National Register under Criterion C.

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Oliver, Richard

1983 Bertram Grosvenor Goodhue. MIT Press, Cambridge, Mass.

Roberts, Lois

1982 The History of North Island and the Imperial Beach Area. IN The Cultural Resources of Naval Air Station, North Island and Outlying Landing Field, Imperial Beach, San Diego County, California by Chambers Consultants and Planners, pp. 4-1 - 4-25. Ms. on file, Natural Resources Office, NAS North Island, San Diego.

Rutledge, William, and Woodruff Minor

1987 The U. S. Naval Hospital Complex in Balboa Park, San Diego, California: A Report for the Historic American Buildings Survey. Ms. on file, Western Division, Naval Facilities Engineering Command, San Bruno, California.

Sudsbury, Elretta

1967 Jackrabbits to Jets: The History of North Island, San Diego, California. Neyenesch Printers, San Diego.

Whitaker, Charles H.

1925 Bertram Grosvenor Goodhue: Architect and master of many arts. Press of the American Institute of Architects, New York.

Williamson and Watts, Architects

1988 The Architectural/Historical Significance of Buildings at Naval Air Station, North Island, San Diego, California. Ms. on file, Natural Resources Office, NAS North Island, San Diego.

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Verbal Boundary Description (cont.): north side of Saufley St. to its intersection with I - 4th Street North, then north to the intersection with Roe Street, and to the northeast along Roe St. to its intersection with Murray St. The northern boundary runs to the east from this point along Murray St. to Maxfield Blvd., then north approximately 225 feet to the beginning of the fence line surrounding Buildings A and B. The boundary follows the fences around the northern side of these buildings to the point where it joins Carson Street, then south along Carson St. to Murray Street. The boundary runs east along Murray St. for approximately 750 feet to a point just opposite Building 30 and north between Buildings 281 and 91 to Roe St. Here the boundary runs along Roe St. to Quentin Roosevelt Blvd, south on Quentin Roosevelt Blvd. to Murray St., east on Murray St. to Wright Ave., and south on Wright St. to Bay St. The boundary then runs down Bay St. along the north side of Building 1 to the north side of Seaplane Ramp 4, then south along the low tide line to its point of origin.

Boundary Justification (cont.): integrity in those characteristics consistent with Goodhue's design themes and historic association that meet the criteria of eligibility for inclusion on the National Register.

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Informational and descriptive annotations to Photographs, listed sequentially by photo number. Historic building names are used. Current building numbers are used and keyed to Sketch Map.

1. Name of Building: Architectural Design Rendering, Naval Air Station, San Diego
Name of District: Naval Air Station, San Diego, Historic District (same for all photographs listed below)
 2. City & State: San Diego, California (same for all photographs listed below)
 3. Name of Photographer: Robinson/Ward, Architectural Photographers, San Diego; original rendering by B. G. Goodhue, published in Whitaker 1925.
 4. Date of Photograph: Photocopied 1988; rendering done ca. 1918
 5. Location of Original Negative: Natural Resources Office, NAS North Island, San Diego
 6. Description of View: Oblique aerial perspective to northwest of planned layout of NAS San Diego
 7. Photograph Number: 1
-

1. Name of Building: Naval Air Station, San Diego
3. Name of Photographer: U. S. Navy
4. Date of Photograph: 1920
5. Location of Original Negative: Ticor Collection, San Diego Historical Society Archives

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6. Description of View: Oblique aerial view to west of original Goodhue-designed core building group shortly after completion of construction. Note secondary axis of Seaplane Hangars in foreground, and spatial separation of Dispensary in central background.

7. Photograph Number: 2

1. Name of Building: North Island

3. Name of Photographer: U. S. Navy

4. Date of Photograph: ca. 1928

5. Location of Original Negative: Ticor Collection, San Diego Historical Society Archives

6. Description of View: Oblique aerial view to southwest from over San Diego Bay, showing orientation of NAS San Diego building groups around curve of bayshore in foreground, and U. S. Army Rockwell Field adjacent to embayment (Spanish Bight) in middle distance, left. San Diego Bay entrance and Point Loma in distance.

7. Photograph Number: 3

1. Name of Building: Naval Air Station, North Island

3. Name of Photographer: U. S. Navy

4. Date of Photograph: ca. 1938

5. Location of Original Negative: Ticor Collection, San Diego Historical Society Archives

6. Description of View: Oblique aerial view to west of NAS North Island building core area, showing central quadrangle and associated buildings.

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Section number Photos Page 3

7. Photograph Number: 4

1. Name of Building: California Building, Panama-California Exposition, Balboa Park Historic District
3. Name of Photographer: Unknown
4. Date of Photograph: ca. 1915
5. Location of Original Negative: Ticor Collection, San Diego Historical Society Archives
6. Description of View: Goodhue-designed Exposition theme building (now the San Diego Museum of Man), viewed to west along El Prado. Shows elaborate detailing characteristic of high Spanish Colonial Revival style.

7. Photograph Number: 5

1. Name of Building: Naval Air Station, San Diego
3. Name of Photographer: U. S. Navy
4. Date of Photograph: ca. 1933
5. Location of Original Negative: Ticor Collection, San Diego Historical Society Archives
6. Description of View: Oblique view to north from top of Dirigible Hangar of east-central core building group, showing City of San Diego in background across bay. Marine Corps Barracks, San Diego, in left distance.

7. Photograph Number: 6

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Section number _____ Photos _____ Page 4

1. Name of Building: Administration Building (Bldg. 8)
3. Name of Photographer: Robinson/Ward, Architectural Photographers, San Diego
4. Date of Photograph: 1988
5. Location of Original Negative: Natural Resources Office, NAS North Island, San Diego
6. Description of View: Oblique view to northeast across east elevation, showing central tower and wings.
7. Photograph Number: 7

-
1. Name of Building: Tower, Administration Building (Bldg. 8)
 3. Name of Photographer: Robinson/Ward, Architectural Photographers, San Diego
 4. Date of Photograph: 1988
 5. Location of Original Negative: Natural Resources Office, NAS North Island, San Diego
 6. Description of View: Perpendicular, perspective-corrected view to west of east elevation of building theme tower, showing simplified decorative detailing.
 7. Photograph Number: 8

-
1. Name of Building: Administration Building (Bldg. 8)
 3. Name of Photographer: U. S. Navy
 4. Date of Photograph: ca. 1920

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5. Location of Original Negative: Ticor Collection, San Diego Historical Society Archives
6. Description of View: Oblique view to northwest of east elevation, showing condition shortly after completion.
7. Photograph Number: 9

-
1. Name of Building: Administration Building (Bldg. 8)
 3. Name of Photographer: Robinson/Ward, Architectural Photographers, San Diego
 4. Date of Photograph: 1988
 5. Location of Original Negative: Natural Resources Office, NAS North Island, San Diego
 6. Description of View: View to east from central quadrangle toward west elevation of Bldg. 8 and south elevation of Bldg. 11.
 7. Photograph Number: 10

-
1. Name of Building: Barracks (Bldg. 11)
 3. Name of Photographer: Robinson/Ward, Architectural Photographers, San Diego
 4. Date of Photograph: 1988
 5. Location of Original Negative: Natural Resources Office, NAS North Island, San Diego
 6. Description of View: Oblique view to northeast of south elevation, showing arched and columned facade.
 7. Photograph Number: 11

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1. Name of Building: Student Officers' Quarters
(Quarters G)
3. Name of Photographer: Robinson/Ward, Architectural
Photographers, San Diego
4. Date of Photograph: 1988
5. Location of Original Negative: Natural Resources
Office, NAS North Island, San Diego
6. Description of View: Oblique view to northeast of
west elevation.
7. Photograph Number: 12

-
1. Name of Building: Student Officers' Quarters
(Quarters G)
 3. Name of Photographer: Robinson/Ward, Architectural
Photographers, San Diego
 4. Date of Photograph: 1988
 5. Location of Original Negative: Natural Resources
Office, NAS North Island, San Diego
 6. Description of View: Perpendicular view to east of
monumental entrance through central west
elevation. Bldg. 8 tower visible through
archway.
 7. Photograph Number: 13

-
1. Name of Building: Bachelor Officers' Quarters
(Quarters F)
 3. Name of Photographer: Robinson/Ward, Architectural
Photographers, San Diego

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Section number _____ Photos _____ Page 7

4. Date of Photograph: 1988
5. Location of Original Negative: Natural Resources Office, NAS North Island, San Diego
6. Description of View: Oblique view to southeast of north and west elevations. Archways in central west elevation open into courtyard.
7. Photograph Number: 14

-
1. Name of Building: Courtyard, Bachelor Officers' Quarters (Quarters F)
 3. Name of Photographer: Robinson/Ward, Architectural Photographers, San Diego
 4. Date of Photograph: 1988
 5. Location of Original Negative: Natural Resources Office, NAS North Island, San Diego
 6. Description of View: Westerly view through north courtyard toward opening to exterior, showing decorative detailing.
 7. Photograph Number: 15

-
1. Name of Building: Interior, Bachelor Officers' Quarters (Quarters F)
 3. Name of Photographer: Robinson/Ward, Architectural Photographers, San Diego
 4. Date of Photograph: 1988
 5. Location of Original Negative: Natural Resources Office, NAS North Island, San Diego

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6. Description of View: Interior of living quarters,
showing surviving Spanish Colonial detailing.

7. Photograph Number: 16

1. Name of Building: Commandant's House (Quarters A)

3. Name of Photographer: U. S. Navy

4. Date of Photograph: March 27, 1919

5. Location of Original Negative: National Archives,
Washington, D.C.

6. Description of View: View to southwest of north and
east elevations at completion of construction.

7. Photograph Number: 17

1. Name of Building: Commandant's House (Quarter A)

3. Name of Photographer: Robinson/Ward, Architectural
Photographers, San Diego

4. Date of Photograph: 1988

5. Location of Original Negative: Natural Resources
Office, NAS North Island, San Diego

6. Description of View: Westerly view of east elevation,
showing contemporary landscaping.

7. Photograph Number: 18

1. Name of Building: Married Officers' Houses
(Quarters C, D and E)

3. Name of Photographer: Robinson/Ward, Architectural
Photographers, San Diego

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4. Date of Photograph: 1988
5. Location of Original Negative: Natural Resources Office, NAS North Island, San Diego
6. Description of View: View to north-northeast along Maxfield Blvd. of residential areas. Quarters A is at extreme left border of photograph.
7. Photograph Number: 19

-
1. Name of Building: Courtyard, Dispensary (Bldg. 14)
 3. Name of Photographer: Robinson/Ward, Architectural Photographers, San Diego
 4. Date of Photograph: 1988
 5. Location of Original Negative: Natural Resources Office, NAS North Island, San Diego
 6. Description of View: View to west inside historic courtyard, showing decorative detailing and landscaping.
 7. Photograph Number: 20

-
1. Name of Building: Seaplane Hangars (Bldg. 1)
 3. Name of Photographer: Robinson/Ward, Architectural Photographers, San Diego
 4. Date of Photograph: 1988
 5. Location of Original Negative: Natural Resources Office, NAS North Island, San Diego
 6. Description of View: View to southeast across northern and western elevations, showing decorative structural buttressing.

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7. Photograph Number: 21

1. Name of Building: Carpenter Shop (Bldg. 3)
3. Name of Photographer: Robinson/Ward, Architectural Photographers, San Diego
4. Date of Photograph: 1988
5. Location of Original Negative: Natural Resources Office, NAS North Island, San Diego
6. Description of View: View to west across Wright Ave. of east elevation, showing 1940's Moderne-style addition to facade.

7. Photograph Number: 22

1. Name of Building: Barracks (Bldg. 318) and Mess Hall/Galley/Barracks (Bldg. 317)
3. Name of Photographer: Robinson/Ward, Architectural Photographers, San Diego
4. Date of Photograph: 1988
5. Location of Original Negative: Natural Resources Office, NAS North Island, San Diego
6. Description of View: Oblique view to northeast along Saufley Street of south elevation of both buildings (Bldg. 318 in foreground; Bldg. 317 in right background), showing integrating arched arcade.

7. Photograph Number: 23

1. Name of Building: Arcade, Barracks (Bldg. 318) and Mess Hall/Galley/Barracks (Bldg. 317)

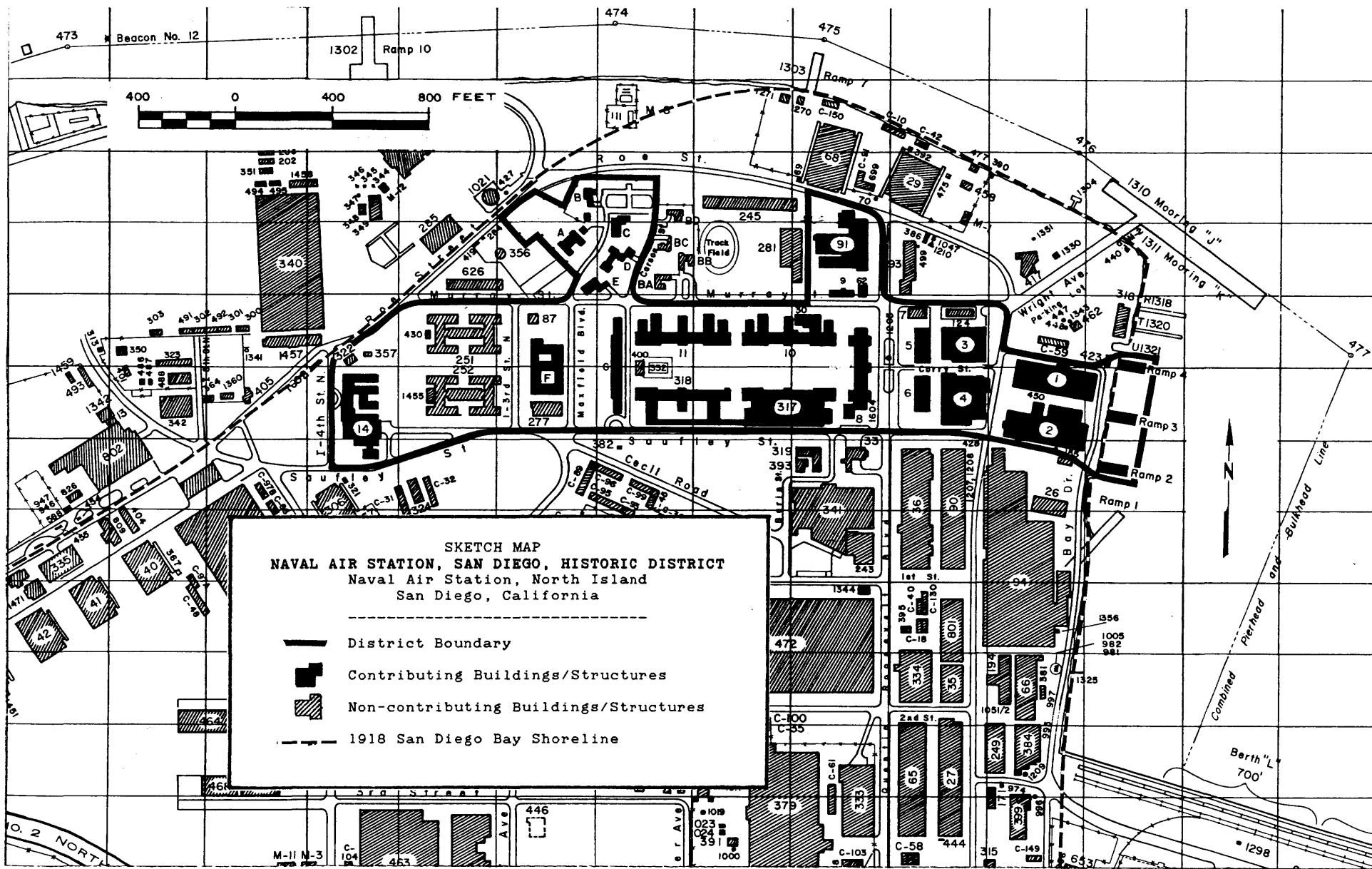
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3. Name of Photographer: Robinson/Ward, Architectural Photographers, San Diego
4. Date of Photograph: 1988
5. Location of Original Negative: Natural Resources Office, NAS North Island, San Diego
6. Description of View: View to east along axis of arched arcade, form in front of Bldg. 318.
7. Photograph Number: 24

-
1. Name of Building: Quadrangle, Naval Air Station, North Island
 3. Name of Photographer: Robinson/Ward, Architectural Photographers, San Diego
 4. Date of Photograph: 1988
 5. Location of Original Negative: Natural Resources Office, NAS North Island, San Diego
 6. Description of View: View to west from Bldg. 8 tower across quadrangle of westerly extent of historic district, showing flanking contributing buildings, and surrounding non-contributing industrial development outside district boundary.
 7. Photograph Number: 25



SKETCH MAP
 NAVAL AIR STATION, SAN DIEGO, HISTORIC DISTRICT
 Naval Air Station, North Island
 San Diego, California

-  District Boundary
-  Contributing Buildings/Structures
-  Non-contributing Buildings/Structures
-  1918 San Diego Bay Shoreline

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SUPPLEMENTARY LISTING RECORD

NRIS Reference Number: 91000590 Date Listed: 5/21/91

Naval Air Station, San Diego, Historic District

Property Name

San Diego CA

County State

N/A

Multiple Name

This property is listed in the National Register of Historic Places in accordance with the attached nomination documentation subject to the following exceptions, exclusions, or amendments, notwithstanding the National Park Service certification included in the nomination documentation.

Antonia Glee

for **Signature of the Keeper**

5/21/91

Date of Action

=====
Amended Items in Nomination:

Statement of Significance: The Areas of Significance should read Architecture, Military.

Geographical Data: The acreage is 44.4 acres.

This information was confirmed by Andrew Yatsko III of the Natural Resources Office, Naval Air Station North Island, San Diego.

DISTRIBUTION:
National Register property file
Nominating Authority (without nomination attachment)