

Shenandoah Plaza Historic District
Building 17 Re-Use Guidelines
Final

Moffett Federal Air Field, California
.....



prepared for the
NASA/Ames Research Center
Moffett Federal Air Field, California

prepared by
Architectural Resources Group
Architects, Planners & Conservators,
Inc.
San Francisco, California.....

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Introduction

The following *Guidelines for Rehabilitating Buildings on Shenandoah Plaza* have been prepared to assist NASA Ames professional staff, tenants and their consultants in rehabilitating structures on the historic Navy base. The guidelines are intended to be a design aid in determining acceptable alterations, additions, and repairs for preserving the character of existing buildings. They are based upon *The Secretary of the Interior's Standards for Rehabilitation*.

These Rehabilitation Guidelines are particularly concerned with identifying intact historic fabric at each building and establishing parameters for rehabilitation work for building reuse.

I. Executive Summary

Building 17 is one of five buildings around Shenandoah Plaza constructed in the Spanish Colonial Revival Style. The Shenandoah Plaza buildings have seen relatively little change to the overall landscape and configuration among the buildings. It is critical to the rehabilitation of the buildings to view them in the context of the plaza.

Building 17 is almost completely intact in its original spatial configuration and in its exterior and interior features, with some minor modifications to the interior offices particularly on the second floor. It has been well maintained over the 70 years since its construction. With minor code improvements and complete disabled access improvements, the building is very amendable to new uses, while meeting *The Secretary of the Interior's Standards for Rehabilitation*. Further evaluation of the structural, mechanical, plumbing, and electrical systems will be required as re-use designs are developed.

II. Methodology

The buildings which comprise a portion of the US Naval Air Station Sunnyvale, California Historic District (#17, #20, #21, #22, #23) were inspected by a team from Architectural Resources Group (ARG) in August 1999 and June 2000, to determine the historically and architecturally significant features of each building. Building #25, also in the District, had a cursory inspection due to hazardous materials restrictions. Building 19 will not be reviewed at the time. Members of the NASA/Ames staff, as well as the US Navy Public Works Department, attended the tours of the buildings and provided insight as to the evolution and transformation of the buildings over the past 68 years.

In addition to an on-site inspection, the team also photographed the buildings and used the following sources to obtain additional information:

DMJM - Engineering Documentation Center (Building 17 only)

DMJM - Facilities Planning Office (Building 17 only)

NASA – Facilities Planning Office

From these repositories the following documents were utilized as the primary sources of information:

The 1994 National Register of Historic Places Nomination Form for the US Naval Air Station Sunnyvale, California- Historic District;

The Department of the Navy, Bureau of Yards & Docks Record Drawings dated 1934 (reprinted from microfilm);

Existing Conditions CAD Floor Plans dated August 1999;

Aerial photographs dating from 1931 through 1944 (as well as a current aerial).

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III. Building Summary

Location:	Building #17, Shenandoah Plaza, Moffett Field Central Historic District
Area:	US Naval Air Station Sunnyvale, CA (Moffett Field/NASA-Ames Research Center)
Date of Construction:	1931-1933
Historic structure:	Yes
National Register Status:	Historic District - ID #: 94000045 (listed 2/24/94)
Historic Use:	Administration Offices
Current Use:	Offices
Occupancy:	B
Hazard Level:	Ordinary
Number of Floors:	Two stories with full basement
First Floor:	7045 sq. ft. (including loggia)
2nd Floor:	7045 sq. ft.
Basement:	7119 sq. ft.
Total Sq. Ft.:	21,209 sq. ft.
Exterior Materials:	Concrete with integral colored stucco Terra-cotta tile roof
Construction System:	Concrete Frame

IV. Site Evaluation

A. Historical Background of Shenandoah Plaza

Sunnyvale Naval Air Station was commissioned on April 12, 1932. The formality and hierarchy of the base and building designs are prime examples of military base design. Critical to the understanding of the buildings individually is to understand them in their larger context as they relate to one another. All of the buildings surrounding Shenandoah Plaza are constructed in the Spanish Colonial Revival Style and are contributing buildings to US Naval Air Station Moffett Field Central Historic District.

The buildings which surround Shenandoah Plaza are arranged in order of prominence around the plaza. Building 17, the Headquarters Building, which is the focal point of the plaza, has the greatest importance. This importance is reflected in the exterior and interior architectural detailing. Although located directly across the plaza from one another, Buildings 19 and 20 have different levels of importance. The original functions of the two buildings were enlisted men's housing and officer's quarters respectively. A small loop road connecting the two buildings defines a minor plaza between the two buildings. The original site plans generated by the Navy for construction of the base, indicate future symmetrical additions to the buildings which would have further reinforced this minor plaza. The difference in the two buildings' level of ornamentation was indicative of the rank of the men housed within. As the Bachelor's Officers Quarters, Building 20 has a richer level of detailing both inside and outside than Building 19.

As with Building 19 and 20, Buildings 23 and 25 are located across from each other with similar foot prints but with different levels of importance. The front facade of Building 25 and its interior spaces have a greater level ornamentation while Building 23 is very simple. The front entry of Building 23 has a similar loggia design to that of Building 19 and 25, but lacks the limestone ornamentation. An element unique to Building 23 is the Ambulance drive-through at the rear of the building.

A series of site plans, drawn by the Navy, reflect the changes in the development of the base as construction progressed. These plans indicate future additions to Building 17, 19, and 20, which were never constructed. The Navy ignored these original plans early in 1935 with a one-story addition to the rear of Building 23 which complimented the original building. Further additions to Building 23, by the Army in 1940 and 1941, mimic the original building with the exception of the limestone surround at the entries. Sometime after 1950, the Navy constructed a small one story addition to the rear of the east wing of Building 23. In 1951, the Navy significantly expanded Building 19 in a manner, again, inconsistent with the original site plans.

For the purpose of this report we accepted the National Register nomination form that the Period of Significance for these structures is 1930-1935 and 1942-1946, which corresponds to the period of Navy occupation.

B. Recommendations

Although Shenandoah Plaza was originally designed with provisions for future additions, proposals for additions to the structures at this time must be very carefully considered with the integrity of the historic district in mind. Additions to the building should be considered comprehensively for the entire district as opposed to being considered on a building by building basis. Additions should be designed in concert with the intent of the original site plan to be symmetrically located relative to each structure and relative to the overall complex. All additions should be compatible with each other as well as compatible with

the original structures.

Additions of ramps and other site feature should be sensitive to the context of the historic district. The addition of ramps to accommodate building access should be designed with minimal visual impact, preferably as walkways with minimal slope. Landscape features such as plantings, lawns, walkways and streets should be preserved in the same manner as the buildings.

V. Architectural Evaluation

A. Description

Building 17 is comprised of a two-story structure on a shallow cruciform floor plan (major wings running north/south, minor wings east/west) and is constructed in a manner exemplifying the late Spanish Colonial Revival style. Exterior features integral to the building include: integrally colored cement plaster wall surfaces; plain exterior wall surfaces; a projecting string course between the first and second floor; limestone-ornamented arches, arcade or loggia around primary and secondary entries; and windows. The building is capped by shallow-eaved, Spanish tile roofs (hipped form running along the major axis, and gabled along the minor axis). To further strengthen its predominance, the intersection of the roofs is accentuated by an ornamented cupola capped by a domed, ceramic tiled roof.

The exterior remains much as it appeared during the period of significance. The most notable alterations include the addition of an exit vestibule from the basement at the north end of the structure and the addition of metal security bars. The vestibule was added to address the annual flooding of the basement areas. Security bars were purportedly installed during the Cold War years, where increased security was required for sensitive areas.

The interior of the building is more formal in its architectural arrangement and articulation of features. The focal point of the first and second floors is a central lobby space which occurs at the crossing of the cruciform plan. An open ornamental metal staircase links these lobby spaces. The detailing of the first floor lobby features fluted pilasters, dentilated crown molding, and ceiling reveals. The second floor lobby space is ornamented with similar features with a lower level of detailing; the pilasters lack fluting and the ceilings have no coffered recess. Consistent within the circulation and office spaces of the structure are the terrazzo floors (occasionally accentuated with resilient tile field), plaster walls and ceilings. The office spaces vary in layout and materials. Finishes and features unique to the office spaces include wood and glass partition walls—designated as removable in the 1931 drawings—applied acoustic ceiling tiles with chamfered edges, double-hung steel sash windows, corridor doors with operable transoms, and closet vaults.

Spatially, though the basic configuration for the majority of the interior spaces remains clear, many minor alterations have taken place. Changes to the interior office spaces have been substantial while public spaces such as the lobby and stair core have had fewer alterations. The changes to the offices include removal/concealment of historic finishes as well as minor modifications to the spatial configurations. Original open areas have been subdivided into smaller, private offices with the removable partitions in different locations from where they appear in the 1931 drawings. The alterations to the public spaces have been less substantial. The lobby spaces are completely intact with the exception of the witness room off the second floor lobby, which is covered in further detail later in this report. The corridors have seen more modifications over time. These modifications include concealment and/or removal of historic finishes and foreshortening of the corridors. Alterations to the toilet rooms are minor—only the

gender designations of these spaces have been changed. Notable remaining historic finishes in the toilet rooms include marble partitions, pedestal lavatories, toilets, nickel-plated-brass hardware, marble thresholds and ceramic tile floors and wainscot. Segregation of enlisted men and officers is no longer apparent in the public toilets. The first floor enlisted men's toilet is now used for the women's restroom. On the second floor, the women's restroom and adjacent Witness Room have been modified to create one large office space.

Building 17 is in very good physical condition. The building can be re-used with relatively little remodeling or repairs. The most extensive alteration will be the addition of an exit stair to meet egress requirements, in addition there are other minor building code, seismic, and mechanical/electrical compliance issues which are all addressed in Section VI.

B. Areas of Historical Significance

The building has been surveyed and evaluated for areas of historical and architectural significance and these spaces/features have been categorized in levels of descending importance: significant, contributing, tertiary, and non-contributing.

In considering alterations and rehabilitation efforts for the building reuse, the areas of greatest significance should be handled in the most careful manner. See the floor plans and list of Character-Defining Features in Section XI for additional information. The following is a definition of each level of importance and a summary of the building features included:

1. Significant Character-Defining Features: These features are the most important, both architecturally and historically, without which the building would lose its distinctive character. Alteration or removal of these features should be avoided.

The following are significant character-defining features:

- Terra cotta tile roof, cupola, historic flues & vents.
- Exterior walls, fenestration, ornamental Limestone.
- Interior public spaces: terrazzo floor, fluted pilasters, dentil moulding.
- Terrazzo flooring & base, terrazzo border & base with resilient tile throughout building.
- Central stair.

2. Contributing Features: Contributing features are important elements which contribute to the understanding of the original design. Alteration or removal of these features may be necessary for programmatic or building system requirements. However, removal should be minimized and where necessary mitigated, possibly.

The following are contributing features:

- North/south corridor axes - all floors.
- Restrooms

3. Tertiary Features: Tertiary Features are original elements of the building which are of a lower importance relative to the understanding of the original design. Alteration or removal of these features, if necessary, would have a limited affect on the integrity of the building.

The following are tertiary features:

Doors, transoms and frames
Office spaces
Basement Level

4. Non-Contributing Features: Non-Contributing features are areas of the building which have been remodeled and where additional alteration would not have an affect on the original integrity of the building. In some cases, removal of the non-contributing features may have a positive effect on the building.

The following are non-contributing features:

Basement Vestibule
Window mounted air conditioners and ventilators

C. Conservation Responsibilities

The following materials require special care and treatment in their maintenance and rehabilitation:

Terrazzo flooring, terrazzo border & base with resilient tile
Removable metal partitions (where they exist)
Integral color stucco

D. Recommendations/ Rehabilitation Guidelines

Any alterations to the significant character-defining features should be approached carefully and sensitively, following *The Secretary of the Interior's Standards for Rehabilitation*. These *Standards* define Rehabilitation as “the process of returning a property to a state of utility, through repair or alteration, which makes possible an efficient contemporary use while preserving those portions and features of the property which are significant to its historic, architectural, and cultural values.” Alteration of significant character-defining features will require consultation with the California Office of Historic Preservation.

Spatial relationships on the plaza and within the buildings play a significant role in the historic character of the district. The relationship of Building 17 to the other structures on the plaza has a significant effect on the ability to understand the history and evolution of the district. Maintaining these relationships is important in protecting the Historic District and National Register status of Moffett Field.

Following Hanger 1, this is the base's second most historically significant building. While the interior has had some limited remodeling, the basic form and character of the spaces, as well as most of the finishes, are still there. Interior private spaces have been substantially altered and are less sensitive to changes.

The building's continued use for office functions is recommended. Re-use of the building could be accomplished with relatively little alteration except as noted above and outlined in Section VI. However, it is recognized that current programming requirements are increasingly moving toward open office plans, which may necessitate some partition removal. Since the corridor partitions contribute to the understanding of the original circulation patterns, their removal should be mitigated; possibly, through some visual acknowledgement of the original axial corridor configuration in the new design, and/or through restoration of the original flooring.

Reconstruction of the Witness Room on the second floor should be considered in conjunction with installation of a new elevator.

Due to various alterations over the years, it is anticipated that some historic finishes may be concealed beneath existing finishes. Removal of the existing finishes is considered “soft demolition,” and a necessary process used to uncover historic fabric. Finishes identified as non historic should be removed to determine what historic materials can be salvaged. The carpet throughout the building should be removed, as well as acoustical tiles in the dropped ceilings, to determine if the ceiling is an original finish. Applied paint coatings on the walls should be analyzed to determine authenticity.

Restoring the historic exterior colors may be considered as part of the rehabilitation of this building, and the other buildings in the district, which are all an integral-colored stucco. This original finish has been painted many times. As it is not known what the original color scheme was, a complete analysis should be performed on the integrally-colored stucco and other exterior components prior to the next coating application. Consideration should be given to removing paint and restoring the original integrally-colored stucco finish.

VI. Fire Rating/ Life Safety Evaluation

A. Description:

Building 17, constructed in 1933, is an unsprinkled two-story building with a full basement. The building is approximately 20,910 square feet and consists of a concrete foundation, concrete exterior walls, and metal framed interior walls with plaster and gypsum covering. The building was reviewed for general code compliance with the provisions of the 1998 California Building Code (CBC).

The building has a FM-200 fire suppression system installed in several telephone switching rooms in the basement. The building is currently classified as “B” (Office) occupancy, Type Three Non-Rated.

The telephone room in the basement area has a fire suppression system, smoke detection system and alarm system, but was not accessible for survey and assessment during the walk-through. In some hallways there are full stations, strobe lights and audio alarms.

Each floor is equipped with one fire hose cabinet with water valves but none contain any fire hoses. Fire extinguishers are visible in the corridors and some of the office areas.

B. Requirements:

Exiting/ Egress

Exterior Doors: Section 1003.3.1.6a of the CBC requires level landing at all doors which are part of the egress system. Section 1003.3.1.8 also requires the landings to be 44” in length in the direction of travel. The front entry, rear entrance, south entrance, and basement exit do not have a level landing.

Egress: Section 1004.2.3.2 of the CBC requires two exits from basements and all floor other than the ground floor. Section 1004.2.4 of the CBC requires the two exits to be separated by a distance greater than 1/2 the diagonal length of the building. Currently, there is only one exit from the second floor level.

Stairs: Section 1005.3.3.1 does not allow for more than two floors to be atmospherically connected. Currently, the stairs are unenclosed from the basement to the second floor. CBC section 1003.3.3.6 requires all stairs (2 or more risers) to have handrails on each side and stairs greater than 88” in width

to have intermediate handrails for every 88". The intermediate handrails must be placed equally across the width of the stair. Currently the entry stair does not have handrails and the existing interior stair does not have code compliant handrails.

Security Bars: Some of the windows in the building have steel security bars. The bars are installed on both the inside and outside of the windows. The bars may hinder emergency escape or rescue from the building. Several of the window security bars have a release cable for opening from the inside of the building.

Exit Lighting: CBC section 1003.2.9.1 requires emergency exit path illumination to have an intensity of one foot candles at floor level. The existing fluorescent lighting does not provide exit illumination when main lighting is turned off.

Exit Signage: CBC section 1003.2.8.2 requires exit signs to be located along the path of exit travel and within the exit. CBC section 1003.2.8.4 requires exit signs to have an intensity of five foot candles. Although the building has illuminated exit signs, several of the exit signs do not work, and exit signs are missing in some areas.

Dead-end Corridors: Section 1004.2.6 of the CBC requires dead-end corridors to be no greater than 20' in length from an exit door. Currently, there are two exits from the basement. One is via the north exit vestibule. The other is via the stairs. There is a dead-end corridor at the south end of the building greater than 20' in length.

Corridor Doors and Transoms: CBC section 1004.3.4.3.2.1 requires the corridor doors to be rated 20 minute, be self closing, and have smoke draft seals. Currently, the existing transoms are operable and unrated, and the doors are not self-closing.

Other

Restrooms/Toilet Facilities: There are an insufficient number of facilities for both men and women.

Carpeting: Throughout the building, there are areas where the carpet is loose, and presents a tripping hazard and/or accessibility constraints.

Water Fountain: The fountain is currently labeled as having a high level of iron content.

C. Recommendations/ Rehabilitation Guidelines

The *California Historic Building Code* shall be used in conjunction with the *California Building Code* as stated in section 8-102.1: "These regulations are applicable for all issues regarding building code compliance for qualified historical buildings or properties. These regulations are to be used in conjunction with the regular code to provide alternatives to the regular code to facilitate the preservation of qualified historical buildings or properties. These regulations shall be used whenever compliance with the regular code is required for qualified historical building or properties."

Exiting/ Egress

Exterior Doors: Provide a level landing at the basement exit doors. In conjunction with the construction of the accessible ramp at the entry, reconfigure the stair landing to be level with the interior floor. Reconstruct the south entrance to provide a level landing, aligned with the interior floor, 44" in length.

See plan for proposed configuration. All the historic exterior doors to the building have been replaced. Provide kickplates and code sompliant hardware (see VIII Disabled Accessibility). As part of the effort to bring the doors into compliance, consider installing new doors to match the original historic door design.

Egress: Additional exits are needed to meet exiting requirements. A new interior fire stair is suggested off the south corridor (see plans for suggested location).

Security Bars: Though the bars are an historic element, they are not original and present a potential life-safety concern due to the inability to use the windows for rescue or egress in case of an emergency, and should be removed.

Stair: Provide fire-rated door assembly at the basement level. Consideration should be given to seek approval to use new additional stairs as the required code compliant stairways, thereby necessitating only one code-compliant handrail on the wall of the existing historic stairways. Remove existing pipe rails at walls of existing interior stairs. Provide new, code-complying handrails similar to retrofit handrails previously approved for Building 19 that will be compatible with the historic pipe-rail system. Provide code-complying handrails and guardrails on all exterior stairs. Repair existing rails at east entry; supplement railings/guardrails as part of reconfiguration of entry for accessibility.

Exit Lighting: Provide code compliant exit illumination.

Exit Signage: Repair or replace non-operational exit signs and provide additional exit signs as required.

Dead-end Corridors: A new second exit stair would mitigate the dead-end corridor in the basement and on the second floor, but leave the north corridors on the first and second floor as dead-end corridors. SHBC section 8-402.2 allows for the mitigation of one-hour fire-resistive corridors when an automatic fire sprinkler system is provided throughout the building. Provide sprinkler system to mitigate the other existing dead end corridors.

Corridor Doors & Transoms: In conjunction with a full sprinkler system, the SHBC section 8-402.3 permits existing doors and transoms to remain in place with smoke seals and door closers.

Other

Carpeting: Removal of carpet is recommended throughout the public spaces of the building in an effort to re-establish the historic terrazzo flooring. For areas where the carpet will remain, repair all conditions to remove tripping hazards or conditions that have carpet which exceeds ADA requirements. Care should be taken during installation of flooring materials or repair to avoid damage to underlying historic material.

Water Fountain: The fountain does not appear to have been originally designed as a drinking fountain.

VII. Disabled Accessibility

Description

The building was reviewed for general code compliance with the provisions of the 1998 California Building Code (CBC).

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Site Access: CBC section 1127B.1 requires the site to be designed to provide access to all building entrances and all exterior ground floor exits to be accessible. CBC section 1129B.1 requires accessible parking be provided. CBC section 1127B.5 requires curb ramps be constructed where ever a pedestrian way crosses a curb. There are currently no code-complying disabled parking spaces for the building. There is a 6" curb from the parking area to the sidewalk.

Building Access: CBC section 1114B.3 requires all building entrances and ground floor exits to be accessible. CBC section 1114B.1.2 requires accessible route of travel to all portions of a building required to be accessible. There is no accessible entry to the building or path through the building.

Door hardware: CBC 1003.3.1.8 requires doors to be "openable from the inside without the use of a key or any special knowledge or effort. The current door hardware is non-compliant throughout.

Toilet Facilities: CBC 1115.7.1 requires all multiple stall facilities to have a clear floor area for a wheel chair turning radius, clear fixture space at the sinks and water closet, and an accessible water closet compartment with an accessible compartment door. Currently, there are no accessible toilet facilities.

Audible and Visual Alarms: Alarms and evacuation alarm devices/devices must be upgraded to meet audiovisual requirements outlined in the ADA.

Water Fountain: CBC section 117.1.1 requires where water fountains are provided, they shall be accessible. On the first and second floor, the fountains do not meet accessibility requirements.

Recommendations/ Rehabilitation Guidelines

The California Historic Building Code shall be used in conjunction with the California Building Code as stated in section 8-102.1: "These regulations are applicable for all issues regarding building code compliance for qualified historical buildings or properties. These regulations are to be used in conjunction with the regular code to provide alternatives to the regular code to facilitate the preservation of qualified historical buildings or properties. These regulations shall be used whenever compliance with the regular code is required for qualified historical buildings or properties."

Site Access: Provide code compliant disabled parking, a curb ramp to the sidewalk, and ramp to a new raised terrace level. See plan for extent. Consider design of the access to the terrace level as a 1:20 walkway rather than a 1:12 ramp eliminating the need for handrails required at a ramp. Provide an elevator off the main lobby area (see plan).

Building Access: Provide a code compliant elevator to the elevated portions of the first floor, and to the second floor. See plan for suggested locations.

Door Hardware: Provide code-compliant door hardware throughout the building.

Restroom: The State Historic Building Code section 8-603.4 allows for the construction of a unisex accessible toilet in lieu of modifying the existing toilet rooms. Consideration should be given to preserving the existing toilet rooms in the eventual re-use of the building.

Water Fountain: Provide code-compliant accessible water fountains.

VIII. Energy Conservation Evaluation

A. Description

The historic structure was designed with some energy-conserving features. Monolithic terrazzo floors throughout the building, thick concrete walls, large well-ventilated attic spaces, an abundance of cross-ventilation, and axial orientation to the cardinal points all contribute to the effectiveness of passive climate control for the building.

B. Recommendations/ Rehabilitation Guidelines

Existing window air conditioners and ventilators should be removed from the exterior of the building to restore the original appearance.

It is recommended that the passive cooling elements be re-established to the greatest extent possible, especially attic ventilation and insulation. New tenants will probably require air conditioning. If modification is desired, a building-wide system should be considered. However, if individual units are desired, they should be mounted inside and not protrude from the windows.

As a historic building, Building 17 is exempt from the energy code, however, measures to reduce energy consumption and provide for user comfort are recommended. These may include ceiling insulation, attic insulation, and exterior wall insulation where the walls are opened during construction. The existing steel sash windows are historic features and they should be repaired and weather-stripped rather than replaced.

IX. Hazardous Materials

A. Description

Although a hazardous materials report has not yet been completed, signs posted around the building indicate that several types of historic material and finishes are known to contain asbestos and that other hazardous materials exist in the building.

B. Recommendations/ Rehabilitation Guidelines

It is recommended that a complete hazardous materials assessment be performed.

X. Mechanical and Electrical Systems

The mechanical and electrical systems were not inspected as part of this report. It is assumed that the rehabilitation and re-use of Building 20 will entail all new mechanical and electrical systems, with the possible exception of plumbing drainage/waste systems.

All new mechanical and electrical systems will need to be designed with care to preserve the character of significant materials and spaces identified in this report. Existing window air conditioners and ventilators should be removed from the exterior of the building to restore the original appearance.

XI. Structural System

Building 17 is a two-story structure with a full attic and basement. Its exterior walls are 10" thick reinforced concrete with stucco-exterior finish coat. The interior structure consists of reinforced concrete

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columns on a grid supporting concrete floor beams. The first floor, second floor and attic floor are 4-6” thick structural slabs. The roof is hipped constructed of 2x10 wood rafters and straight sheathing resting on the top of the concrete walls and concrete attic floor.

Interior walls are non-structural metal framed with a plaster finish on each side.

The building appears to be in excellent condition. In the course of design for rehabilitation and reuse, it should be analyzed for seismic and gravity load deficiencies and strengthened as necessary. Strengthening provisions should be designed with care to preserve significant materials and spaces.

Shenandoa Plaza Historic District
Building 17 Re-Use Guidelines
Moffett Federal Air Field, California

1. Character Defining Features

Shenandoah Plaza Historic District
 Building 17

Character-Defining Features			
Elements	Material	Significance	Condition
Exterior			
Cupola			
		S	
Tile- red		C	G
Cladding- limestone		S	G
Finial-Pineapple		C	G
Flag-pole (originally a single-mast not a yard-arm)		N	
Original Flue & Vents			
		S	
Tile cap @ flue, Metal cap @ vent		C	G
Stucco- integral color (painted over)		C	G
Grille work - metal		C	G
Roof			
		S	
Terra-cotta tile - red		S	G
Hipped and gabled form		C	G
Gutters & Roof Leaders		C	G
Cladding			
		S	
Stucco- integral color (currently painted)		C	G
Decorative Features			
Banding course- stucco		C	G
Water-table- concrete		C	G
Windows			
		S	
Double-hung, 6/6 (@ First & Second Floors, integral exterior screen units missing)	Metal	C	G
Security Bars	Metal	C	G
Doors & Frames			
		N	
no original doors remain	Wood	N	
Entries			
Primary-The primary entrance is located on the west elevation.			
ornamental limestone Loggia		S	G
concrete w/ inset quarry tile at landings		C	G
cheek walls- concrete		C	G
Secondary- The historic secondary entrances are located on the south and east elevations.			
ornamental limestone surround		S	G
cheek walls- concrete		C	G
Ornamental Metalwork			
Railings			
Cupola	Metal	C	F

Significance Rating:

S=Significant
 C=Contributing
 T=Tertiary
 N=Non-contributing

Condition Rating:

G=Good
 F=Fair
 P=Poor

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 Building 17

Character-Defining Features			
Elements	Material	Significance	Condition
Second story window openings on central axis on the North, East, and South elevations	Metal	C	F
Secondary Entry (east) hand rails	Metal	C	P
Light Fixtures			
Primary Entry- pendant fixtures (@ Loggia ceiling)		C	G
Secondary Entry- wall mounted lantern fixtures		C	G
Interior			
Basement			
Doors & Frames			
One Panel Door	Wood	T	G
Trim & Casing	Wood	T	G
Hardware	Metal	T	G
Vault (purportedly added during WWII)		C	G
Vestibule		N	
First Floor			
Flooring (1st floor)			
Terrazzo flooring & base (@ Entry Lobby)		S	G/F
Terrazzo border/base w/ resilient tile (checked pattern) @ corridors		C	G/P
Walls			
Plaster		T	G
Wood & Glass Partitions ('removable')		C	F
Doors & Frames (1st floor)			
One Panel Door	Wood	T	G
Transom	Wood/Glass	T	G
Trim & Casing	Wood	T	G
Frame	Wood	T	G
Hardware	Metal	T	G
Window Features (1st & 2nd floor)			
Double-hung units (integral exterior screen units missing)	Steel	C	G
Trim & Casing	Wood	C	G
Hardware spring-loaded double-hung devices	Brass	C	G
Ceiling (Corridors & Lobby)			

Significance Rating:

- S=Significant
- C=Contributing
- T=Tertiary
- N=Non-contributing

Condition Rating:

- G=Good
- F=Fair
- P=Poor

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Character-Defining Features			
Elements	Material	Significance	Condition
Flat Plaster		T	G
Dentilated, Run plaster crown moulding (@ Lobby)		S	G
Ceiling (Offices)			
Flat Plaster		T	G
Applied Acoustic Tiles - 1'-0" x 1'-0" with kerfed edges (no perforations)		T	G
Toilet (1st floor)			
Tile Flooring- ceramic	Ceramic	C	G
Threshold- marble	Marble	T	G
Tile Wainscot- ceramic (C, G)	Marble	C	G
Partitions- marble with nickel-plated-brass hardware	Marble w/ nickel plated brass	C	G
Accessories – nickel plated	Nickel Plated	T	G
Lighting			
Lobby fixtures (ceiling mounted)– brass & glass (one etched globe remains)	Brass/Glass	T	G
Fluorescent fixtures & ballast		T	G
Other Features			
Fluted Pilasters	Wood	S	G
Fountain alcove (drinking plumbing non-contributing)	Tile	S	G
Stair			
Ornamental rails, balusters, newel post	Metal	S	G
Strings	Metal	S	G
Ceilings – flat plaster with run plaster crown	Plaster	S	G
Second Floor			
Flooring (2nd floor)			
Terrazzo border and base with resilient tile (checked pattern)		C	G/P
Walls			
Plaster		T	G
Wood & Glass Partitions ('removable')		T	F
Doors & Frames (2nd floor)			
One Panel Door	Wood	T	G
Transom	Wood/Glass	T	G
Trim & Casing	Wood	T	G

Significance Rating:

S=Significant
 C=Contributing
 T=Tertiary
 N=Non-contributing

Condition Rating:

G=Good
 F=Fair
 P=Poor

Shenandoah Plaza Historic District
 Building 17

Character-Defining Features			
Elements	Material	Significance	Condition
Frame	Wood	T	G
Hardware	Metal	T	G
Window Features (1st & 2nd floor)		S	
Double-hung units (integral exterior screen units missing)	Steel	C	G
Trim & Casing	Wood	C	G
Hardware spring-loaded double-hung devices	Brass	C	G
Ceiling (Corridors & Public Space)		C	
Flat Plaster		T	G
Dentilated, Run plaster crown moulding (@ Lobby)		S	G
Ceiling (Offices)		T	
Flat Plaster		T	G
Applied Acoustic Tiles - 1'-0" x 1'-0" with kerfed edges (no perforations)		T	G
Toilet (2nd floor)		C	
Tile Flooring- ceramic	Ceramic	C	G
Threshold- marble	Marble	T	G
Tile Wainscot- ceramic (C, G)	Marble	C	G
Partitions- marble with nickel-plated-brass hardware	Marble w/ nickel plated brass	C	G
Accessories – nickel plated	Nickel Plated	T	G
Lighting		T	
Lobby fixtures (ceiling mounted)– brass & glass (one etched globe remains)	Brass/Glass	T	G
Fluorescent fixtures & ballast		T	G
Other		C	
Pilasters (non-fluted)	Wood	C	G
Vaults	Steel/Conc	T	G

Significance Rating:

S=Significant
 C=Contributing
 T=Tertiary
 N=Non-contributing

Condition Rating:

G=Good
 F=Fair
 P=Poor

Shenandoa Plaza Historic District
Building 17 Re-Use Guidelines
Moffett Federal Air Field, California

2. Historical Significance Plans

LEGEND

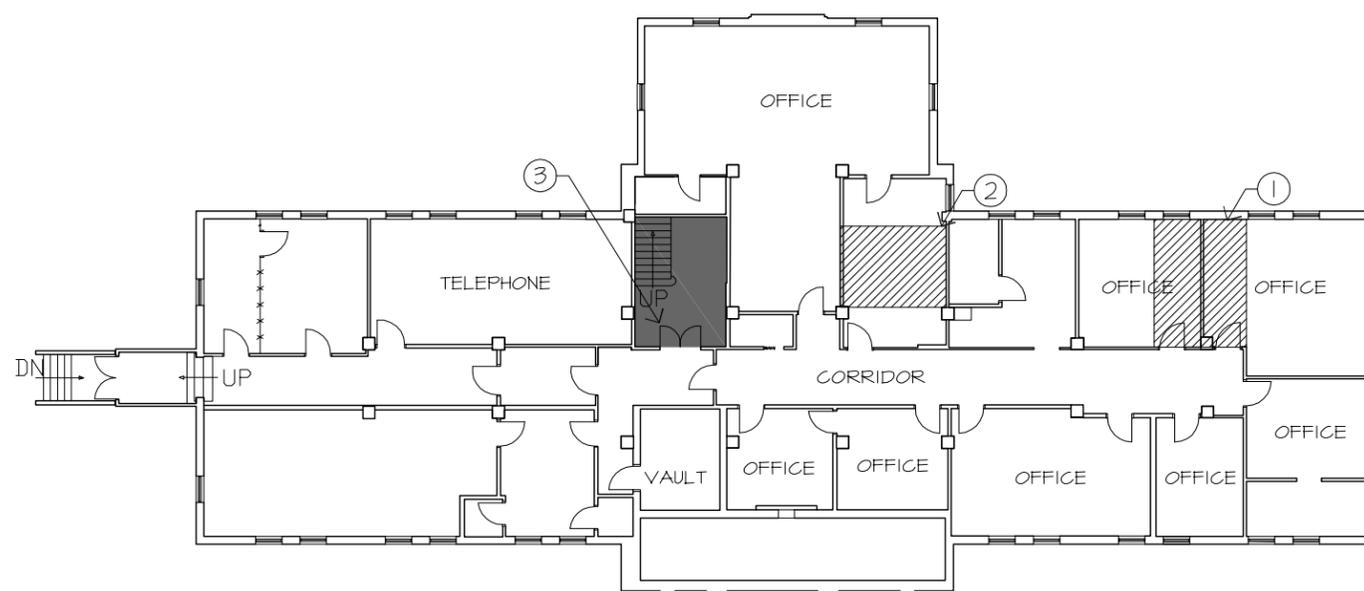
SIGNIFICANT	
SIGNIFICANT EXTERIOR WALL SURFACE	
CONTRIBUTING	
TERTIARY	
NON-CONTRIBUTING	

REHABILITATION NOTES

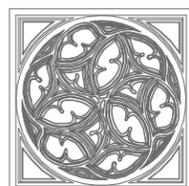
- ① SUGGESTED AREA FOR NEW EGRESS STAIR.

- ② SUGGESTED AREA FOR NEW ELEVATOR.

- ③ NEW FIRE-RATED DOORS.



AREAS OF HISTORICAL SIGNIFICANCE
BASEMENT



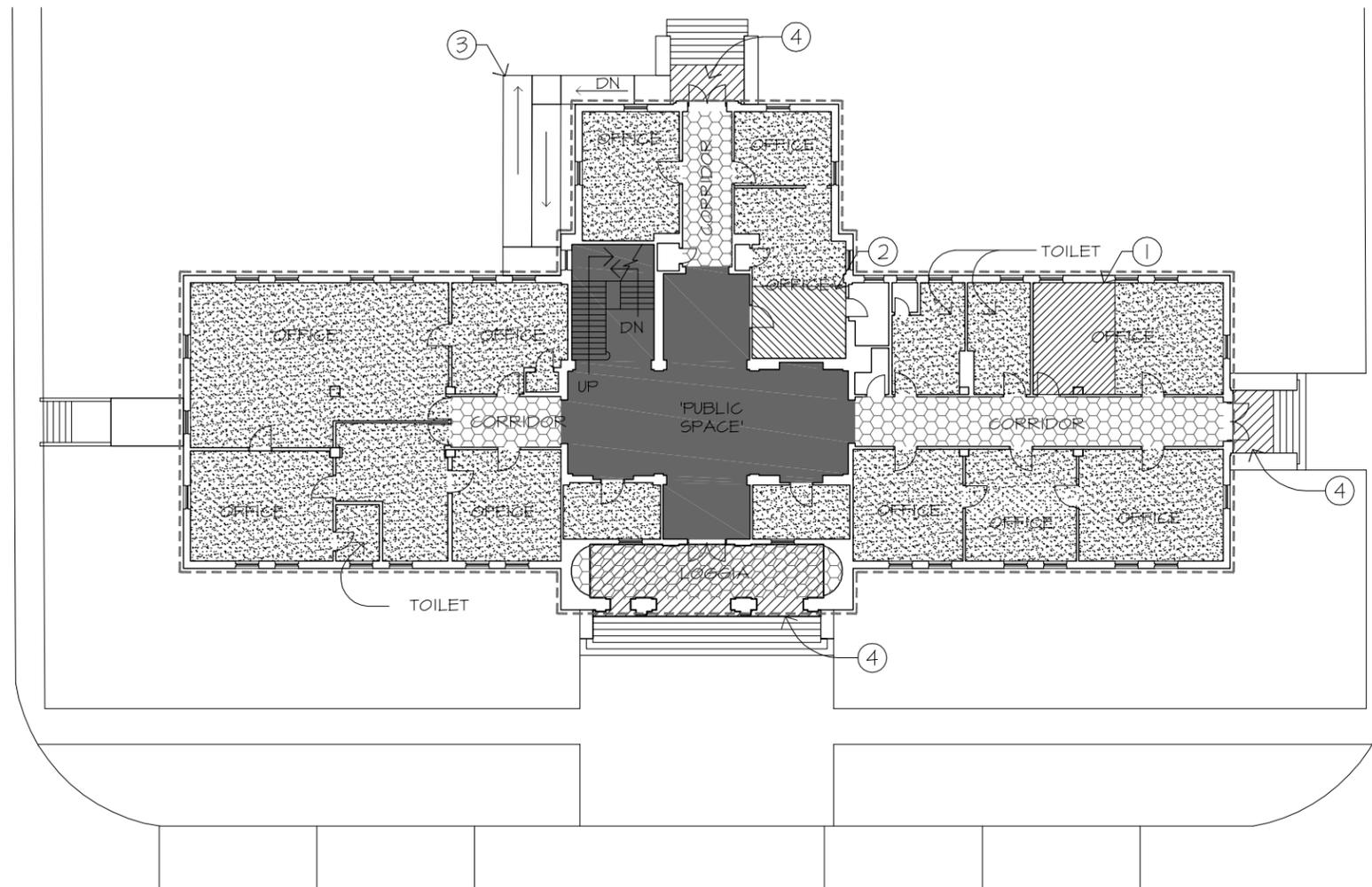
**ARCHITECTURAL
RESOURCES GROUP**

Architects, Planners & Conservators, Inc.



BUILDING 17
US Naval Air Station Historic Distric
Shenandoah Plaza
Sunnyvale, California
00114

10.23.00



LEGEND

- SIGNIFICANT
- SIGNIFICANT EXTERIOR WALL SURFACE
- CONTRIBUTING
- TERTIARY
- NON-CONTRIBUTING

REHABILITATION NOTES

- ① SUGGESTED AREA FOR NEW EGRESS STAIR.
- ② SUGGESTED AREA FOR NEW ELEVATOR.
- ③ SUGGESTED AREA FOR DISABLED PARKING AND WALKWAY.
- ④ RAISE LANDING ±6" TO BE LEVEL WITH EXISTING INTERIOR FLOOR. RECONFIGURE STAIR TO HAVE ADDITIONAL RISER.



AREAS OF HISTORICAL SIGNIFICANCE
GROUND FLOOR PLAN

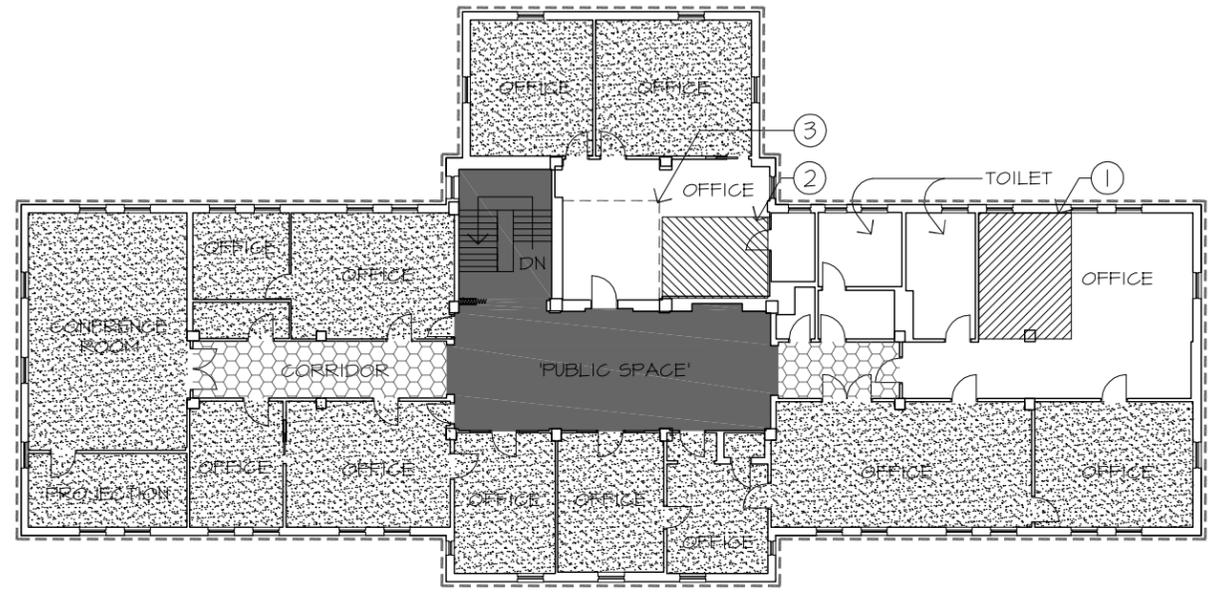


LEGEND

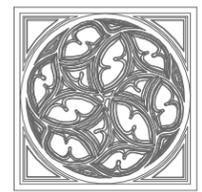
- SIGNIFICANT 
- SIGNIFICANT EXTERIOR WALL SURFACE 
- CONTRIBUTING 
- TERTIARY 
- NON-CONTRIBUTING 

REHABILITATION NOTES

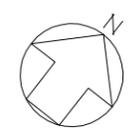
- ① SUGGESTED AREA FOR NEW EGRESS STAIR. 
- ② SUGGESTED AREA FOR NEW ELEVATOR. 
- ③ CONSIDER RECONSTRUCTION OF WITNESS ROOM CROWN MOLDING



AREAS OF HISTORICAL SIGNIFICANCE
SECOND FLOOR PLAN



**ARCHITECTURAL
RESOURCES GROUP**
Architects, Planners & Conservators, Inc.

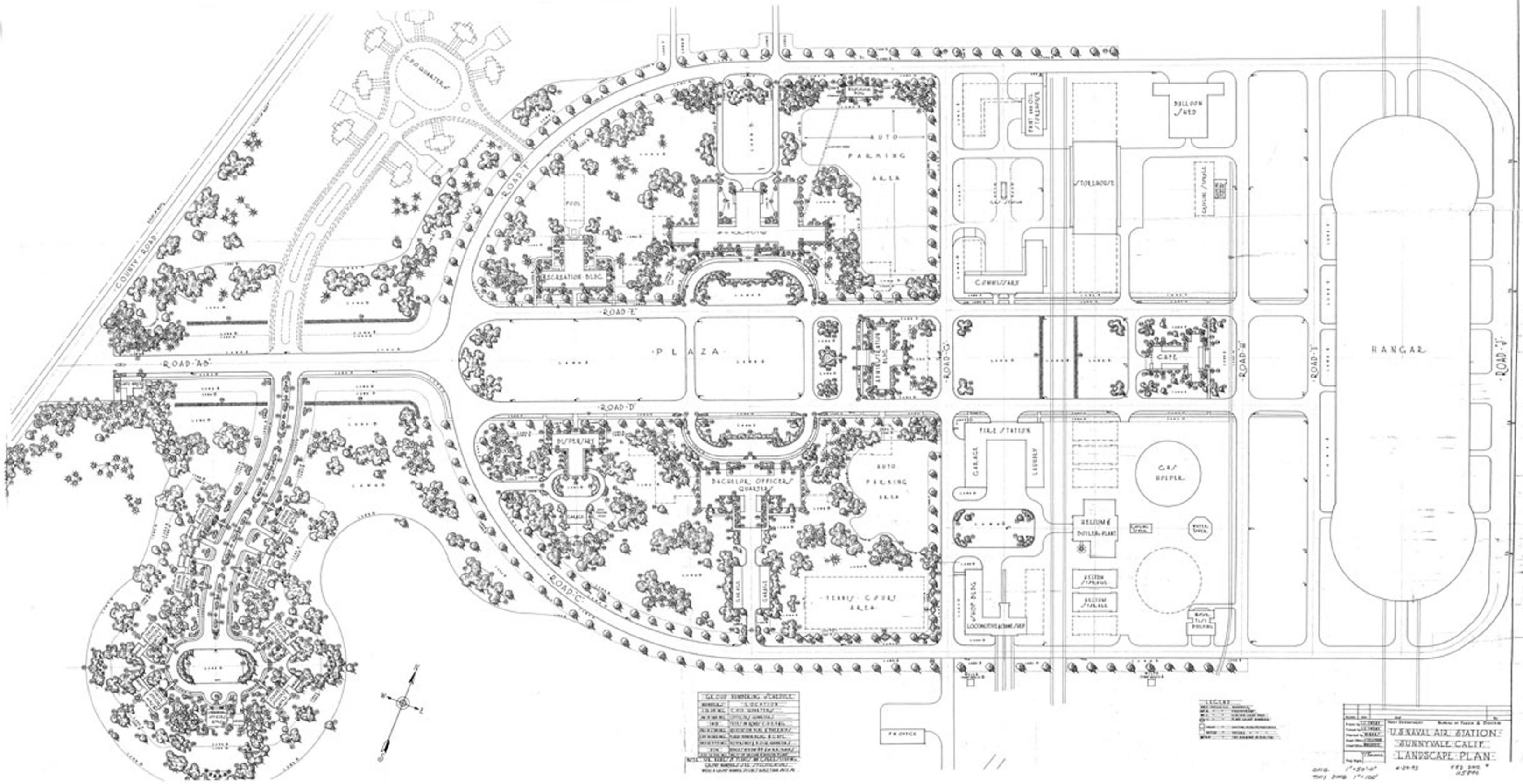


BUILDING 17
US Naval Air Station Historic Distric
Shenandoah Plaza
Sunnyvale, California
00114

10.23.00

Shenandoa Plaza Historic District
Building 17 Re-Use Guidelines
Moffett Federal Air Field, California

3. Original Landscape Plan



LEGEND

.....	1/4" GRADE
.....	1/2" GRADE
.....	3/4" GRADE
.....	1" GRADE
.....	1 1/2" GRADE
.....	2" GRADE
.....	3" GRADE
.....	4" GRADE
.....	5" GRADE
.....	6" GRADE
.....	7" GRADE
.....	8" GRADE
.....	9" GRADE
.....	10" GRADE
.....	11" GRADE
.....	12" GRADE
.....	13" GRADE
.....	14" GRADE
.....	15" GRADE
.....	16" GRADE
.....	17" GRADE
.....	18" GRADE
.....	19" GRADE
.....	20" GRADE
.....	21" GRADE
.....	22" GRADE
.....	23" GRADE
.....	24" GRADE
.....	25" GRADE
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.....	30" GRADE
.....	31" GRADE
.....	32" GRADE
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.....	35" GRADE
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.....	37" GRADE
.....	38" GRADE
.....	39" GRADE
.....	40" GRADE
.....	41" GRADE
.....	42" GRADE
.....	43" GRADE
.....	44" GRADE
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.....	46" GRADE
.....	47" GRADE
.....	48" GRADE
.....	49" GRADE
.....	50" GRADE

SECRET

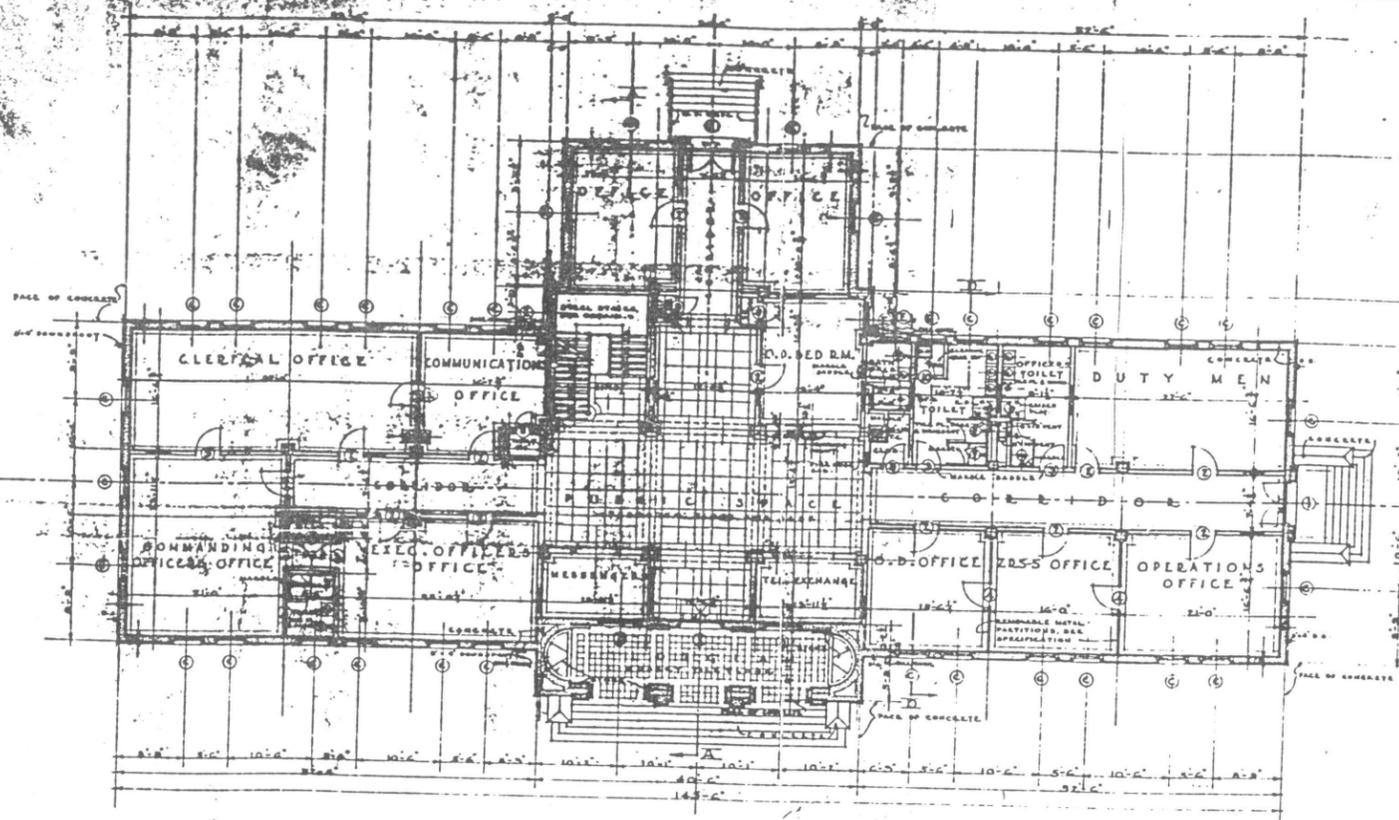
NO DISSEMINATION TO THE PUBLIC
 NO DISSEMINATION TO THE PRESS
 NO DISSEMINATION TO THE MEDIA
 NO DISSEMINATION TO THE NEWS
 NO DISSEMINATION TO THE COMMUNITY
 NO DISSEMINATION TO THE NEIGHBORHOOD
 NO DISSEMINATION TO THE LOCALITY
 NO DISSEMINATION TO THE REGION
 NO DISSEMINATION TO THE COUNTRY
 NO DISSEMINATION TO THE WORLD

U.S. NAVAL AIR STATION
 SUNNYVALE, CALIF.
 LANDSCAPE PLAN

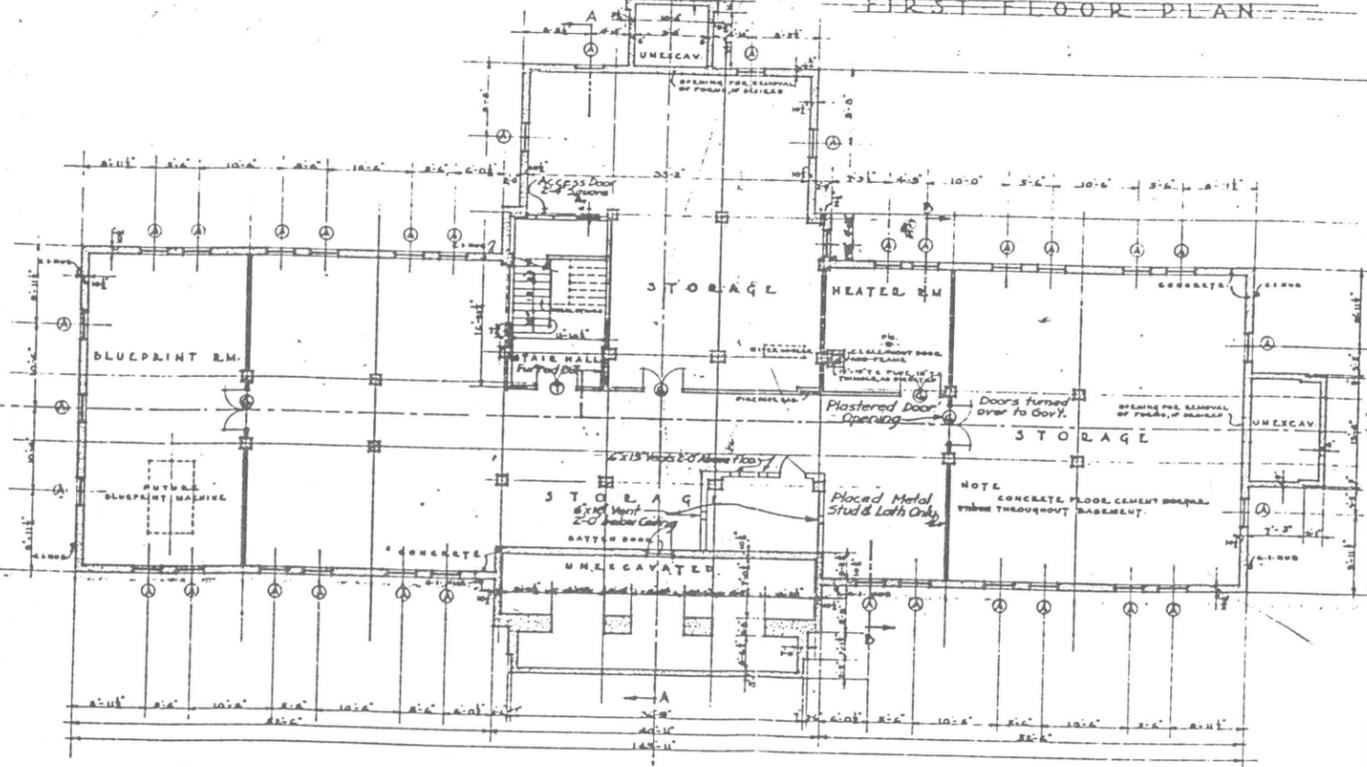
DATE: 11-15-54
 DRAWN BY: J. H. BROWN
 CHECKED BY: J. H. BROWN
 SCALE: 1" = 50' (PLAN)
 1" = 10' (SECTION)

Shenandoa Plaza Historic District
Building 17 Re-Use Guidelines
Moffett Federal Air Field, California

4. Original Construction Documents



FIRST FLOOR PLAN



BASEMENT PLAN

GENERAL NOTES

EXTERIOR WALLS ABOVE BASEMENT SHALL BE FINISHED WITH 2" X 4" WOOD PILING STRIPS, M.O.C. EXCEPT AS OTHERWISE INDICATED.

DETAILS OF ALL WINDOWS SHALL BE SIMILAR TO THOSE SHOWN ON SHEET 112,763 EXCEPT THAT WINDOWS SHALL HAVE BOLDED METAL ARCHITRAVES UNLESS OTHERWISE INDICATED.

INTERIOR PARTITIONS SHALL BE 1/2" PRESSED METAL STUDS, M.O.C. DETAILS OF INTERIOR PARTITIONS AND DOOR FRAMES SHALL BE SIMILAR TO THOSE DETAILED ON SHEET 112,763 EXCEPT THAT ALL ARCHITRAVES ABOVE BASEMENT SHALL BE BOLDED.

PLINTHS AT OPENINGS SHALL BE TERRAZZO WHERE TERRAZZO BASE OCCURS AND MARBLE WHERE TILE BASE OCCURS.

MARBLE SADDLES SHALL BE PROVIDED UNDER ALL DOORS IN ROOMS WITH TILE FLOORS.

COMMANDING OFFICER'S TOILET, OFFICER OF THE DAY'S BATH AND WOMEN'S TOILET SHALL HAVE RECESSED CEMENT PLASTER WALLS 4" THICK.

ALL FLOORS EXCEPT WHERE OTHERWISE INDICATED SHALL HAVE ASPHALT TILE FLOOR WITH TERRAZZO BASE AND BORDER.

CLOSETS TO HAVE TERRAZZO FLOOR & BASE.

WINDOW SCHEDULE

SYM.	TYPE	MAX. OPG.	NO. LIGHTS	REMARKS
A	BASH.	5'-3 1/2"	3	
B	D.H.	4'-6 7/8"	16	
C	D.H.	3'-6 7/8"	12	
D	D.H.	3'-6 7/8"	12	
E	D.H.	3'-6 7/8"	12	
F	D.H.	3'-6 7/8"	12	
G	D.H.	3'-6 7/8"	12	
H	D.H.	3'-6 7/8"	12	
J	D.H.	4'-0 7/8"	8	

NOTE: MASONRY OPENINGS REFER TO FINISHES.
OPENINGS CONCRETE OR MASONRY.

DOOR SCHEDULE

SYM.	TYPE	SIZE	FRAME	REMARKS
1	PAIR	2'-6" x 7'-0"	1 1/2"	SEE DETAILS OR SH. NO. 112,763, 112,764, 112,765
2	SINGLE	3'-0" x 7'-0"	1 1/2"	WOOD PANEL, 100% CLASS PANEL
3	"	3'-0" x 7'-0"	"	DO
4	"	3'-0" x 7'-0"	YES	GLASS PANELS IN 112,764
5	PAIR	2'-6" x 7'-0"	1 1/2"	W.P. 100% CLASS PANEL
6	"	2'-6" x 7'-0"	"	2 PANEL, STOCK
7	"	2'-6" x 7'-0"	"	HOLLOW METAL FRAME, NEW FRAME AND TRIM
8	SINGLE	2'-6" x 7'-0"	"	1 W.P. 100% PANEL
9	"	2'-6" x 7'-0"	"	2 WOOD PANELS
10	"	2'-6" x 7'-0"	"	1 W.P. 100% PANEL
11	"	VAULT	TYPE	FOR 112,763
MASONRY OPENING 2'-0" x 6'-0"				
12	PAIR	2'-6" x 7'-0"	1 1/2"	1 W.P. 100% PANEL

- ABBREVIATIONS**
- T.F. & B. = TILE FLOOR & BASE
 - M.T. = METAL THRESHOLD
 - R.P. = RAISED PLATFORM
 - SH. = SHELF
 - CL. = CLOSET
 - L. = LAVATORY
 - S.S. = SLOP SINK
 - U. = URINAL
 - W.C. = WATER CLOSET
 - P.D. = FLOOR DRAIN
 - D.S. = DOWN SPOUT
 - C.I. = CAST IRON
 - W.I. = WROUGHT IRON
 - T.C. = TERRAZZO COTTA
 - W.P. = WOOD PANEL
 - GL. = GLASS

RECORD DRAWING

NAVY DEPARTMENT BUREAU OF YARDS & DOCKS

U.S. NAVAL AIR STATION

SUNNYVALE, CALIF.

ADMINISTRATION BUILDING

BASEMENT & 1ST FLOOR PLANS

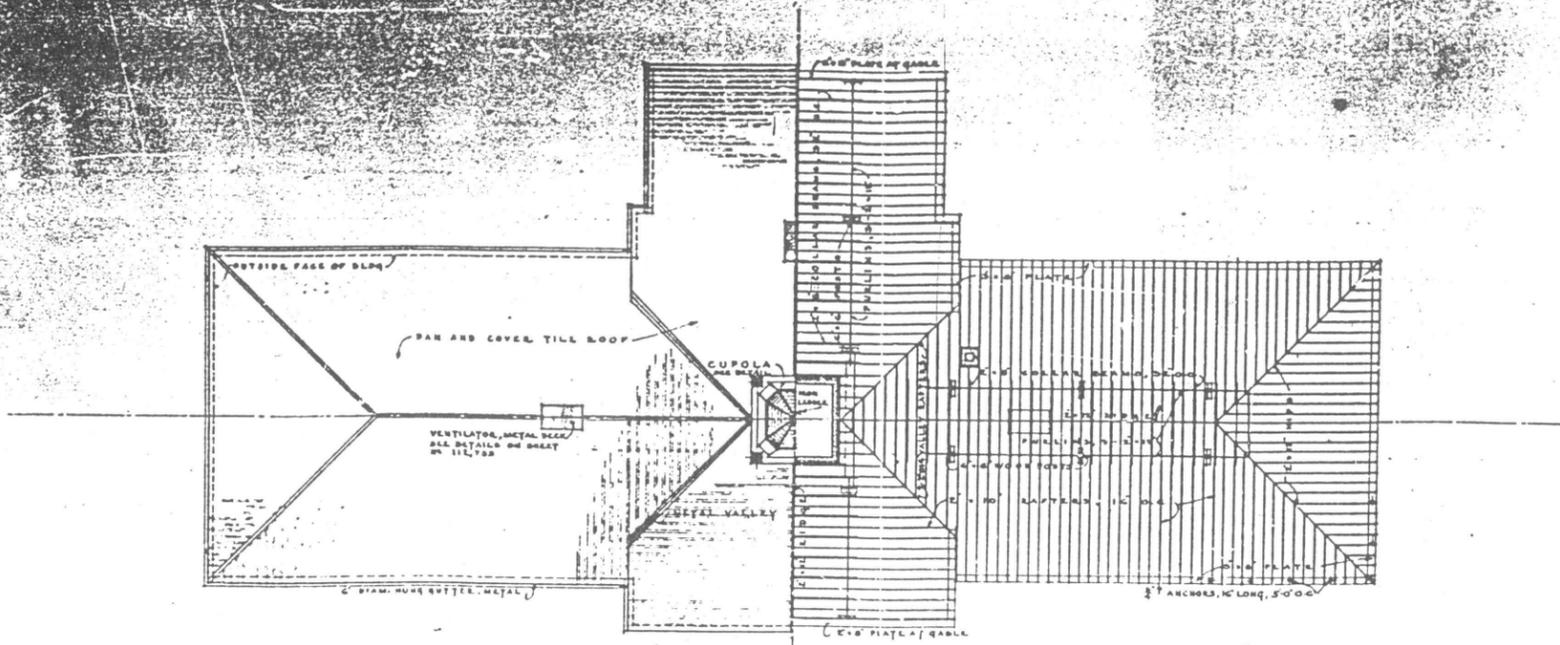
Drawn by: HEARIN
 Traced by: HEARIN
 Checked by: MILLER
 Sup. Draw. M. C. P.
 Chief Draw. J. T. H.

Scale: 1/8" = 1'-0"

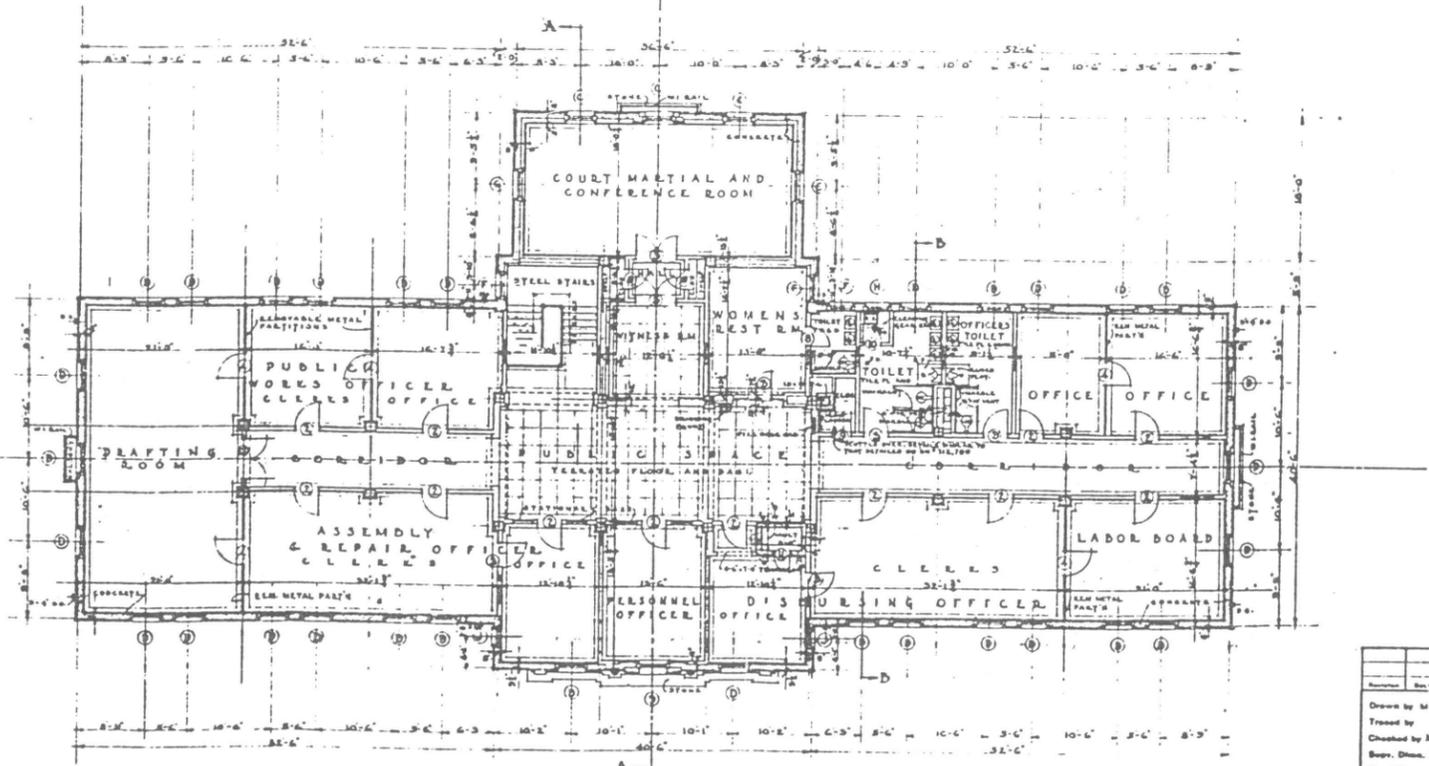
Sheet No. 6708

Approved: SEC. M. 158
 V. & D. Drawing No. 112,763

1202.34.9



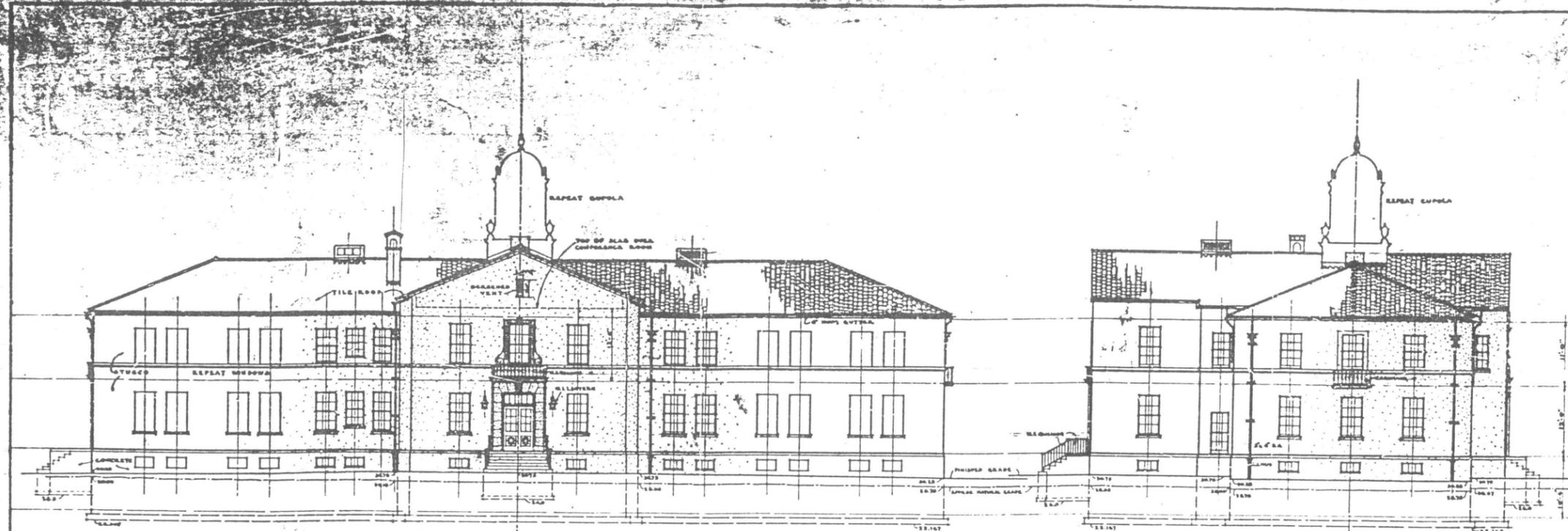
HALF ROOF PLAN HALF ROOF FRAMING PLAN



SECOND FLOOR PLAN

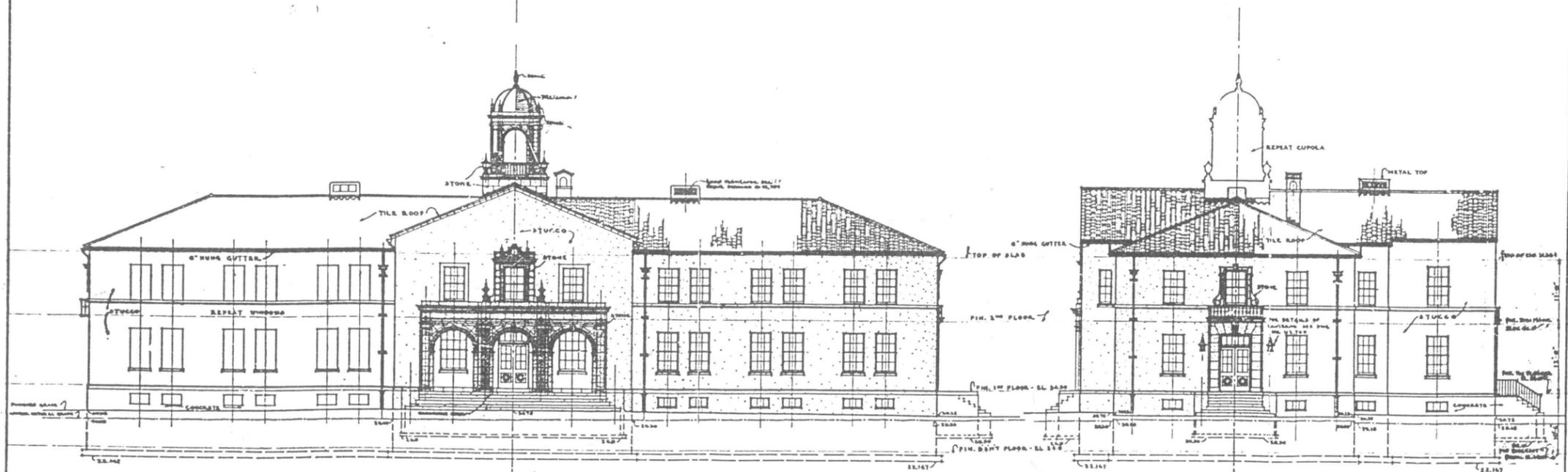
RECORD DRAWING
Sheet 2 of 4

RECORD DRAWING	
Drawn by: MEAKIN Traced by: L.O. Checked by: MILLAR Supv. Engr. H. L. B. Chief Engr. J. T. M.	NAVY DEPARTMENT BUREAU OF YARDS & DOCKS U.S. NAVAL AIR STATION SUNNYVALE CALIF. ADMINISTRATION BUILDING 2ND FLOOR & ROOF PLANS
Proj. No. 5778 Design No. 025	Approved: DEC 31 1931 Y. & D. Drawing No. 112,764
Sheet No. 6708	1202-34-10



EAST ELEVATION

NORTH ELEVATION

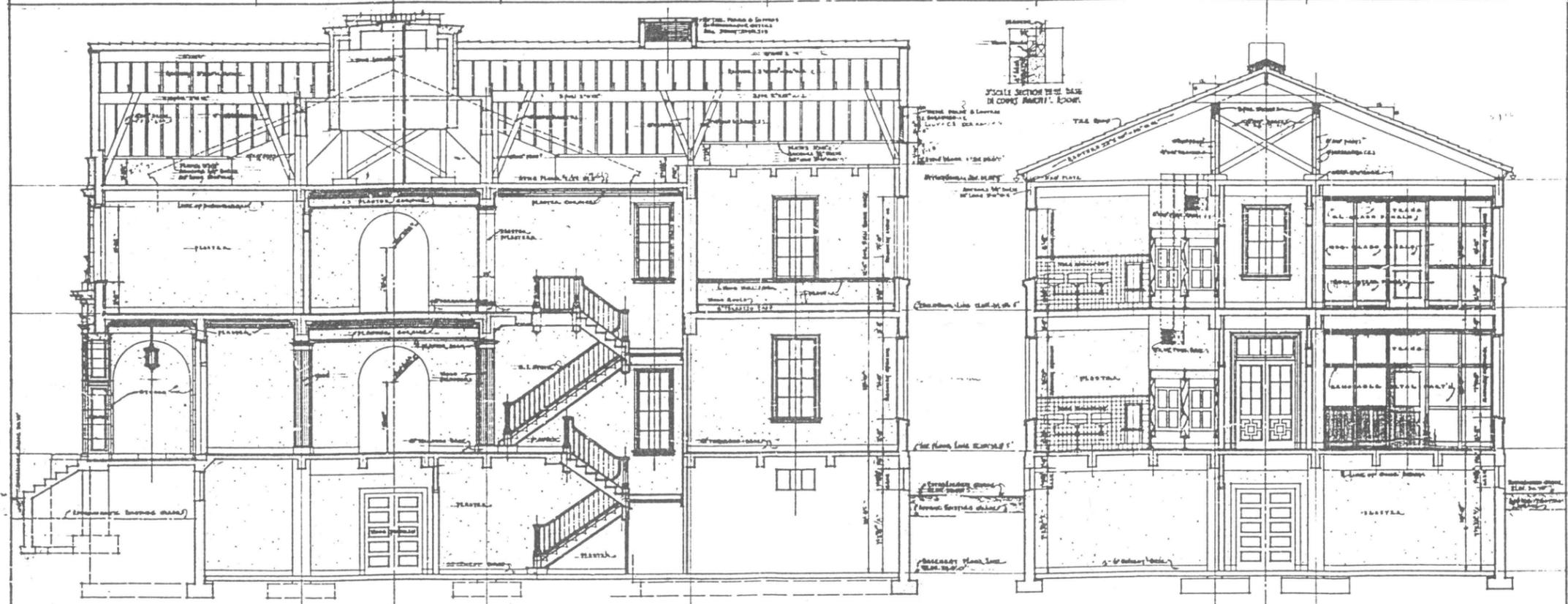
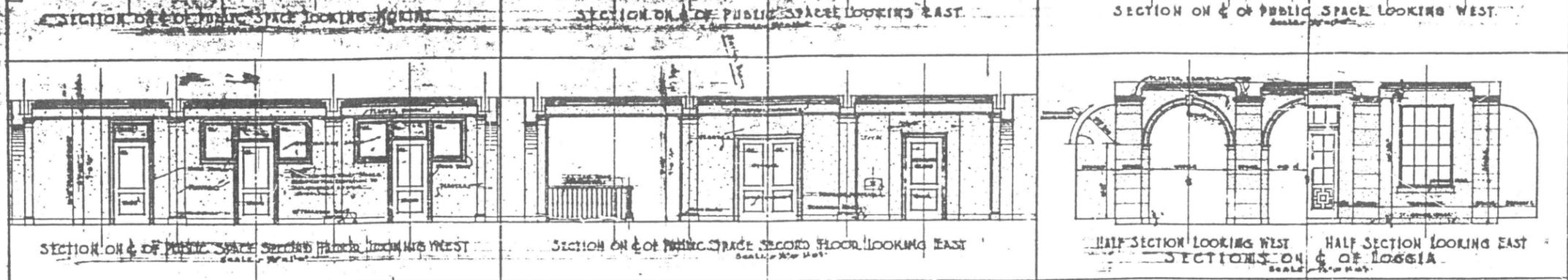
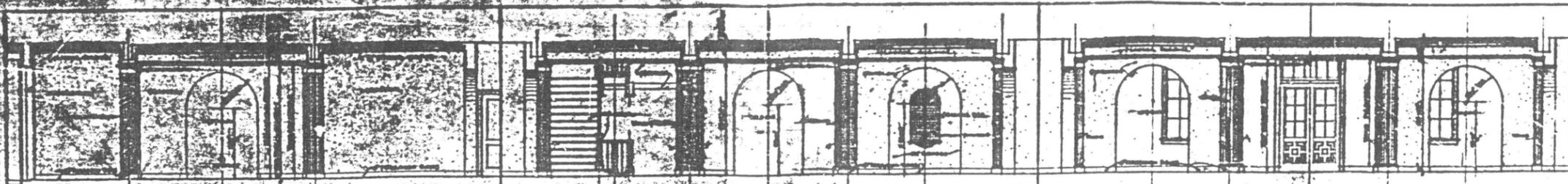


FRONT ELEVATION

SOUTH ELEVATION

Drawn by: H. E. J. H.	NAVY DEPARTMENT	BUREAU OF YARDS & DOCKS
Traced by: H. E. J. H.	U.S. NAVAL AIR STATION	
Checked by: H. E. J. H.	SUNNYVALE, CALIF.	
Supv. Drawn: J. C. A.	ADMINISTRATION BUILDING	
Chief Drawn: J. T. H.	ELEVATIONS	
Scale: 1/8" = 1'-0"	Approved: DEC. 31 1951	Y. & D. Drawing No. 112765
Sheet No. 6708	1202-37-11	

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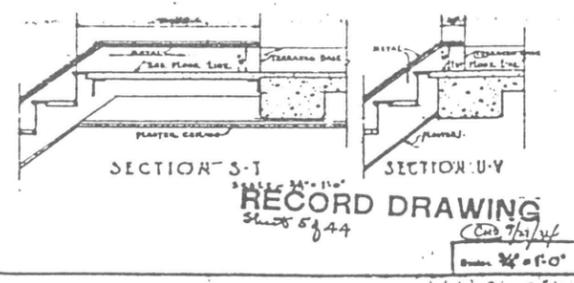
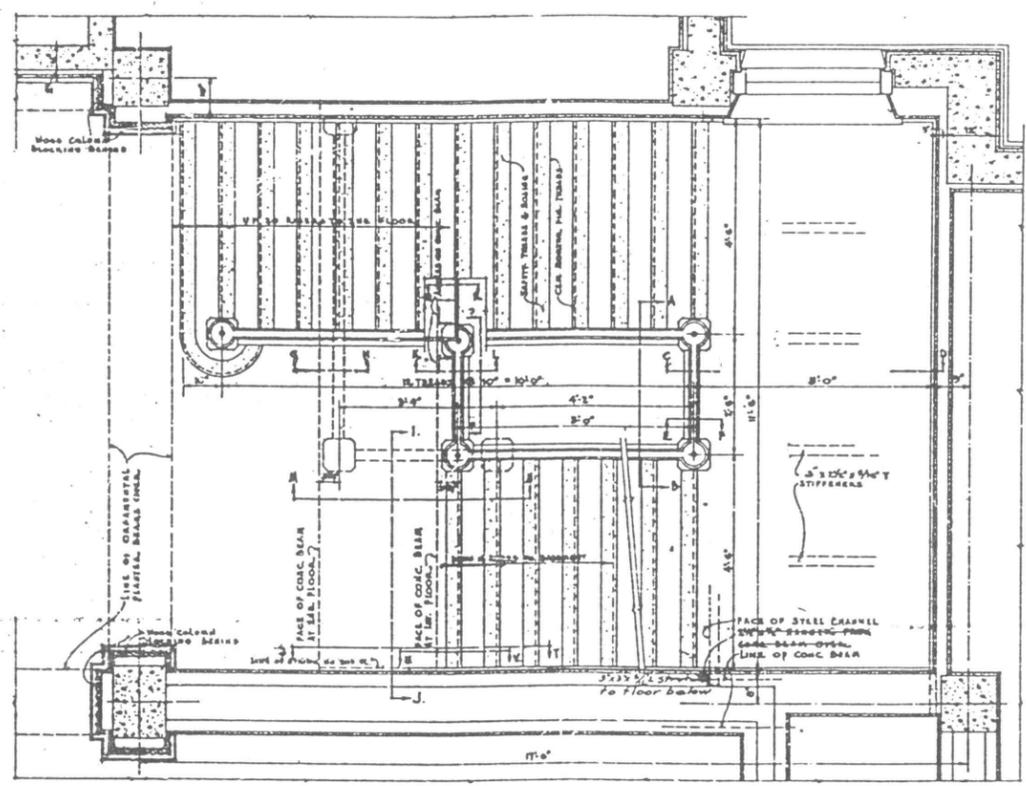
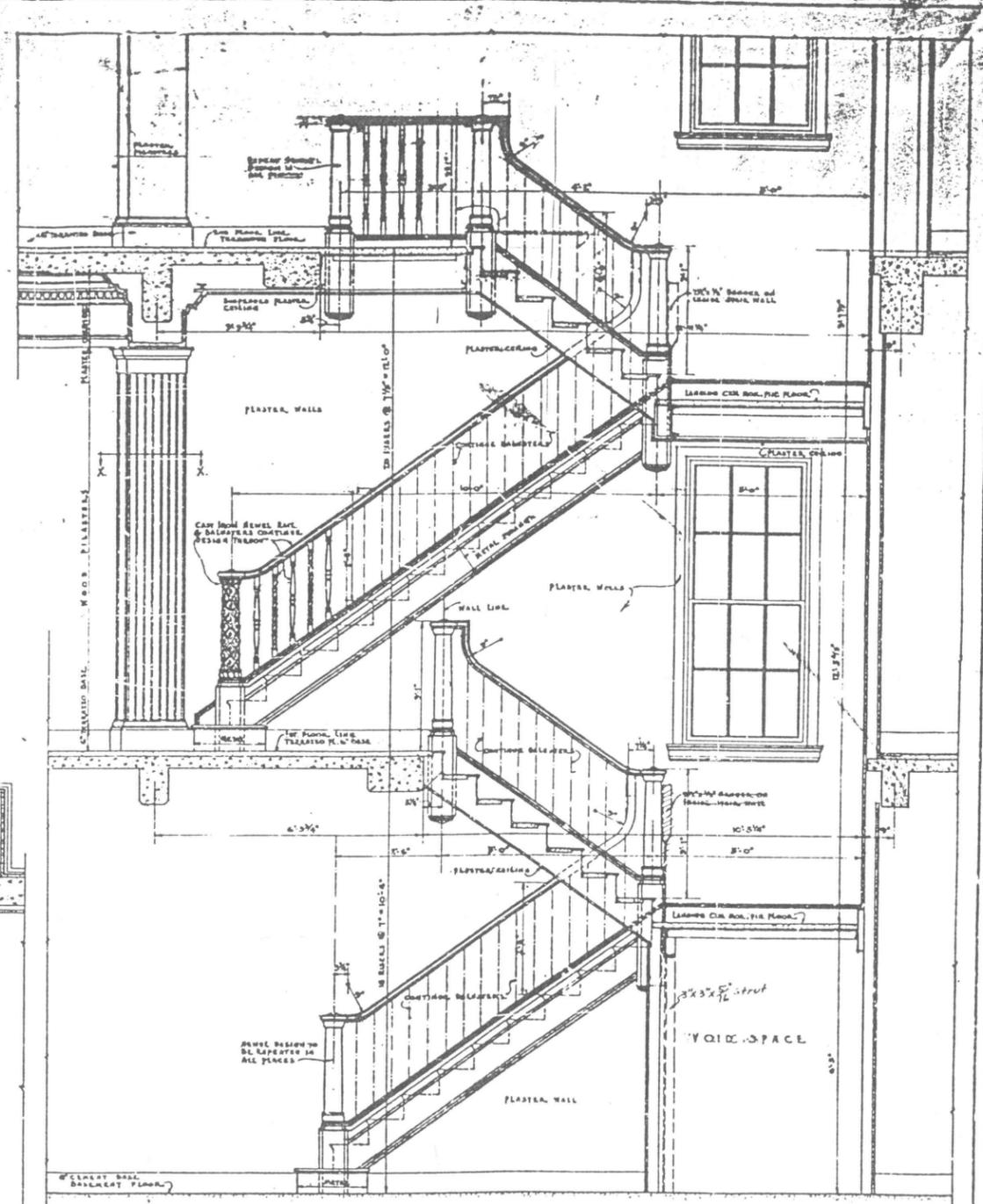
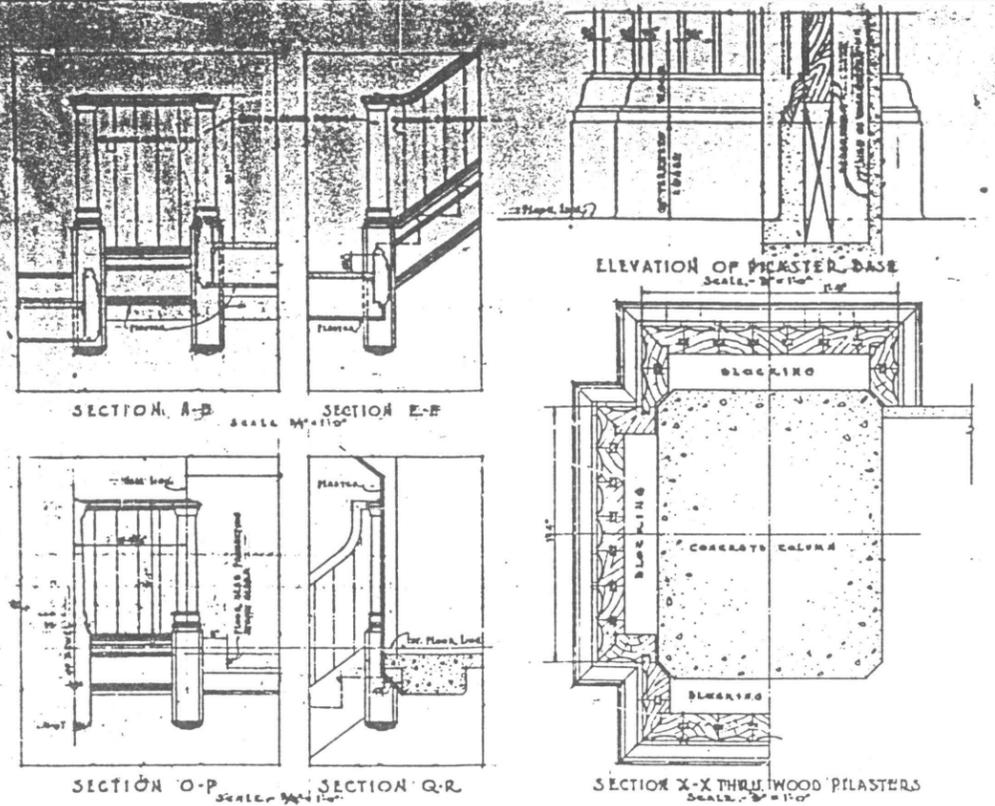
NAVY DEPARTMENT
 BUREAU OF YARDS & DOCKS
 U.S. NAVAL AIR STATION
 SUNNYVALE CALIF.
 ADMINISTRATION BUILDING
 SECTIONS

Drawn by H. B. B. / Traced by L. C. W. / Checked by S. L. A. / Supv. Divn. N. C. S. / Chief Divn. J. T. M.

Spec. No. 3-17-4
 Design No. 111
 Approved DEC. 21 1931
 Y. & D. Drawing No. 112766

No. 6708

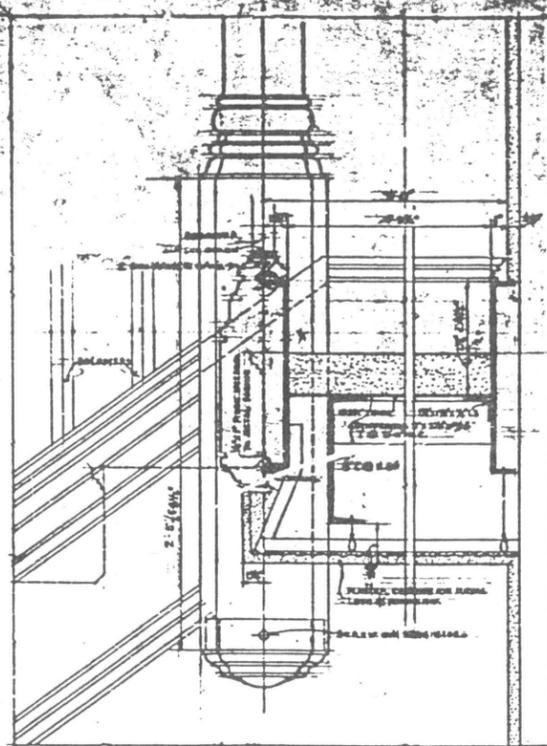
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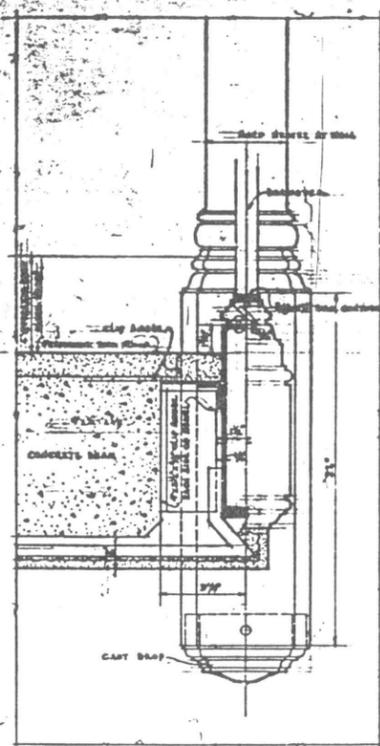
RECORD DRAWING

Drawn by L. C. JAMES Traced by L. C. JAMES Checked by MILLER Supv. Draw. H. C. A. Chief Draw. J. T. M.	NAVY DEPARTMENT BUREAU OF YARDS & DOCKS U.S. NAVAL AIR STATION SUNNYVALE CALIF. ADMINISTRATION BUILDING STAIR DETAILS
Date: 12-31-1951 Drawing No. 6708	Y. & D. Drawing No. 112,771

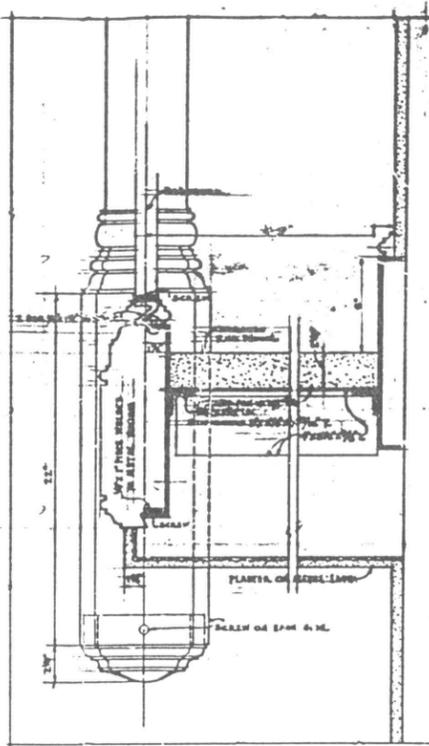
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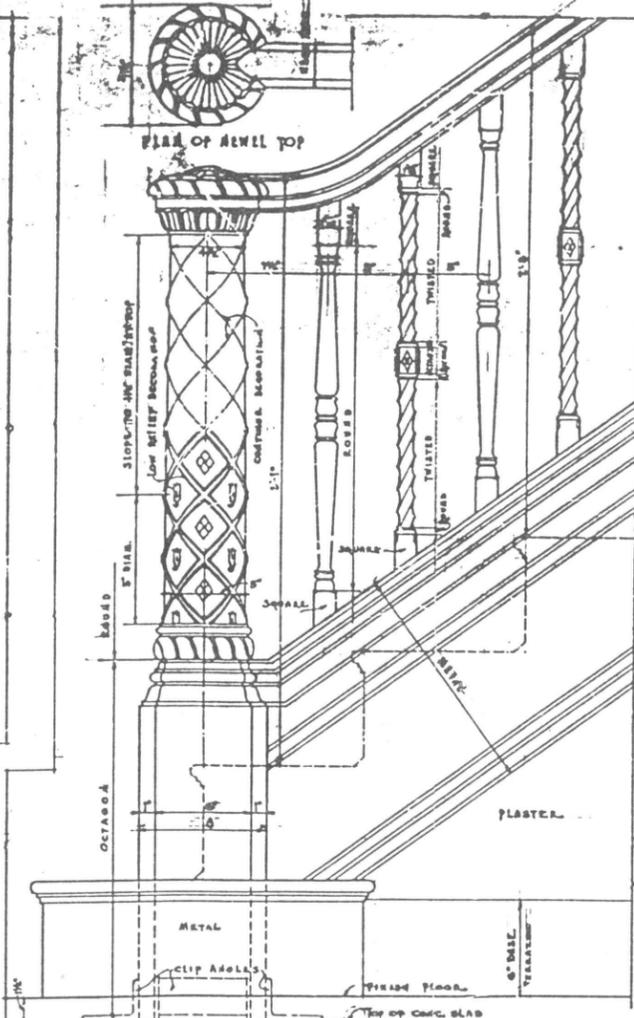
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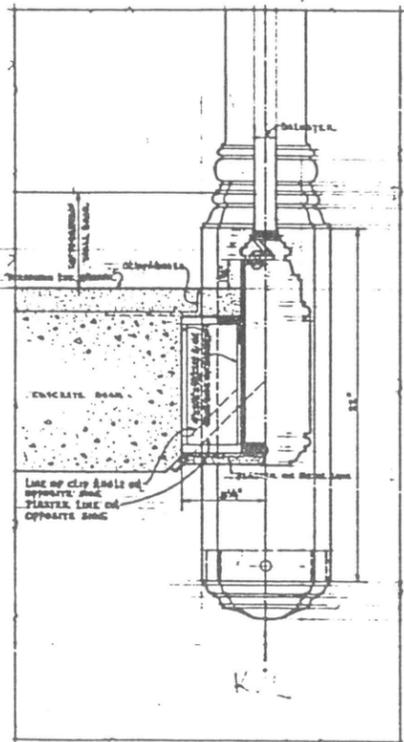
SECTION G-H
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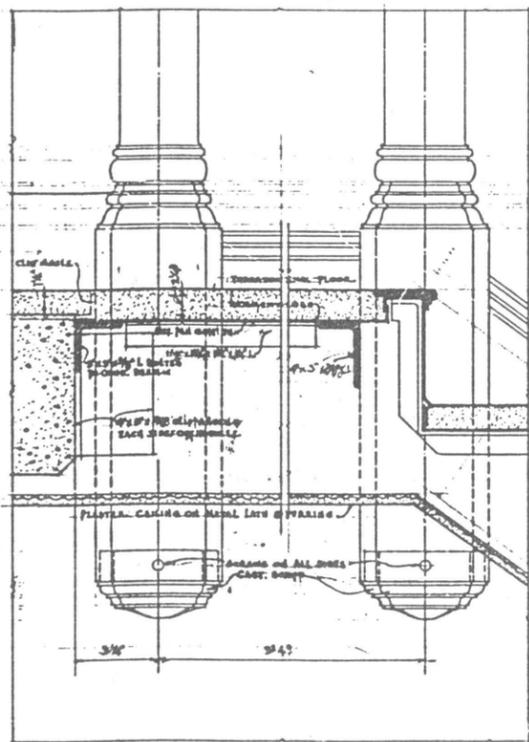
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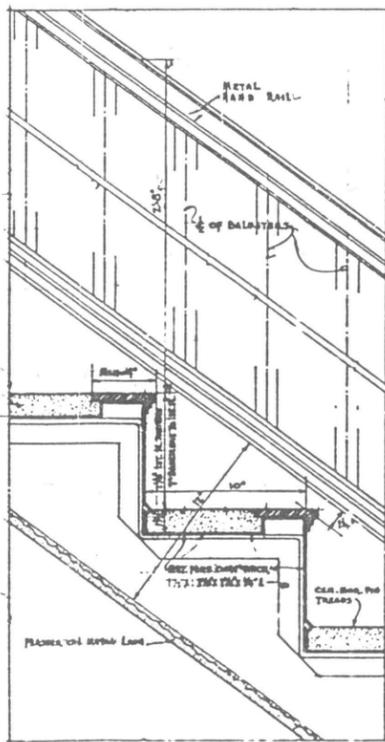
3' SCALE DETAIL OF NEWEL RAIL ETC



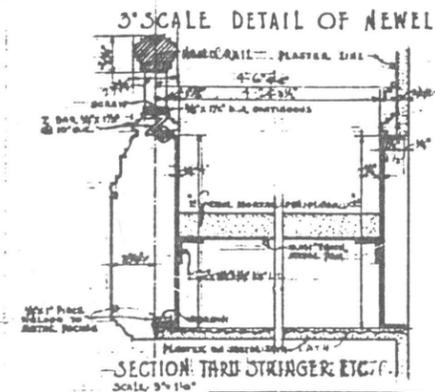
SECTION K-L



SECTION M-N
SCALE: 1/8" = 1'-0"



SECTION THIRD TREADS & RISERS



SECTION THIRD STRINGER ETC
SCALE: 3/4" = 1'-0"

Drawn by L.E. Williams Traced by L.C. Williams Checked by MILLER Supv. Draw. H.C. & Chief Draw. J.T. M.	NAVY DEPARTMENT BUREAU OF YARDS & DOCKS U.S. NAVAL AIR STATION SUNNYVALE CALIF. ADMINISTRATION BUILDING STAIR DETAILS
Proj. No. 5775 Design No. 10 Sheet 17 of 18 No. 6700T	Approved DEC. 31 1931 Y. & D. Drawing No. 112,772

1202-34-18

Shenandoa Plaza Historic District
Building 17 Re-Use Guidelines
Moffett Federal Air Field, California

5. Current Condition Photographs (1999)



West Facade
Building 17
Moffett Field



South Facade
Building 17
Moffett Field



North Facade
Building 17
Moffett Field



East Facade
Building 17
Moffett Field



Faux Wood Paneling and Suspended Acoustical Ceiling - First Floor
Building 17
Moffett Field



Faux Wood Paneling and Suspended Acoustical Ceiling - Admirals Office, Second Floor
Building 17
Moffett Field



Original Movable Partition
Building 17
Moffett Field



Terrazzo Border and Base with Asphalt Tile Border and Check Pattern
Building 17
Moffett Field



Second Floor Corridor. (The doors with transoms are original.)
Building 17
Moffett Field



Faux Wood Paneling and Modern Light Fixtures - First Floor
Building 17
Moffett Field



Door to Office off Second Floor Lobby. (Swinging door is not original.)
Building 17
Moffett Field



Arched Opening to Second Floor Corridor
Building 17
Moffett Field



Second Floor Lobby with Run Plaster Crown Moulding and Dentils
Building 17
Moffett Field



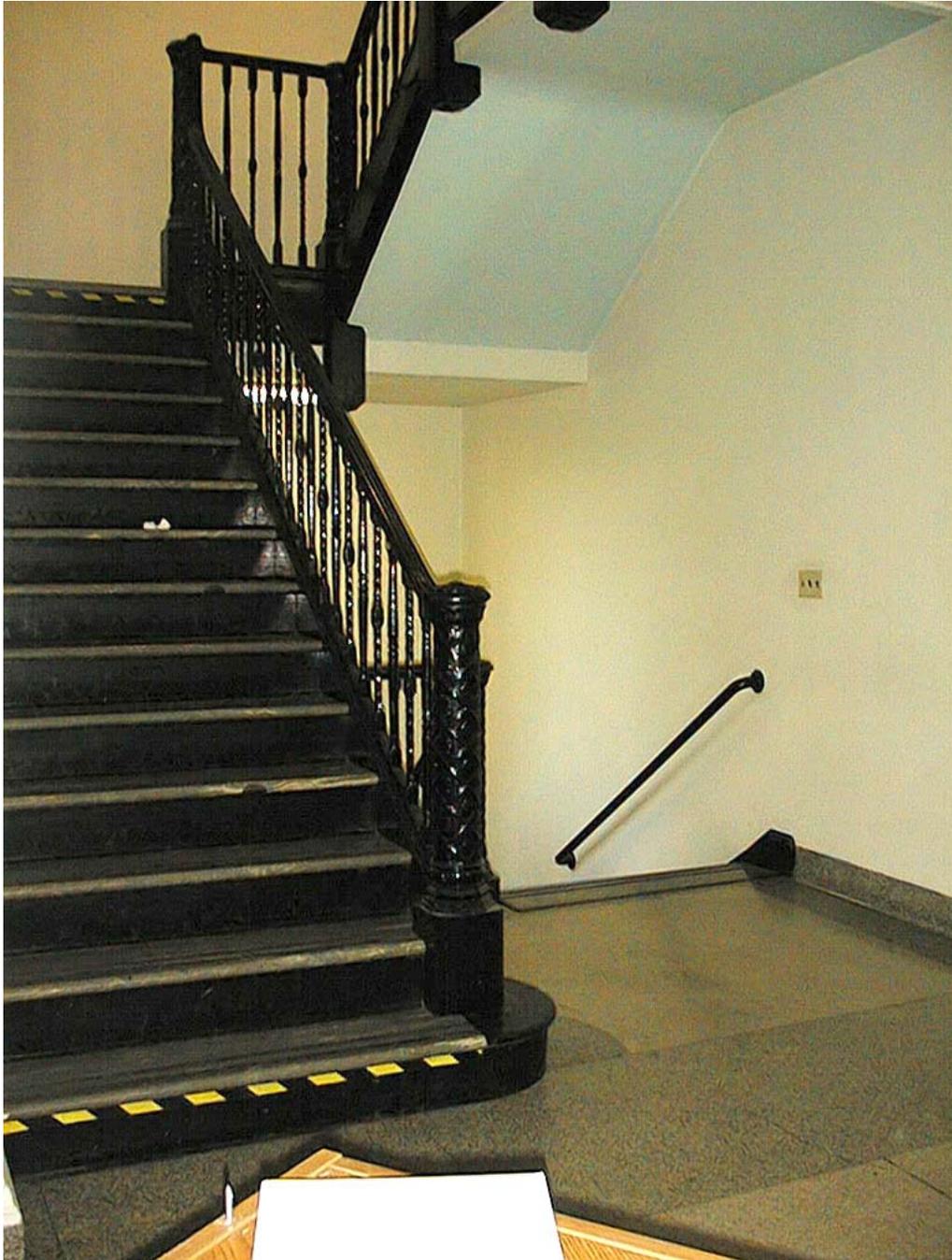
First Floor Lobby with Fluted Columns, Run plaster Crown Moulding, and Dentils, North View
Building 17
Moffett Field



First Floor Lobby with Fluted Columns, Run plaster Crown Moulding, and Dentils, South View
Building 17
Moffett Field



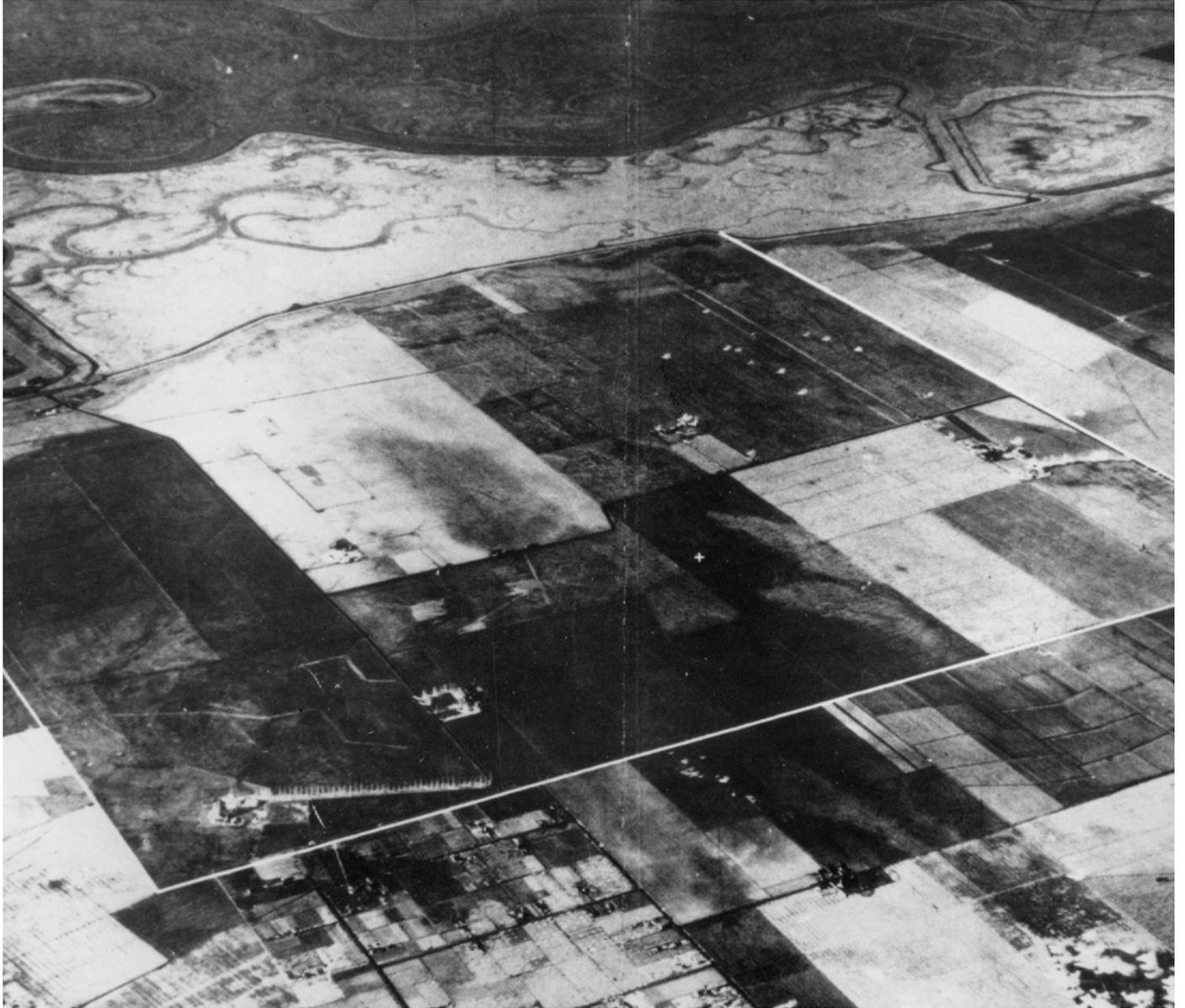
Original Water Fountain - First Floor Lobby
Building 17
Moffett Field



Original Open Stair Case
Building 17
Moffett Field

Shenandoa Plaza Historic District
Building 17 Re-Use Guidelines
Moffett Federal Air Field, California

6. Historic Aerial Photographs



1930
Building 17
Moffett Field



1931
Building 17
Moffett Field



1933
Building 17
Moffett Field



1935
Building 17
Moffett Field



1935
Building 17
Moffett Field



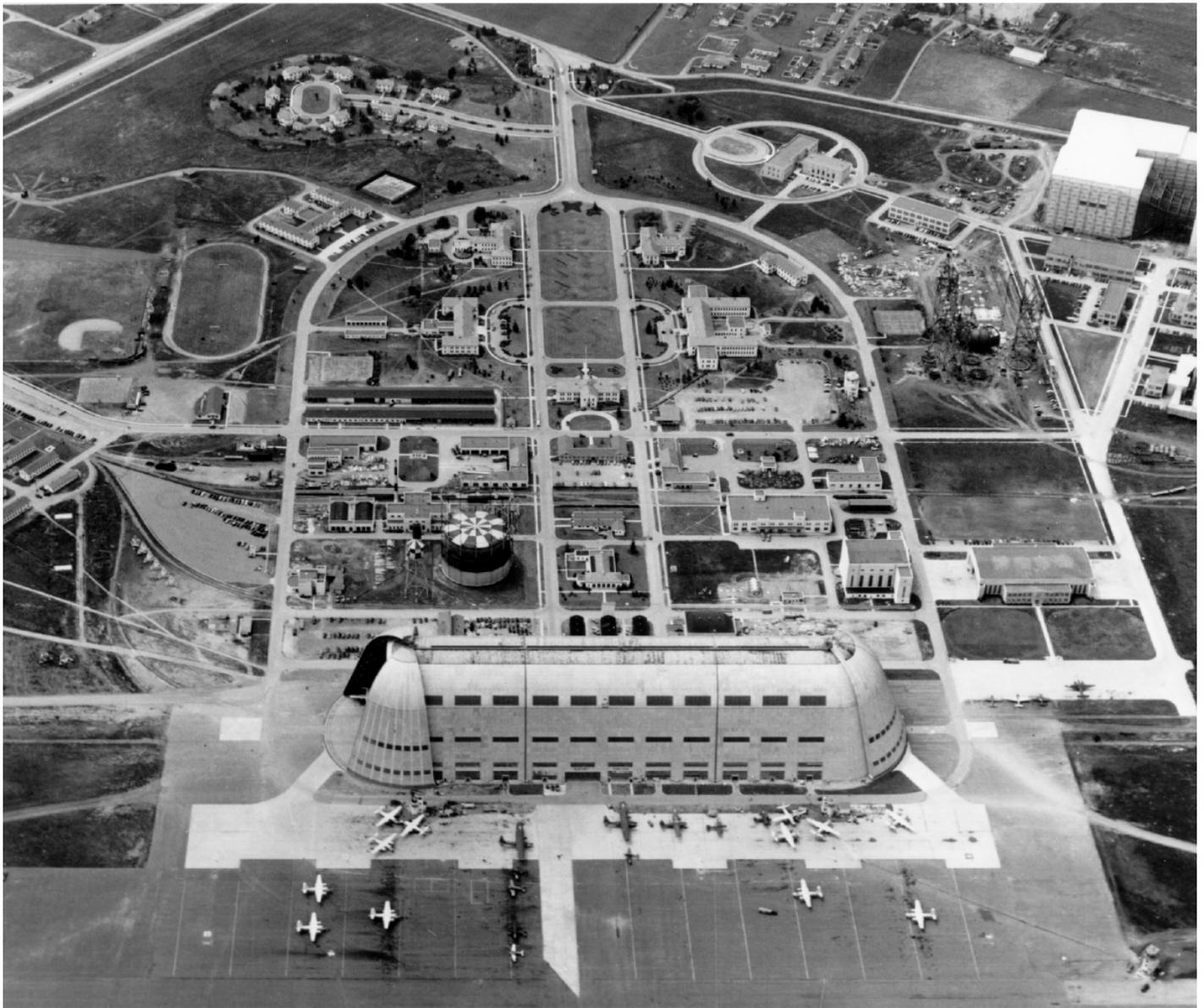
1935
Building 17
Moffett Field



1936
Building 17
Moffett Field



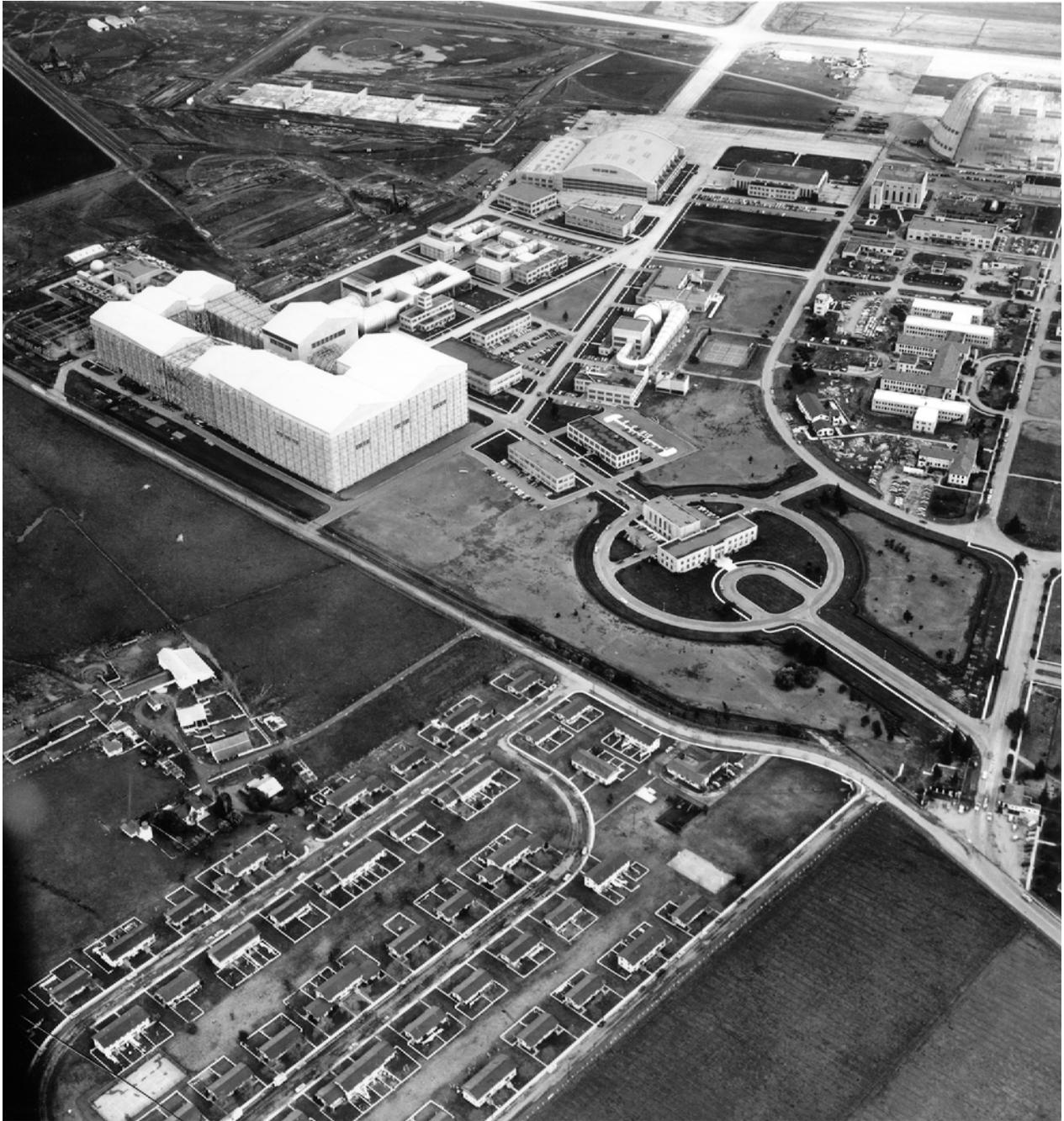
1943
Building 17
Moffett Field



1944
Building 17
Moffett Field



1951
Building 17
Moffett Field



1952
Building 17
Moffett Filed

Shenandoa Plaza Historic District
Building 17 Re-Use Guidelines
Moffett Federal Air Field, California

7. 1994 National Register Inventory Nomination

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY US Naval Air Station Sunnyvale, California, Historic Distric
NAME: t

MULTIPLE
NAME:

STATE & COUNTY: CALIFORNIA, Santa Clara

DATE RECEIVED: 1/13/94 DATE OF PENDING LIST: 1/26/94
DATE OF 16TH DAY: 2/11/94 DATE OF 45TH DAY: 2/27/94
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 94000045

NOMINATOR: FEDERAL *HP-47*

REASONS FOR REVIEW:

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

COMMENT WAIVER: N

ACCEPT RETURN REJECT 2/24/94 DATE

ABSTRACT/SUMMARY COMMENTS:

The U.S. Naval Air Station Sunnyvale, California Historic District is eligible under NR criteria A and C in the areas of Military History, Architecture, and Engineering. The discontinuous district represents a rather unique and significant episode in the development of U.S. naval aviation prior to World War II. The Sunnyvale base was one of two Naval Air Stations built to port lighter-than-air dirigibles during the 1930s. Dirigible Hangar #1, the later blimp hangars #2 and #3, and their accompanying support buildings all represent excellent examples of early twentieth-century military planning, engineering, and construction.

The three enormous airship hangars represent significant engineering accomplishments and they are among a limited number of extant historic airship facilities in the United States. The core of the historic Naval Air Station--centered on a landscaped "common" and dominated by the looming airship hangars--remains largely intact and includes fine regional examples of Spanish Colonial Revival design.

RECOM./CRITERIA Accept A+C
REVIEWER PAUL R. LUSIGNAN
DISCIPLINE HISTORIAN
DATE 2/24/94

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

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number _____ Page _____

SUPPLEMENTARY LISTING RECORD

NRIS Reference Number: 94000045

Date Listed: 2/24/94

US Naval Air Station Sunnyvale,
California Historic District
Property Name

Santa Clara 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.

Paul R. Fugate

Signature of the Keeper

2.24.94

Date of Action

=====
Amended Items in Nomination:

Classification:

The number of previously listed resources is changed to zero (0); Hangar #1 was only determined eligible for listing.

Significance:

Area of Significance:

Architecture is added as an area of significance, defining the district as a good regional example of military design in the Spanish Colonial Revival style.

Significant Person:

The name of Adm. William Adger Moffett is removed from the significant person blank since the district was not nominated under Criterion B.

continued

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number _____ Page _____

SUPPLEMENTARY LISTING RECORD

NRIS Reference Number: 94000045

Date Listed: 2/24/94

US Naval Air Station Sunnyvale,
California Historic District
Property Name

Santa Clara
County

CA
State

N/A
Multiple Name

Amended Items in Nomination:

continued

U.T.M.:

The UTM coordinates are corrected to read:

A	10	582960	4140460
B	10	583240	4140880
C	10	583800	4141120
D	10	583940	4140740
E	10	583140	4140330
AA	10	584640	4141420
BB	10	584880	4141520
CC	10	584760	4141120
DD	10	584990	4141220

This information was confirmed with Navy FPO J. Bernard Murphy.

DISTRIBUTION:

National Register property file
Nominating Authority (without nomination attachment)

United States Department of the Interior
National Park Service

JAN 13 1994

RECEIVED

National Register of Historic Places Registration Form

NATIONAL REGISTER

JUL 15 1993

OMP

84047

NPS-94000045-9999 ID AC

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 United States Naval Air Station Sunnyvale, California- Historic District
other names/site number U. S. Naval Air Station Moffett Field - Central Historic District

2. Location

street & number Central District not for publication
city, town Naval Air Station Moffett Field vicinity
state California code CA county Santa Clara code CA 085 zip code 94035

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>40</u>	<u>54</u> buildings
<input type="checkbox"/> public-State	<input type="checkbox"/> site	<u>1</u>	<u> </u> sites
<input checked="" type="checkbox"/> public-Federal	<input type="checkbox"/> structure	<u>2</u>	<u> </u> structures
	<input type="checkbox"/> object	<u>43</u>	<u>54</u> Total

Name of related multiple property listing: _____
Number of contributing resources previously listed in the National Register 1

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. B. Murphy Jan 5 / 94
Signature of certifying official Date
Department of the Navy Federal Preservation Officer
State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. See continuation sheet.

Signature of commenting or other official Date

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.

determined eligible for the National Register. See continuation sheet.

determined not eligible for the National Register.

removed from the National Register.

other, (explain): _____

Cal R. Jones 2-24-94

Signature Date

6. Function or Use

Historic Functions (enter categories from instructions)

Defense Naval Facility
Air Facility

Current Functions (enter categories from instructions)

Defense Naval Facility
Air Facility

7. Description

Architectural Classification
(enter categories from instructions)

Late 19th and 20th Century Revivals
Mission/Spanish Colonial Revival
Other: Dirigible Hangar
WW II Blimp Hangar (2)

Materials (enter categories from instructions)

foundation concrete
walls stucco
roof clay tile
other terra cotta panels

Describe present and historic physical appearance.

SITE DEFINITION

The site consists of a large number of buildings that were constructed over an approximately 60 year time frame from the early 1930's until today. The buildings are clustered in a formal campus-like layout that is defined by a western-facing gated entrance and a very well tended landscape which includes mature specimen trees, shrubs, and manicured lawns.

The site can be easily divided into its stylistic components that also define the different eras of construction over the base's lifetime.

The oldest and most historically significant buildings, from an architectural and engineering standpoint that form a coherent core, include the formal cluster of buildings dating from 1933 that lead up to, and include, the imposing Hangar #1 (the original dirigible hangar) and WWII Blimp Hangars. This area of the base is bounded by Bushnell Road on the north, the automobile parking spaces behind Sayre Avenue on the east, Westcoat Road on the south; and the entry, Clark Road, on the west. The central area is laid out in an axial plan in a northeasterly direction with the original buildings symmetrically placed along a grand central greensward. In addition to this very defined central space where the earliest major base buildings are located, there is an equally significant adjunct of 9 officers' residences clustered around Berry Drive just to the south of the main gated entrance in another formally laid out plan with grass medians, a grass island at the end of the southern cul-de-sac, and a characteristically suburban curved residential street. In keeping with the symmetry that was so strong to the original plan, another unbuilt residential complex was originally planned for the northern side of the entrance drive.

These earliest buildings, which were designed by the Navy Department Bureau of Yards and Docks, exemplify California's most popular contemporary architectural style of the 1920's and early '30's. They are constructed in a late Spanish Colonial Revival architectural style (a style that was equally as popular in government construction in the eastern sections of the United States during the 1920's and into the early 1940's), as well as aspects that presage the modern designs of the Internationalist styles which would predominate in American architecture for the next thirty-five years (from approximately 1940 to 1975).

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)

Military
Engineering

Period of Significance

1930-1935
1942-1946

Significant Dates

Cultural Affiliation

Significant Person

Moffett, William Adger; Admiral

Architect/Builder

U.S. Navy Bureau of Yards and Docks

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

In the nation's quest to provide security for the lengthy expanse of its coastlines the opportunity for air reconnaissance was realized by the futuristic Admiral William A. Moffett. Through his efforts, two Naval Air Stations were commissioned in the early 1930's to port the two U.S. Naval Airships (dirigibles) he believed capable of this challenge. The Naval Air Station Sunnyvale was the Pacific Coast location selected, designed and developed to port USS MACON (ZRS 5). The immense structure, Hangar #1, designed to house USS MACON, with its larger counterpart in Akron, Ohio, remain the two largest structures in the United States without internal support. At the onset of WWII, the base was expanded with Hangars #2 and #3 which were designed to accommodate the smaller blimps and balloons used for reconnaissance, until the range of heavier than air aircraft (airplanes) was sufficient to patrol the coast. The significance of the U.S. Naval Air Station Sunnyvale Historic District is attributed to the association with the expanding defense capabilities of the U.S. Navy, the engineering technology found in lighter than air ships, the design of the hangar and system for porting the dirigible and in the plan and architectural style of the station designed to support this defense technology. The significance of Hangar #1, was recognized when it was designated a Naval Historical Monument. It has been designated a California Historic Civil Engineering Landmark, by the San Francisco section, American Society of Civil Engineers, and has been determined eligible for listing in the National Register of Historic Places by the U.S. Navy in consultation with the California State Historic Preservation Officer. The entire historic district is supported for listing in the National Register of Historic Places at the national level of significance under Criterion A for the association with coastal defense and naval technology that has made a significant contribution to the broad patterns of our history; and Criterion C reflecting the distinctive type, period, method of construction and high artistic values that are represented in the 1933 station plan and buildings. In 1942, the station was recommissioned, U. S. Naval Air Station, Moffett Field, in recognition of the significant contribution to naval history by Admiral Moffett, contributions that have gained him the unofficial title, "Father of Naval Aviation."

See continuation sheet

9. Major Bibliographical References

Gragg, Dan The Guide to Military Installations, Harisburg, PA; Stackpole Books, 1983
Payne, Stephen M., Santa Clara County: Harvest of Change, Santa Clara, CA; Windsor Publica
1987

Unpublished:

Histoirc Civil Engineering Landmarks of San Francisco and Northern California, 125th
Annual Conference, American Society of Civil Engineers, San Francisco Section,
Sponsor, 1977.

Ifft, Jerry. The Era of Dirigibles at Moffett Field, 1987; California Room, Martin Luthe
King, Jr. Memorial Library, San Jose, CA

Interviews:

Benjamin Mandweiler, NAs, Moffett Field, Public Works Department
Lt. Col. Robert N. Maupin, USAF. Ret.

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 124 Acres (approximately)

UTM References

A	1 0	3 7 7 0 3 6	1 2 2 0 5 9 8
	Zone	Easting	Northing
C	1 0	3 7 6 9 9 9	1 2 2 0 6 2 5

B	1 0	3 7 6 9 7 5	1 2 2 0 6 0 4
	Zone	Easting	Northing
D	1 0	3 7 7 0 6 3	1 2 2 0 5 3 0

See continuation sheet

Verbal Boundary Description

The Naval Air Station Sunnyvale includes all of the 1933 original base plan with the addition of the 22.5 acre detached area containing hangars #2 and #3. The boundary line begins at the Main Gate, including the entrance gate and fence, proceeds along Clark Road to Berry Road where the boundary turns south to encircle the quarters A through H, north behind quarter F to Westcoat Road, east to Sayre Ave., north to Bushnell Road and west to Clark Road. A detached area is included in the historic district to incorporate hangars #2 and #3 with a 25 foot band of land around the pair.

Boundary Justification

The boundary includes the limits of development in the 1933 base plan for the Naval Air Station Sunnyvale, as prepared by the Navy Department, Bureau of Yards and Docks, and the area incorporating hangars #2 and #3 that are associated with lighter than air military aircraft.

See continuation sheet

11. Form Prepared By

name/title Bonnie Bamburg
organization Urban Programmers date November 9, 1991
street & number 1174 Lincoln Avenue telephone 408-971-1421
city or town San Jose state California zip code 95125

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This hybrid style forms a unifying element that not only holds the myriad of architectural uses together, but gives the entire complex a very satisfying central theme. The style is highly ornamented in the most significant buildings (such as the Administration and Bachelor Officers' Quarters) and stripped of ornament, but no less supportive of the whole in the smaller out buildings and garages. Interestingly, the building that is the raison d'etre of the entire Naval Air Station, Hangar #1, eschews any historicism in its design, but rather reflects the highest Streamline Moderne forms of modern technology at its finest.

Another slightly newer cluster of buildings is also defined by their distinctive architectural style which reflects the most popular designs of their time. These buildings are those structures which were built in the 1940's and early '50's and that are designed in a very plain International style of architecture defined by the simple stripped geometrical forms of the structures. These interesting examples are located at a few scattered sites within the original plat noted above (i.e. the Post Office, #67, for example), as well as being set in a long row along Dailey Road between the original campus plan and the Bayshore Freeway (#152). Other noteworthy buildings include the Control Tower (#158) at the far eastern edge of the site and the original Chapel Building (#86), which is a reinterpreted hybrid style that exhibits aspects of both a stripped Spanish Colonial Revival design and ornament hinting at more of a Mission Revival style. Additionally, two slightly smaller, but no less impressive hangars (Hangar #2 and #3), were constructed across the runways to the east of Hangar #1. These buildings were designed for the smaller blimps that replaced the huge rigid framed dirigibles of the 1930's for which Hangar #1 was designed. They also were designed in a much more prosaic and conventional architectural style than the metal sheathed futuristic Hangar #1.

A building that provides visual compatibility with the 1930's Spanish Colonial Revival buildings is the Chapel. This is due both to its physical location within the historic district, as well as to its architectural design, which is much more compatible with the older buildings on the base rather than the later International styled buildings. Early photos of the building illustrate a structure whose basic form of rather simply pitched cruciform plan appears to be very standard designed archetype military base chapel of the 1940's. But to this basic form, the designers add very site specific detailing which, though not technically a re-creation of the Spanish Colonial Revivals around it, very handsomely picks up hints of the building characteristics of the older structures. These details include, most importantly, the cupola which mimics the tower on the Administration Building, and the projecting curvilinear portico with its stone-like entry frame which takes directly from the Spanish Colonial Revival interpretations surrounding. The end result is an almost textbook example of a successfully designed new structure sensitive to an established architectural campus. Because the chapel was constructed well after the 1933 period it is not a contributing building to the historic district.

Because the International style buildings are less than 50 years old and are not individually exceptional, they will not qualify for listing in the National Register at this time and will not be discussed in any detail. This group consists of buildings 148-156, 158 and building 67.

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In addition to these two major stylistic groupings, there are a number of other buildings on the site that have been constructed over the past approximately 50 years that fill up the site, but do not represent very fine examples of architectural design. These buildings are characterized by their utilitarian function, such as the number of Quonset huts (#111, #118 and #119) found throughout the site, as well as the plethora of small wooden and stucco buildings with little discernible styling that comprise much of the barracks, enlisted housing, shopping and warehousing spaces (#E-52, #E-13, #E-29, #347, #223, #245, and #244).

Thus from a specific design standpoint, the site can be divided into the following five main components that comprise its strongest identifying features:

- A. Original Spanish Colonial Revival Design
- B. Significant Engineering Features (Hangars #1, #2, & #3)
- C. Miscellaneous Supportive Design Features
- D. Post 1935 buildings designed in the Spanish Colonial Revival Style
- E. International Style Buildings from the 40's

Out of these five categories, the proposed historic district from the 1930's will include all those features identified with item "A, B & C" immediately above.

A. ARCHITECTURAL DESCRIPTION OF THE SPANISH COLONIAL REVIVAL-DESIGNED ORIGINAL BASE BUILDINGS.

The original plan of Moffett Field was constructed in an architectural style that had as its antecedent the exuberant and capricious ornamentation applied by the 17th Century architect, Jose Churriguere, and eloquently revived by Bertram Goodhue in the design for the 1915 San Diego Panama Pacific Exposition. The Navy first attempted the style at Chollas Heights Radio Transmission Station in 1916 and followed with Goodhues' Marine Corps Recruit Depot, c. 1920, Naval Air Station North Island, c.1921, and his sketches for the Naval Training Center in San Diego, a year or so later. This form of Spanish Colonial Revival design reached its zenith at the end of the 1920's and was gradually losing favor to the modern designs of the mid-to-late 1930's. By the 1940's only some very late examples, usually transitional in styling that reflected the rise of both modern schools of architecture (Moderne and Deco styles, as well as the later International or Bauhaus-influenced styles) were being built.

The complex of original buildings that comprise the heart of the Naval Air Station Moffett Field are examples of late Spanish Colonial Revival design reflecting a much more severe example of this style with strong influences of the more modern style precepts, as well as hints of Eastern Colonial designs. The resulting hybrid significantly alters the original architecture of this style.

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These buildings are characterized as essentially two-storied white or off-white stucco structures that are capped by very low-pitched Spanish tile roofs, which are punctuated by projecting chimneys, air ducts and, in the case of the true centerpiece building, the Administrative Building (#17), a richly ornamented, roof pavilion where corner columns support a decorated dome. The buildings are all rectangular in plan with either central projecting spaces or corner wings. Wall surfaces are very plain with the major break up of space occurring either in the location of rectangular-shaped windows, slightly projecting stringcourses between the floors, round arched entryways or arcaded ornamentation styled to look like granite around the major entry doors and surrounding significant window spaces.

It is the variation of the above major design elements that define the original base architecture. The two most handsome entrances are the round arched arcades that distinguish both the aforementioned Administration Building and the equally impressive Bachelor Officers' Quarters (#20). Repeated ornamentation include the flattened um motif, various cartouches, and quarter-foil windows found along the exterior surfaces of all the major structures. The juxtaposition between the flat surfaces of the exteriors contrasting with the florid ornament around the major doors and windows provide the perfect tension that distinguishes the Spanish Colonial Revival style. A notable somewhat stripped example of this style is the impressive original Aircraft Tower (#18).

Some of the minor out-buildings, although stripped of much ornamentation, exhibit sensitive design features such as the low stepped parapets of buildings #22 and #2, the repeated multi-light apertures of #10, and the simple, yet distinctive massing of the original portions of #6, which acts to reinforce the common design theme throughout the historic core. All of these original outbuildings significantly reinforce the common design theme of the historic campus.

The second cluster of original buildings, which forms an equally impressive uniform design statement, is found in the earliest residential units of the detached officers housing. In this extremely pleasant space, made so by its luxuriant landscaping and large unbroken lawns, a very simple house plan is repeated with only slight variations. The structures are designed in a very stripped and somewhat severe Spanish Colonial Revival style with two-storied, rectangular plan residences joined to a garage, either a one or two storied garage, by an arcade. The roof lines are low pitched gables that are sheathed in red Spanish tiles and punctuated by end fireplaces. Apertures are symmetrically placed on the structures with the dominant design characteristically reserved for the front entry. Windows are generally rectangular in shape, double hung and 3 over 2 in design. As with the major buildings on the working base section, here two stringcourses and various door surrounds provide the major contrast to the very simple stucco walls. Additionally, a similarly designed structure forms a prominent security building at the front gateway.

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B. DESCRIPTION OF THE ORIGINAL ENGINEERING FEATURES (HANGARS #1, #2, AND #3)

Completely separate in design, but of such striking style and size as to warrant separate discussion are the three buildings that form the raison d'être of the entire complex. The three hangars are of such proportions that for this reason alone they warrant the title "landmark". Aesthetically, the original hangar, which was constructed to hold USS MACON, a dirigible, is of such a unique design that it stands apart even from its later sister buildings. Hangar #1 is a metal sheathed behemoth whose rounded shape is both the epitome of the aerodynamically influenced Streamline Moderne style as well as a stylistic cousin to the huge airship that originally berthed inside the mammoth hangar.

Above all other buildings found on the Moffett Field site, Hangar #1 is without question the most significant building both architecturally and historically. It is one of the major buildings of Northern California, and has been recognized as an Engineering Landmark by the American Society of Civil Engineers.

Hangars #2 and #3 are significant more for their size than their unique styling or design. They represent more prosaic attempts at constructing very large military hangars. Similarly designed structures are found on Marine Corps Air Station, Tustin, California and at Coos Bay, Oregon. The more common design does not, however, detract from the sheer magnitude of the two huge buildings side by side. Along with Hangar #1, these two buildings help define the south San Francisco Bay Area from all distant directions.

C. DESCRIPTION OF THE OTHER SUPPORTIVE DESIGN ELEMENTS (I.E. LANDSCAPING, GATEWAYS, ARTWORK AND ITEMS OF INTEREST IN THE LANDSCAPE, STREET LIGHTING, AND SIGNAGE)

The third and final group of elements add immeasurably to the quality of design cohesion that characterizes the Naval Air Station Moffett Field site. These elements support the physical layout of the site plan as well as the quality of the original historical architecture. They also help define the campus-like quality of the base as well as unify the disparate building styles and types.

Most prominent of these supportive elements is the landscaping. The ubiquitous mature trees, the huge green spaces, and the careful placement of plants and shrubs which add immeasurably to the mise-en-scene. The luxuriant and well tended landscape is the first feature which one experiences after passing through the entry gate. Early photos of the site show a very desolate natural landscape which was essentially bay lowlands. Blueprint plans from April 29, 1933 illustrate the importance that a unifying and coordinating landscaping plan for the air station had in forming the basis for today's superlative luxuriant landscape. There could be no doubt that the existing grounds could not have been produced without a well conceived original plan.

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Of almost equal importance in differentiating the site from its surroundings is the entry wall and gate itself (#36). Although very restrained in design, the gate forms a physical entrance into the unique area from the very bland surrounds. It should be noted that the wall, gateway, and gatehouse all derive from the original base architectural design plan.

Street furniture, interesting items on the landscape, and street lighting also add to the unique quality of the site. The furniture includes a detached community message board, a sundial and an historic anchor, both in front of building #25, as well as within the central greensward. The street lighting still retains its original bases, but the lamps themselves, from a later '50's design, are somewhat inconsistent with the Spanish Colonial Revival buildings of the historic core. Replacement with a more original form should be encouraged.

Signage too helps add to the unifying elements of the site. It is, most prominently in the historic core, understated in blue with gold lettering which is very supportive of original high design standards. Such attention to detail should also be encouraged to continue. For it is in the sum of all of these disparate features that the whole of a unique and memorable built environment results.

INDIVIDUAL SITE DESCRIPTIONS:

The following descriptions define the special design characteristics that distinguish the architecturally significant buildings from the 1933 plan (with two notable exceptions being a description of the 1943 designed Hangars #2 and #3).

HANGAR # 1: BUILDING #1 NPS-9400045-0001 ID

The site consists of a very large (1140'x308'x194') single-story, dirigible hangar that is constructed with three hinged steel truss arches and "X" cross bracing that is sheathed in large metal plates and set on a huge rectangular-oriented, elliptical shaped, floor plan and designed in a slightly flattened parabolic form. The structure further exhibits four rows of very large rectangularshaped and horizontally-oriented window bands along its two dominating eastern and western facing flanks. These apertures appear flush with the immense metallic skin of the building and greatly add to the very futuristic aerodynamic effect of the design.

Of particular engineering note are the hangar doors that run the full height of both the north and south-facing elevations. These doors are retractable and form a halfdome shape when closed.

The building exhibits a very clean, Streamline Moderne design which perfectly mimics the form of the airships themselves. Located perpendicular to the axis of the station plan this dominate structure provides the focus of the 1933 station plan.

The mammoth structure designed to hold fully inflated giant dirigible airships from the 1930's military fleet (such as USS MACON) was actually constructed in 1932 preceding the buildings of the surrounding base which date from 1933. The structure is important due to its unique use (dirigible hangar), beautifully executed Streamline Modeme architectural design, ingenious

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engineering construction; and for its very size that still dominates a greatly urbanized Santa Clara County in the 1990's. From all aspects of national landmark status criteria, this building qualifies on its own. When added within the context of the surrounding supporting campus plan, the entire ensemble forms a very unique sense of place within the built environment and continues to exhibit national prominence.

HANGAR #2 AND #3: BUILDINGS #46 AND #47 115585 115587
-0038 -0039 1D

The site consists of twin hangars that were designed for the, blimp fleet during WWII. They are of treated California redwood frame construction, configured on a rectangular plan in a more flattened parabolic form than Hangar #1; and characterized by their immense, moderately pitched porticoes at each of the north and south-facing hangar doors. These dominating entries are supported by very large concrete piers at each of the four corners. The twin buildings are set on a site plan that is directly oriented with the earlier Hangar #1, which is due west. The scale of the structure is exemplified by their dimensions, which at 1,075'x297'x171' (180,518 sq. ft.) make them slightly smaller than their predecessor, but still very impressive on the landscape. The use of wood construction instead of a steel truss system was in response to the war effort. Like most west coast military facilities constructed after 1941, metal was used very sparingly to conserve the resource for use in constructing ships and armament.

The design of these two buildings is in a much more conservative architectural style than the futuristic form of Hangar #1. These later hangars are almost domestic in their gabled porticoes. They definitely lack the daring and ingenuity of the other hangar's form and they are much less a unique design to the area. In fact, four other structures of like design were built on the west coast during World War II, to house the blimps used to patrol the Pacific coastal waters of the United States. Two in Coos Bay, Oregon which are no longer owned by the Federal Government and two on what is now Marine Corps Air Station, Tustin in Southern California. All four of these structures have been nominated to the National Register.

Although not of equal architectural or design merit as Hangar #1, these two like-structures are significant from both an historic perspective (as excellent extant examples of WWII blimp hangars) as well as an architectural/engineering perspective (they are after all buildings of incredible size and stature upon the landscape). The twin structures further add to the important design whole of the best of the original 1933 plan and the just slightly less impressive structures from the 1940's which help in-fill much of the site. They were completed in 1943. The combined visual power of Hangars #1, #2, and #3 form a physical presence upon the urbanscape which still dominates the low horizontal design of the Santa Clara Valley.

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115554 NPS - 94000045 - 0007 1D

ADMINISTRATION BUILDING: BUILDING # 17

The site consists of a two-story structure that is constructed on a shallow cruciform rectangular floor plan which is built of wood and sheathed in stucco with red Spanish tile roofing and terra cotta ornamentation, especially notable in the window and door surrounds. The building is the most prominently sited structure within the 1933 campus plan. It is set in the very heart of the open grassy median as a definite center point to the original plan. Its architectural design represents a late example of Spanish Colonial Revival style with some modifications that give it a kinship with Eastern military bases of the same vintage (that were designed in dry formal interpretations of Colonial Revival).

The building is 148'x41 'x37' and contains 18,954 sq. ft. The structure is characterized by the features which define all of the original buildings: the very low pitched, slightly hipped and tiled roofline. Exterior walls are flat and devoid of ornament, save a stringcourse running the entire perimeter of the building and separating the two stories. The eave line is very shallow. Windows are simple, rectangular in plan, vertical in orientation, multi-paned and double hung. Overscaled terra cotta ornamentation define the major front and back entrances, as well as the centered second story window. The main or west-facing entrance projects out from the main structure and exhibits a triple round-arched, recessed entrance.

Ornamental urns, pilasters and floral design (characteristic of Churrigueresque Spanish architecture of the 17th Century) add a much needed ornamental counterpoint to the very simple and severe basic design.

A further feature which distinguishes this structure among all of the others in the original campus plan is the small centered Bell Tower. This small belvedere is capped by a diminutive, red-colored dome and distinguished by very flat arches at each of its four faces. This architectural style is much more characteristic of the colonial designs of the Eastern United States and is a major factor in classifying the overall base design as a modified Spanish Colonial Revival style.

With the nearby Bachelor Officers Quarters and the Married Officers' Residencies, the Administration Building, (which is also historically referred to as the Admirals Quarters) is the most architecturally important building from the original 1933 construction (excluding Hangar #1). This building sets the design criteria that is followed throughout the original campus plan. It acts both as a handsome example of hybrid revivalist architecture which is prominently set at the most important axial juncture of the site and as one of the most lavishly ornamented of Moffett Field's original structures. As such, the Administration Building is a key to the historic fabric of the site.

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115557 NPS-94000045-0010 1D

BACHELOR OFFICERS QUARTERS: BUILDING #20

The site consists of a large, two-storied structure that was constructed on an irregular rectangular shaped site plan which is actually symmetrical in form. The building exhibits a more ornamented interpretation of a hybrid Spanish Colonial Revival architectural design. It is characterized by the same basic features that distinguish all of the original buildings. The roofline is lowpitched and sheathed in red Spanish tile, the eave is fairly shallow, wall surfaces are unadorned white stucco; and window shapes are paired rectangular forms which are double hung, 3 over 2 in form. Major entrances are distinguished by terra cotta facing that emulates granite. Three large round arches provide the building with a very elegant entryway. Flat unadorned pilasters separate these arches. They are further adorned with flat urn detailing. The characteristic stringcourse separates the two floors. A rear wing projects toward the south.

The structure is sited symmetrically across from the equally prominent, but slightly less architecturally impressive, Bachelor Enlisted Quarters (#19) which has been greatly enlarged with a rather bland International Style addition at both ends. The structure is further enhanced by a well conceived and equally well maintained landscape plan.

Along with the cluster of major buildings that are set along the formal axis of North and South Akron Roads, the BOQ helps define the high quality design character that distinguishes the historic core of Moffett Field. The structure is an extremely fine example of historicist architecture of the 1930's and remains a key element in the cohesion of the base's physical form.

115549
GYMNASIUM: BUILDING #2 NPS-94000045-0002 1D

The site consists of a very large, single-story, plaster-sheathed, steel framed building that is constructed on a slightly irregular rectangular floor plan with a flat roof that is distinguished by slightly projecting stepped parapets that hint at the utilitarian designs of the original campus plan of 1933. The roof is wood sheathing on steel beams. This structure exhibits a ubiquitous projecting stringcourse encircling the building, as well as the very plain beige plaster walls. The major design feature on this essentially utilitarian structure is in the window placement. Here, the structure is characterized by very tall, horizontally-banded, multi-paned apertures which act to break up the surface of the exterior walls either as centered indentations on large expansions of plaster or as repeated forms which act almost like columns along the major side elevations.

This structure avoids, as do all of the original functional outbuildings, the Spanish Colonial Revival design of the major living areas of the base. Interestingly, it provides a handsome architectural bridge between the very futuristic Streamline Moderne design of Hangar #1 and the more historicist styles of the original campus plan.

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The site is significant both historically and architecturally. It was originally constructed to be a balloon hangar which justifies its extremely large interior single story space (19,691 sq. ft., 130'x88'x63'). Additionally, the building sets the reserved design criteria for the outbuildings on the base which handsomely support their more ornamental Spanish Colonial Revival contemporaries. Features which characterize these original outbuildings include flat roofs, shallow parapets which are slightly stepped; and severely unadorned exterior walls. Windows are rectangular in form and provide the dominant design ornamentation.

Although these buildings do not provide the obvious ornamentation, stylistic historicism or landscaped surroundings of the more apparently significant original Spanish Colonial Revival structures, they exemplify an extremely sophisticated design criteria of their own which greatly adds to the overall cohesion of the existing campus. In their own right, the Gymnasium, along with similarly designed original 1933 outbuildings such as the Garage (buildings #21 and #22), are major factors from the original 1933 design which make NAS Moffett Field so architecturally distinguished.

115560 NPS-94000045-0013 1D

BUILDING #23, INSTRUCTION BUILDING

Fronting on Akron Road, the former dispensary is one of the buildings that defines the original architectural design and is symmetrically placed, opposite building #25, to balance the entrance to the base's formal plan. The two story, above grade, building is basically a "T" form executed with the typical elements of the Spanish Colonial Revival architecture, low pitched tile roof, stucco sheathing and terra-cotta ornamentation. The front facade has a central entrance recessed behind three arched openings that form an arcade. Terra-cotta surrounds decorate the three windows above the entry and the doors at the east and west ends. The building, originally the base dispensary, was enlarged by the U.S. Army's Air Corps in 1936, when extensions were added to the rear and the east end. The building is 105 feet by 96 feet and 10,995 square feet of floor space.

Of the original buildings, #23 and #25 are significant because of their representation of the Spanish Colonial Revival design and for their locations at the entrance of the working station. Opposite each other, across the central lawn mall, these buildings provide symmetry to the original plan.

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BUILDING #25 THEATER 115562 NPS-94000045-0015 ID

The theater, two stories over a basement, is a typical example of the significant supporting buildings that define the original architecture. The "T" form is executed with a low pitched tile roof, stucco sheathing and terra-cotta ornamentation. The typical protected entry is behind an arcade that, in this case, is projected forward. The fenestration, again typical of the dominant style, is symmetrical for all floors except those voids above the entrance. Here the pattern changes to a band of windows divided into three elements that balance the three arches of the arcade. The building is 150 feet by 110 feet in an irregular plan that accommodates 7,745 square feet of floor space.

BUILDINGS #21, #22 AND #24 - GARAGES 115558 115559 115561 ID
-0011 -0012 -0014

This group of detached garages are supportive elements in the historic district. Each is one story and is constructed using typical materials and simple forms of the ancillary buildings. Buildings #21 and #22 retain the original use and design, including corner parapets. The buildings, located behind Building #20, are almost identical, 98 feet by 24 feet with garage door openings facing each other. Building #24, located behind Building #23, was the ambulance garage. It is smaller 45 feet by 30 feet. The large garage door openings have been infilled and the interior space modified for administrative offices.

The garages are significant supportive buildings that compliment the architecture of the larger buildings. Building #24 retains the original mass and form but, the alterations have changed its appearance as a garage.

BUILDING #10 - HEAT PLANT 115551 NPS-94000045-0004 ID

One of the original buildings, the heat plant is a large industrial building of block massing in an irregular "T" form that is two stories in height. A single story element fits into the south west corner. Typical of power plant design, the dominate feature is the fenestration. This building has window banks that extend to the second story. A coursing separates the massing with smaller rectangular windows above the band. In keeping with the dominant architecture, this utilitarian building is decorated with a simple surrounds at the entrances. Flat arches top the tall window banks. The glazing is rectangular pane divided mullions. Most of the first floor windows have transoms that are operable. While the upper rows are all operable. A second coursing divides the lower portion of walls at about four feet, the basement line. Building #10, is sheathed in stucco with a flat roof. This building is a handsome version of a utilitarian industrial design.

The heat plant is one of the original buildings. It is significant as an example of the dominate architectural design stripped to the essence, entrance surrounds and arched windows, for industrial use.

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STRUCTURE #5 - Water Tower: 115550 NPS-94000045-0003 1D

Supported by a tall steel frame, the water tank is topped with a conical roof. The traditional red and white checkered paint defines this classic industrial design. One of the original structures, the water tower is a functional and visually distinctive feature.

BUILDINGS A THROUGH I AND ANCILLARY GARAGES A-1 THROUGH I-1

REPRESENTATIVE SINGLE FAMILY RESIDENCES (COMMANDING, SENIOR AND JUNIOR MARRIED OFFICERS QUARTERS):

- 115567 The original 1933 detached residential structures are all designed in a like architectural style of
- 115568 which any single building represents an archetype for the whole. The example used here is site
- 115569 #A1, which is referred to in the 1933 landscape plan as the "Commanding Officers' Quarters".
- 115570
- 115571 The site consists of a very simple, two-storied, rectangular-planned single family residence that
- 115572 is constructed of wood frame with a low gabled red Spanish tiled roof over a very plain stuccoed
- 115573 exterior (which is punctuated by a formal placement of both windows and doors). A simple
- 115574 chimney adorns the western facade. An attached single-storied, round-arched breezeway
- 115575 connects the residence with a large, two-storied, rectangular-planned garage set slightly behind
- 115576 the main structure.
- 115577
- 115578 Stylistically, the residence reflects all of the specific design criteria which unifies all of the origi-
- 115579 nal 1933 Spanish Colonial Revival architecture on the base. Windows are almost flush with the
- 115580 plain exterior walls. They are also essentially rectangular in shape, double hung, multi-paned and
- 115581 symmetrically placed along the facades. A colored, projecting stringcourse separates the two
- 115582 stories. The front entry is the most prominent exterior feature with a slightly recessed almost flat
- 115583 arched entry with projecting surrounds. An ornamental sidelight window is balanced by a large
- 115584 wrought iron projecting lamp on both sides of the main entrance.

Landscaping is characteristically both formal and very well maintained. The very large mature trees add immeasurably in setting apart the residential quarter as an oasis amid the functioning base. The open greenswards that distinguish the street directly tie in with the more formal axial plan of the rest of the base. The curved street pattern illustrates the influence of contemporary suburban design on such residential planning even on a military base.

The original 1933 detached residences form a key architectural component in the significant whole that distinguishes the site plan of the naval air station. Along with the verdant landscaping and extra wide spacing, this enclave of buildings helps define all that is special about the site from a design perspective.

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NPS-94000045-0008

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CONTROL TOWER: (AEROLOGICAL BUILDING FLIGHT CONTROL TOWER) BUILDING #18

The site consists of a moderately-sized (3590 sq. ft.), two-storied building with a centered third story, hexagonal-shaped Control Tower. The structure is designed on a slightly varied rectangular floor plan with a very minimal attempt at exterior ornamentation. It is another of the utilitarian structures from the original plan that exhibits hints of the Spanish Colonial Revival design of the major buildings (in the centered round arch, the overscaled twin wrought iron Spanish styled lamps on both sides of the entry and the ubiquitous terra cotta surrounds ornamenting the front door). Otherwise, this structure is very simple in its design. Its walls are unadorned plaster. Windows are slightly recessed, rectangular in plan, multi-paned, double hung and symmetrically placed along the exterior facade.

The hexagonal tower is, along with the projecting metal tower above, the most distinguishing feature of the structure. It is characterized by its band of vertically oriented windows on each of the eight faces, as well as the iron railing which caps the flat-roofed tower from above.

The building's significance is due both to its history as the original Control Tower for the air station, as well as to its architectural design which once again exemplifies the sophisticated aspects of the original 1933 plan. The structure provides a transition between the more historically refined Spanish Colonial Revival architecture and the simple, yet equally impressive, more modern styles of the utilitarian outbuildings. It is the cohesion provided by the interaction between these two styles that provide the stylistic excellence of the historic core plan.

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TWIN SMALL TOWERS (FLOOR WATCHTOWERS): BUILDINGS #32 AND #33

These two twin sites (#32 and #33) consist of very small, two-storied towers that are distinguished by their very unusual design. They are towers that are distinguished by their very unusual design. They are very small structures (578 sq. ft., 14'x14'x25') that appear to be composed of a standard two-story rectangular tower with flat roof joined to a slightly smaller two-storied rounded tower with like flat roof that is capped with metal railing. The buildings are very simple in form. There are really no specific architectural embellishments. They exhibit all of the standard features of the utilitarian structures on the base without any ornament. Recessed, double-hung, multi-paned windows provide the major characteristic design feature which ties them into the surrounding historic core buildings. A prominent projecting stringcourse characteristically separates the two floors.

The significance of these two small utilitarian buildings is primarily in their unique function and form. They are very site specific and add a distinctive counterpoint to all of the rectangular shaped structures on the base. They are architectural curiosities that add immeasurably to the historic and architectural importance of the site.

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INTERIOR SPACES:

Naval Air Station Moffett Field has been in continuous use since it was constructed. During the years the interiors of the buildings were altered to accommodate changes in uses and space requirements. The alterations have redesigned the original interior space plans, removed the original surfaces and changed the spacial feeling of the interiors. Due to the alterations, the interiors do not retain architectural integrity or historic significance.

NON-CONTRIBUTING BUILDINGS

Within the boundary of the historic district the number of non-contributing buildings exceeds the number of significant buildings and structures. This unusual ratio does not diminish the significance or integrity of the district. Most of the non-contributing buildings were constructed after the period of significance and are primarily small utilitarian constructions. The Chapel and heating plant, buildings 86 & 87 were constructed after the period of significance yet are designed in the idiom of the district. Thus, Naval Air Station Moffett Field, despite the imbalance in numbers of contributing and non-contributing buildings, maintains exceptional integrity of the 1933 station plan and architectural design.

The International style buildings were predominately constructed after 1944 and are not 50 years old. Therefore, they are not eligible for listing at this time. The Post Office, building #67, constructed in 1943, one of the finest examples of this style, is not significant as an individual building and should be included with the later International style buildings.

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SIGNIFICANT AND CONTRIBUTING BUILDINGS

BLDG. #	CURRENT USE	ORIGINAL USE
1D 1 115548	Hangar #1	Hangar #1
2 " 2 115549	Gymnasium	Balloon Hangar
3 " 5 115550	Water Tank	Water Tank
4 " 10 115551	Heat Plant Building	Storehouse
5 " 15 115552	PW Shop	Fire Station/Laundry/Garage
6 " 16 115553	PW Shop	Locomotive Crane Shed
7 " 17 115554	CPWP Administration	Administrative Building
8 " 18 115555	NAV RES Administration	Aereological Center
9 " 19 115556	BEQ	BEQ/Brig
10 " 20 115557	BOQ	BOQ/Mess Hall & Galley
11 " 21 115558	BOQ Detached Garage	BOQ Detached Garage
12 " 22 115559	BOQ Detached Garage	BOQ Detached Garage
13 23 115560	Instruction Building	Dispensary E
14 24 115561	Administrative Office Building	Ambulance Garage
15 25 115562	Base Theater/Recreation Service/Thrift Shop	Bowling Alley/Recreation Building
16 26 115563	Gate House/Iron Fence	Gate House/Iron Fence
17 32 115564	Storage	Tank House
18 33 115565	Storage	Water Tower
19 37 115566	Scale House	Scale House
20 21 A, A1 115567, 115568	Officers Housing and Garages	Housing and Garages
21 23 B, B1 115569, 115570		
22 25 C, C1 115571, 115572		
23 27 D, D1 115573, 115574		
24 29 E, E1 115575, 115576		
25 31 F, F1 115577, 115578		
26 33 G, G1 115579, 115580		
27 35 H, H1 115581, 115582		
28 37 I, I1 115583, 115584		
29 46 115585	Hangar #2	Hangar #2
30 47 115587	Hangar #3	Hangar #3
31 45 115588	Heat Plant for Hangars #2 and 3	Heat Plant for Hangars #2 and #3

SIGNIFICANT OBJECTS

41 40 115589	Flagstaff/Commons	Flagstaff and Commons
42 115590	Memorial Anchor	Anchor

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0047 115596

NON-CONTRIBUTING BUILDINGS

0048 115597

0049 115598 1930-1933 - Altered (loss of architectural integrity): Buildings # 3, #6, #12, #13, #14, ✓

0050 115599 #29, #31, #36, #501:

0051 115600

0052 115601 1940-1944 - Altered (loss of architectural integrity): Buildings #240, #241, #242, #514, ✓

0053 115602 #515, #516, #517

0054 115603

0055 115604 Assembly Buildings: #45, #85, #115 ✓ ✓ ✓

0056 115605

0057 115606 Quonsets: #81, #117 ✓ ✓

0058 115607

0059 115608 Sheds: #34, #44, #83, #347 ✓ ✓ ✓ ✓

0060 115609

0061 115610 1940 - 1944 (outside period of Significance) Buildings: #67, #64, #86, #87, ✓ ✓ ✓ ✓

0062 115611

0063 115613 All buildings and structures constructed after 1944, including: #76, #77, #123. ✓ ✓ ✓

0064 115614

0065 115615 All ancillary buildings and structures, in proximity to Hangars #2 and #3, that are very

0066 115617 small, altered or constructed after 1944; #79, #98, #186, #346, #350, #367, #368, #396, ✓ ✓ ✓ ✓ ✓ ✓

0067 115619 #440, #470, #472, #499, #539, #540.

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Several factors contributed to the commissioning of the U.S. Naval Air Station Sunnyvale on April 8, 1933. Of foremost importance was the vision for the future of aircraft and influence of Admiral William A. Moffett. Appointed by President Harding on July 25, 1924, to be the first as Chief of the Naval Bureau of Aeronautics, Admiral Moffett had already established himself the proponent for increased Naval aircraft as an integral component of the Navy's ability to control the seas off the coasts of the United States. In the 12 years that Admiral Moffett lead the bureau, the U.S. Navy was catapulted into the lasting interlocking strategy of Naval presence in the air as well as the sea. But he also spoke of the future in commercial aviation. In the 1920's, he appears fascinated with the lighter than air technology of the dirigibles. The success of the zeppelins in WWI contributed to the development of the larger dirigibles. This was however, marred by the disasters resulting from the flammability of the hydrogen used to fill the chambers. Each country involved in the hydrogen filled dirigibles experienced tragedy. A memorial plaque in Shenandoah Plaza at Moffett Field commemorates USS SHENANDOAH that was lost with a crew of 14 on September 3, 1925. The largest of the dirigibles, HINDENBERG, burst into flames over Lakehurst, New Jersey in 1937, culminating a series of tragic losses involving the dirigibles and hydrogen. Helium, produced only in Texas and Kansas, had been known to be a reasonable replacement for hydrogen, but was prevented from export by the 1925 Helium Export Act. Moffett began a lobbying campaign to have the U.S. Navy use helium filled dirigibles to patrol the coasts. In Moffett's plan, these giant rigid frame airships would provide the long range observation for the surface Navy below. He believed the dirigibles could be fashioned to carry small planes and might even be equipped with bombs. The idea was not far-fetched. The technology of the 1920's allowed dirigibles which could stay aloft for 14 days and fly 10,000 miles. The lobbying proved successful with the 1926 congressional authorization for two Naval dirigibles capable of carrying aircraft and a new aircraft base for the west coast. The dirigibles were to be built by the Goodyear-Zeppelin Corporation in Akron, Ohio. The first to be completed was based at Lakehurst, New Jersey. The selection of the site and construction of a base to service the second would be undertaken on the west coast.

The west coast site appeared to be slated for Camp Kerney near San Diego when the northern California politicians realized the opportunities to be created and forced the federal planners to accept applications from the entire west coast. Applications were received from 997 locations. San Francisco mayor, James Rolph, saw the benefit to the Bay Area even though his city did not have a site suitable for the base. The appeal was for 2,000 acres with unobstructed approaches, clean water, rail access and good flying weather was heard by Mrs. Laura Whipple, a recently established real estate broker from the East Bay. Familiar with the Sunnyvale area, she selected the Rancho Unigo, a former Indian Reservation, that seemed to meet all the criteria. Appointing herself "Chairman of the Landholders Commission", she obtained an option for 1,750 acres at the price of nearly \$500,000. She wired San Jose congressman, Joseph Free, that a perfect site for the dirigible base had been located and optioned. The proposal from San Diego offered free land; in order for the Sunnyvale site to be selected the same offer would have to be made. Under

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the leadership of presidents of the Chambers of Commerce from Mt. View and San Jose, a campaign to raise the funds and solidify the offer went forward. The newspapers, including the San Jose Mercury Herald, were enthusiastically in support of the proposal and offered publicity and public relations material to support the proposal. After three years of study and debate, it was time for a decision. On December 28, 1930, the vote registered by the House Naval Affairs Committee for H.R. 6810, introduced by Congressman Free, selected Sunnyvale by 18 to 1 and Camp Kemey as the auxiliary base. As a member of the West Coast Naval Airship Base Board, Moffett had favored Sunnyvale while the Secretary of the Navy, Charles F. Adams, preferred Camp Kemey.

Once selected, the issue remained to raise the money to purchase the land. Under the leadership of A. M. Mortensen, President of the San Jose Chamber of Commerce, the funds were raised and on August 2, 1931, the Chamber's check for \$476,165.90 completed the purchase of 1000 acres of the Rancho Unigo. Also on August 2, 1931, the land was transferred to the U.S. Navy for \$1.00. This completed a long and arduous partnership between the cities of the Bay Area to gain the prestige, jobs and economic interests that would follow the base.

The budget for constructing the base was \$5,000,000. The U.S. Navy of Yards and Docks would be responsible for the design and coordinate the construction. Lt. Commander Earl Marshall was given the responsibility. Ernest Wolf, an experienced engineer from the Goodrich Zeppelin Corporation, was to be the Associate Engineer. Hangar #1, as it would be called, was the most important building and received the first attention. The design had been refined in Akron by Dr. Hugo Ekener, to form a rounded building that followed the form of the dirigible. Enormous curved doors on each end would slide over the building, rolling on 40 wheels over standard gauge railroad track, and propelled by 150 hp electric motors, thus minimizing the turbulence and problems encountered with past designs. In fact, it was the window patterns that dictated the north-south orientation and siting of Hangar #1; the rest of the base followed. Of the \$2,250,000 budgeted for the hangar, \$1,116,044 was awarded to the Wallace Bridge and Structural Steel Company of Seattle to fabricate the steel for the structure and doors. Seims-Heimers, Inc. of San Francisco bid \$398,937 for the roofing, windows and siding on the airdock that would measure 1,133 feet long, 308 feet wide and 198 feet high. The floor area is just over eight acres. A structural space frame, the design and construction of this hangar remain a feat unparalleled in the engineering of enclosed space.

Railroad tracks ran through the hangar, culminating at the mooring tower. The tower secured the dirigible to the ground by mooring lines. This tower has been removed. The other large structure that was necessary for the dirigible was the helium tank that was located in front of the hangar.

The plan for the base and the design of the buildings was also undertaken by the Naval Bureau of Yards and Docks.

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The style for the buildings, Spanish Colonial Revival, is reflective of the popularity of the revival movement and the desire of the local politicians to have the base designed in the "California Style" of white stucco walled buildings with red tile roofs. The plan and building design was very formal, an axial orientation with the bemoth hangar to the east and the base extending west... Following the Spanish influence, a large plaza is the central element with the most ornately decorated building, the Administration Building, at the head of the plaza behind the flag pole and in front of the hangar. On the south side of the plaza were located the dispensary and Bachelor Officers' Quarters. To the north were the recreation building and the barracks. To the southwest on the cul-de-sac were located the nine officers' houses and garages. Extending to the east, and south, behind this formal plaza arrangement were the utilitarian buildings, fire station, garage, laundry boiler plant, locomotive and crane shed, shops, helium storage and water tower. To the north were the commissary, store house, gas station, balloon shed and storage buildings. Directly behind the Administration Building was the cafe (later the Officers' Club), and of course, the Hangar. The base was designed in anticipation of the importance of the automobile. Broad roads, large parking areas and garages were incorporated in the plan.

Landscaping was carefully planned to mature in harmony with the buildings and circulation elements. The area considered the Naval Air Station Sunnyvale Historic District maintain the integrity of the original design and represent one of the finest formal plans for a government facility in California. It was a forward-thinking plan with expansion to occur outside the formal plaza, thus the quality of design has been maintained. The original base is a one-of-a-kind facility in the Santa Clara Valley with great importance in the architectural heritage, facility planning and economic growth of the region.

The primary significance of the historic district is the association with the "lighter than air" dirigible program. The dirigibles, to be the eyes in the sky for the Navy, were in operation for a relatively short time. USS MACON, one of the two dirigibles constructed for the Navy, was christened by Mrs. William Adger Moffett (wife of Admiral Moffett) on March 11, 1933. An article about the landing in Sunnyvale was reported in the October 15, 1933 edition of the San Francisco Chronicle that read, "30,000 Thrilled as the MACON Moors at Home Station." The sister dirigible, AKRON, had been lost on April 13, 1933, making the MACON the last dirigible. For 16 months, USS MACON was a common sight over the Santa Clara Valley as it performed in a number of military maneuvers with the Pacific Fleet. Admiral Moffett had been well aware that the slow moving dirigibles could be of great benefit when assigned as an observatory for the fleet, but were vulnerable if used in maneuvers with the fleet. Shortly after arriving at Sunnyvale, USS MACON was deployed on tactical maneuvers with the Pacific Fleet. Equipped with an internal hangar and steel frame hoist termed a "trapeze", USS MACON carried four small fighter planes. The Sparrowhawks (F9C) were bi-plane fighters developed specifically to be carried in the dirigible by Curtis. Each weighed only 2,500 pounds with a pilot. As an airborne carrier, the dirigible was a hulking target that "failed to demonstrate military usefulness," according to the Commander in Chief of the United States Fleet, Admiral David Sellers. While returning from maneuvers with the fleet on February 12, 1935, USS MACON experienced a structural failure and crashed into the Pacific. Of the 83 crew, only 2 were lost. It was the headline in the San Francisco Chronicle the next day that told the story, "Dirigible Doomed as Defense Factor, Officials Say." The era of dirigibles was over, the only remaining element of the Moffett five year plan was Hangar #1 and the base at Sunnyvale.

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During this period, the U.S. Army Air Corps operated a limited number of blimps in conjunction with observation exercises. In September, 1935, seven months after USS MACON went down, the Army assumed control of the base and Hangar #1. The facility was used by the Army for pursuit and observation activities until 1940 when it was converted to the West Coast Air Corps Training Facility. During this period, the dispensary was enlarged and barracks were added.

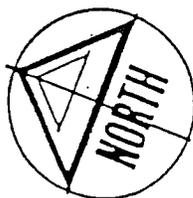
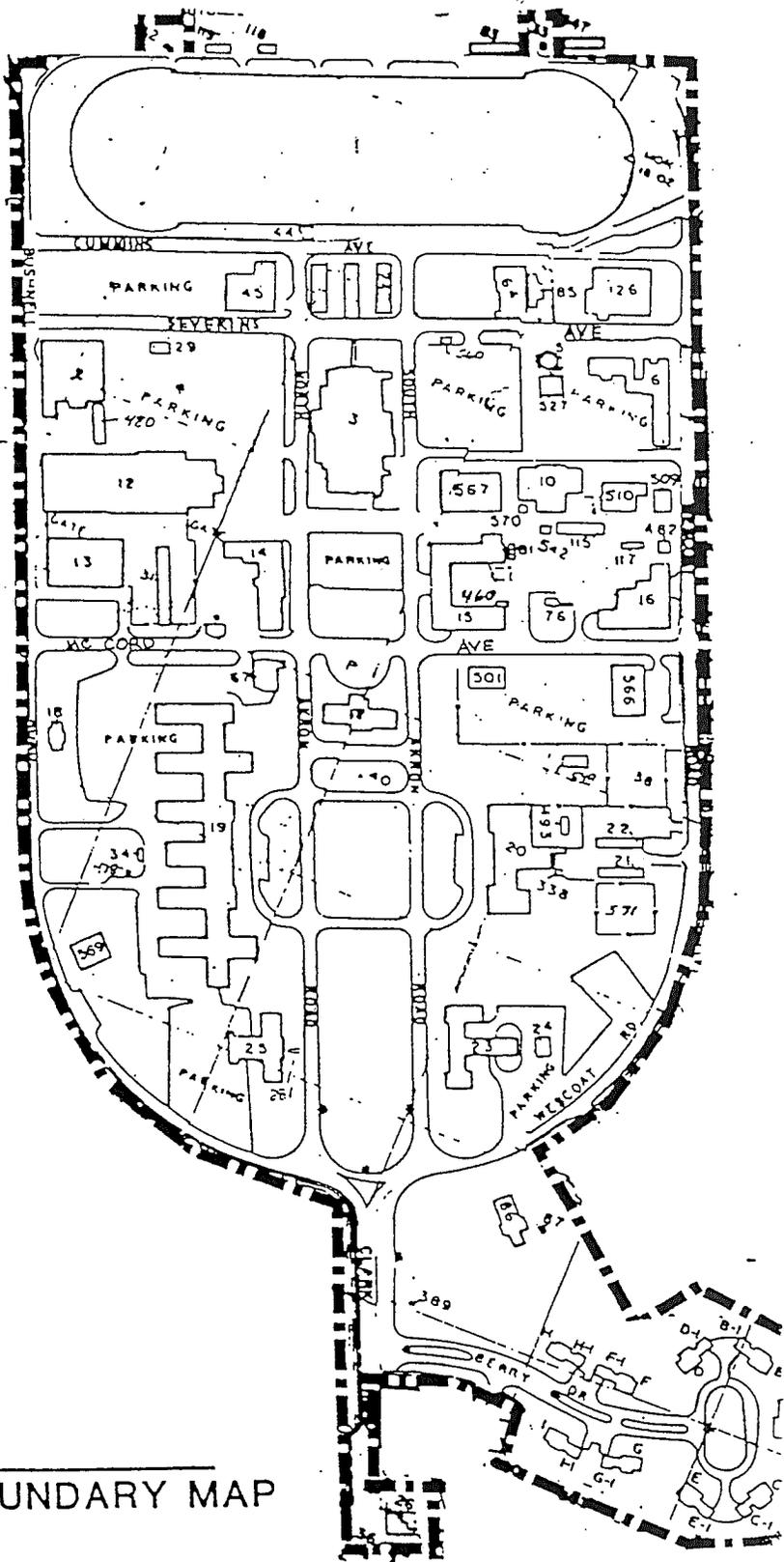
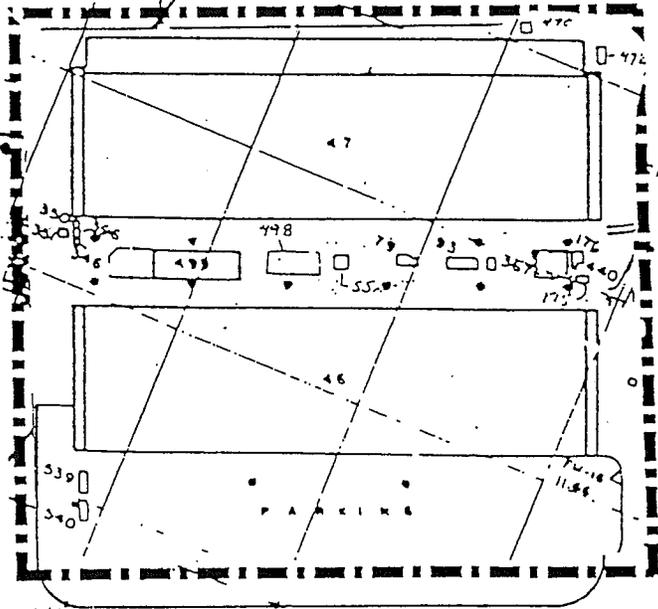
Shortly after the outbreak of WWII, the base was returned to the U.S. Navy. In April, 1942, the base was recommissioned Naval Air Station Moffett Field.

The return to Naval Command was to provide expanded facilities for small blimps and balloons used for coastal observation. Hangars #2 and #3 were constructed for blimps in 1942. They are included in the historic district because of the use as a lighter than air facility, and for their architectural/engineering importance.

One of the most recognizable landmarks in the San Francisco Bay Area, Hangar #1 and the original base are significant in the history of Naval Aviation, defense and in the development of the Santa Clara Valley. From the original base and because of the facility location and landing field, NASA Ames Research Center is located to the north adjacent to the original plaza boundary and at the north boundary of the historic district. It is far easier to measure the importance of the dirigible in Naval Aviation and defense history than it is to measure the enormous impact upon the growth of the defense and space industry in Northern California because of the original location of this base with the 1000+ acres.

The Naval Air Station Sunnyvale Historic District is recommended for listing in the National Register of Historic Places at the National Level of significance under Criteria A, as the only base designed specifically for the Navy to home port USS MACON, the only dirigible in the fleet, a significant contribution to the broad pattern of our history; and under Criteria C, a facility plan and architectural design that embody the distinctive characteristics of a type, period, or method of construction or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction.

The landscape plan (Y&D drawing No. 115840) was approved on April 29, 1933. This plan shows the base in its entirety.



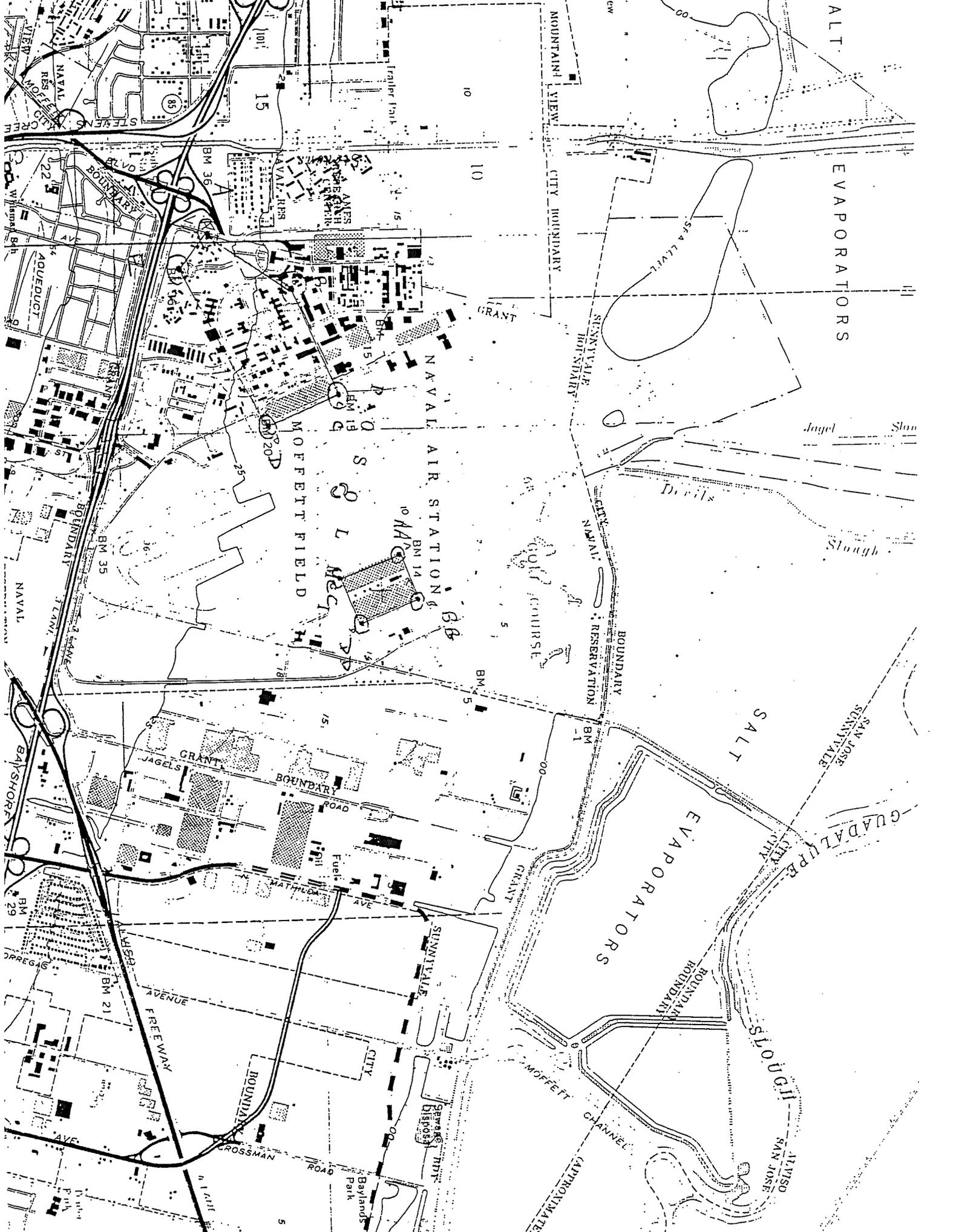
DISTRICT BOUNDARY MAP

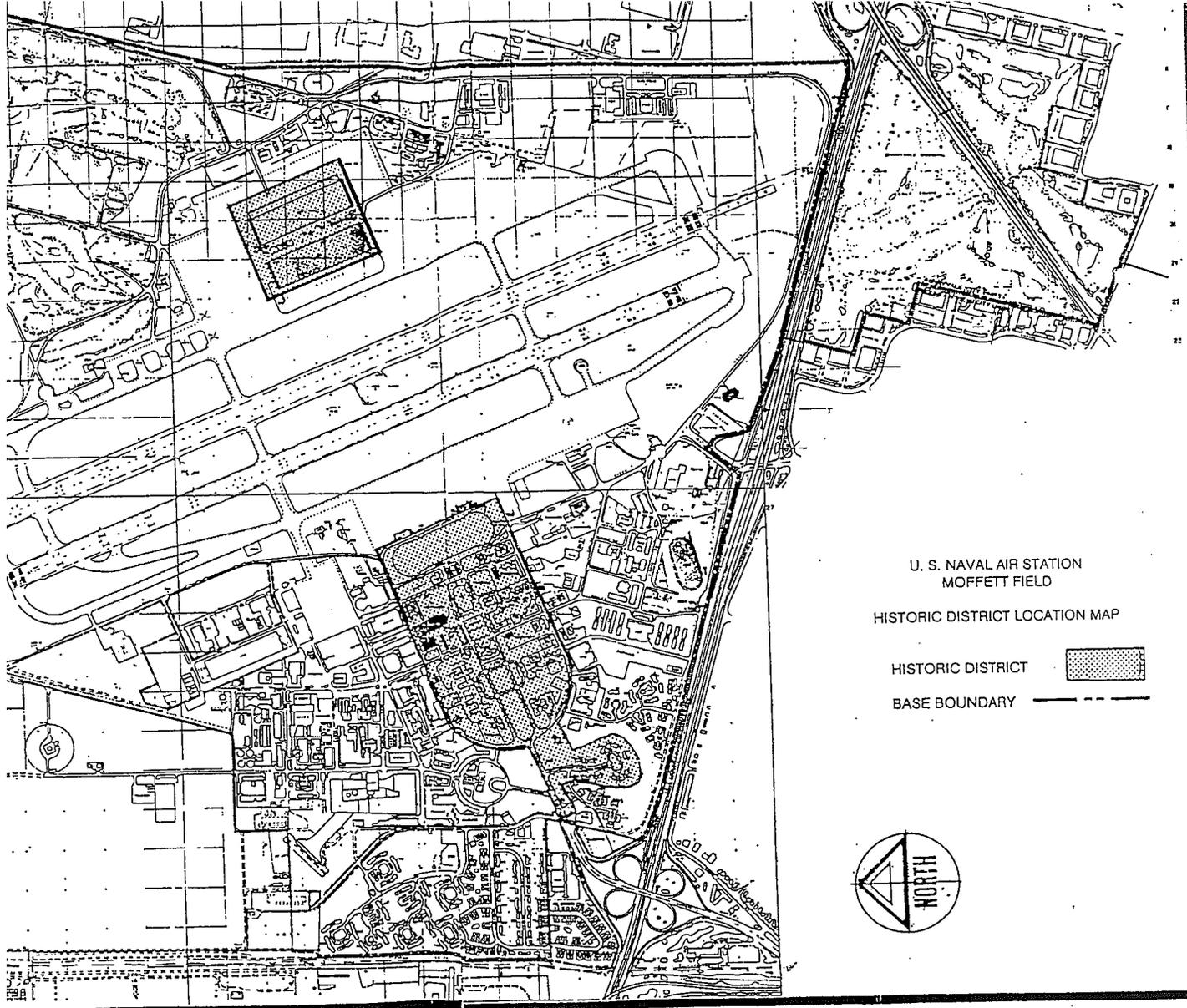
United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 10 Page 2

ZONE 10	E	37.7063	122.0530
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	B1	37.7060	122.0421
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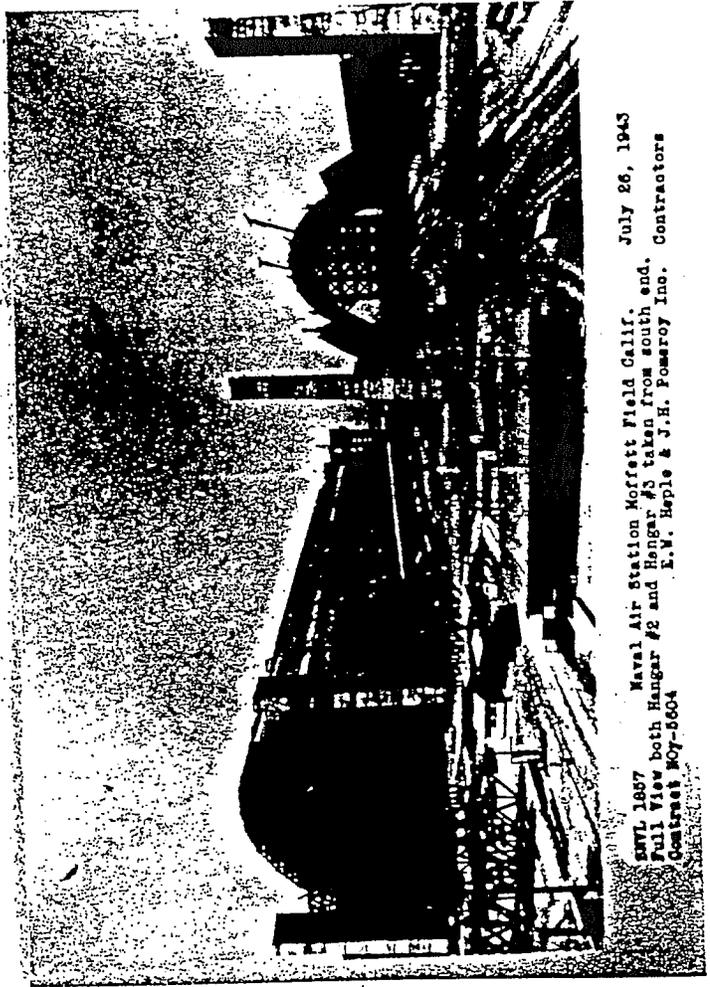
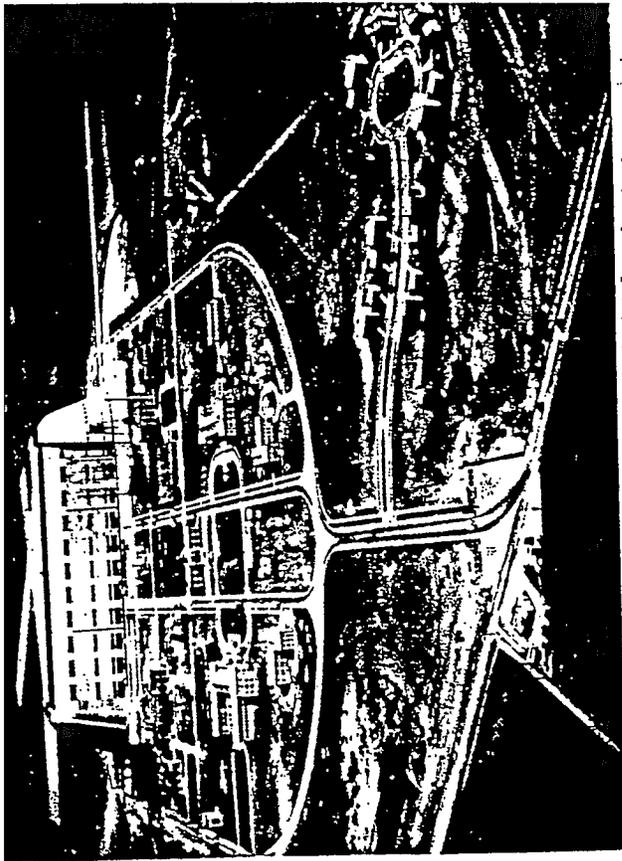




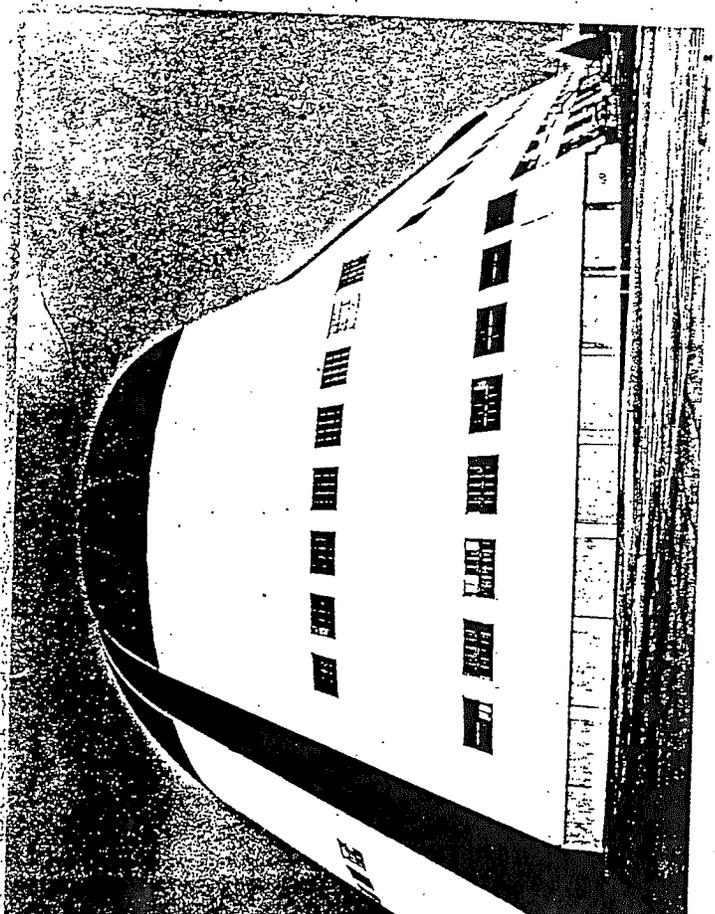
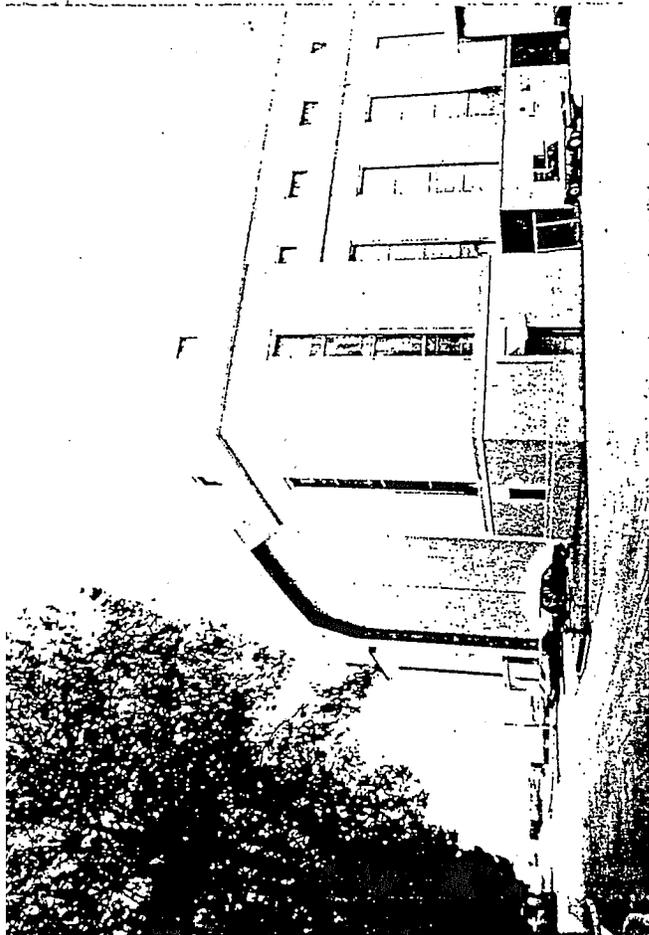
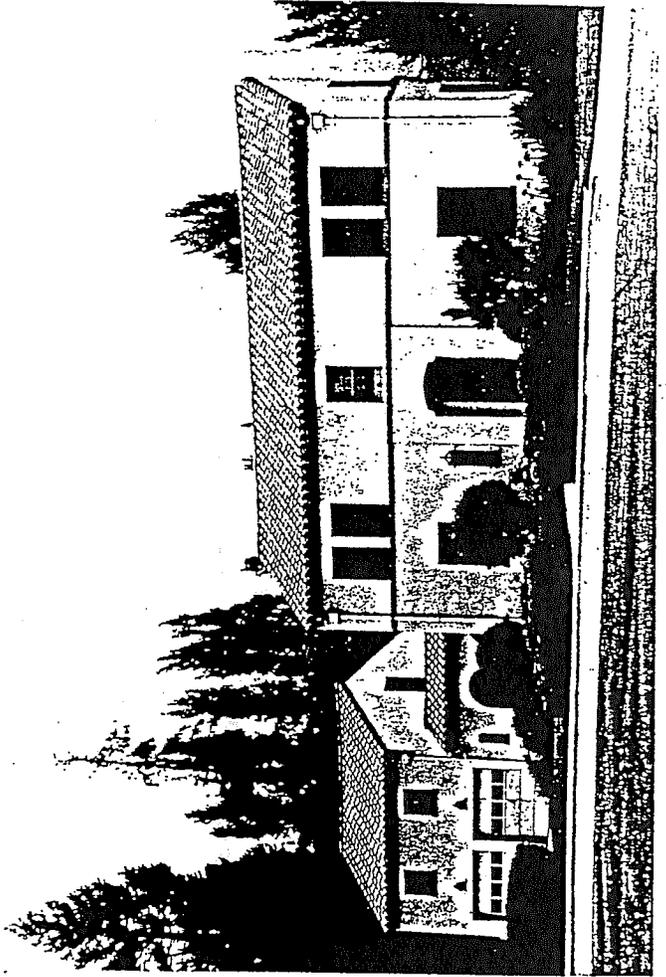
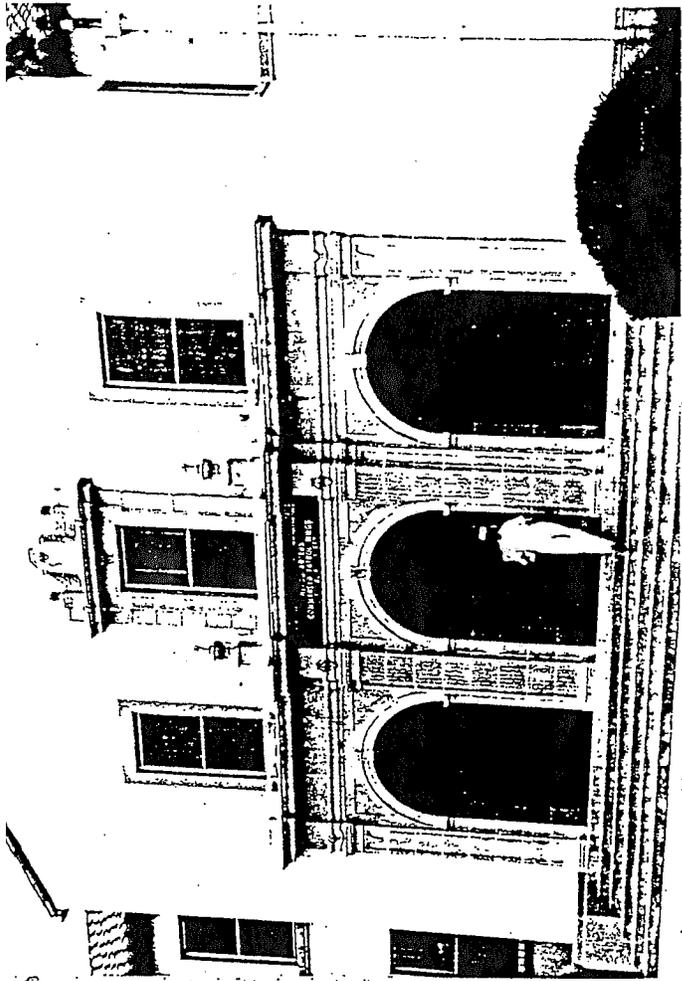
U. S. NAVAL AIR STATION
MOFFETT FIELD
HISTORIC DISTRICT LOCATION MAP

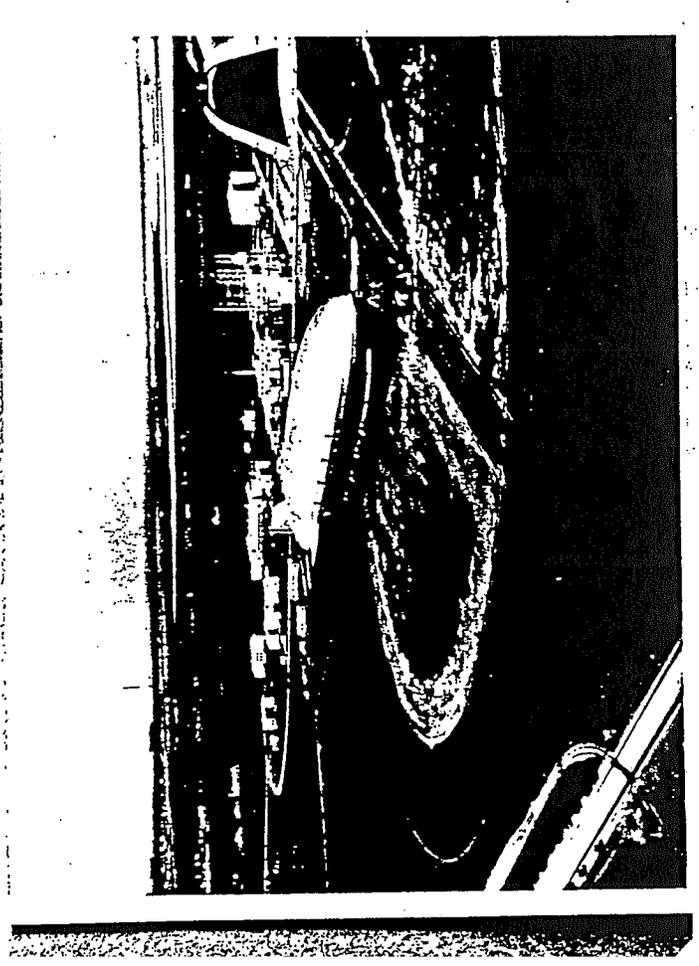
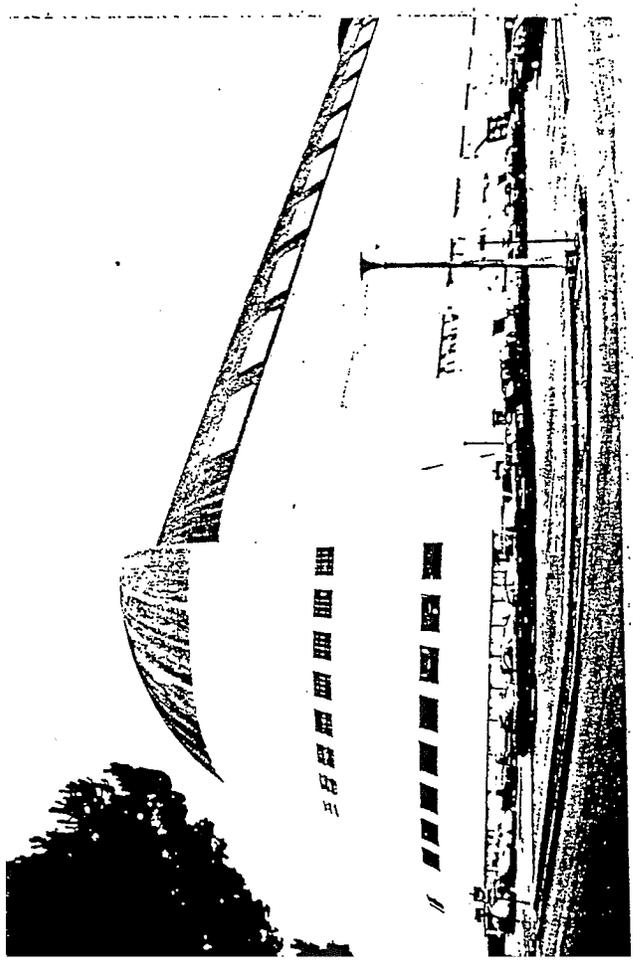
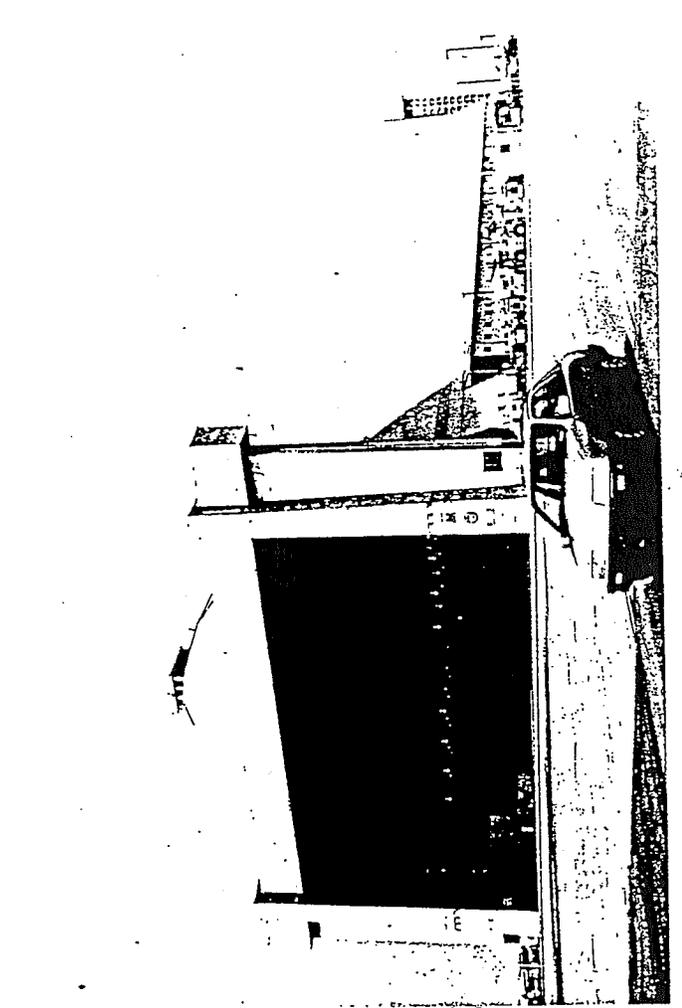
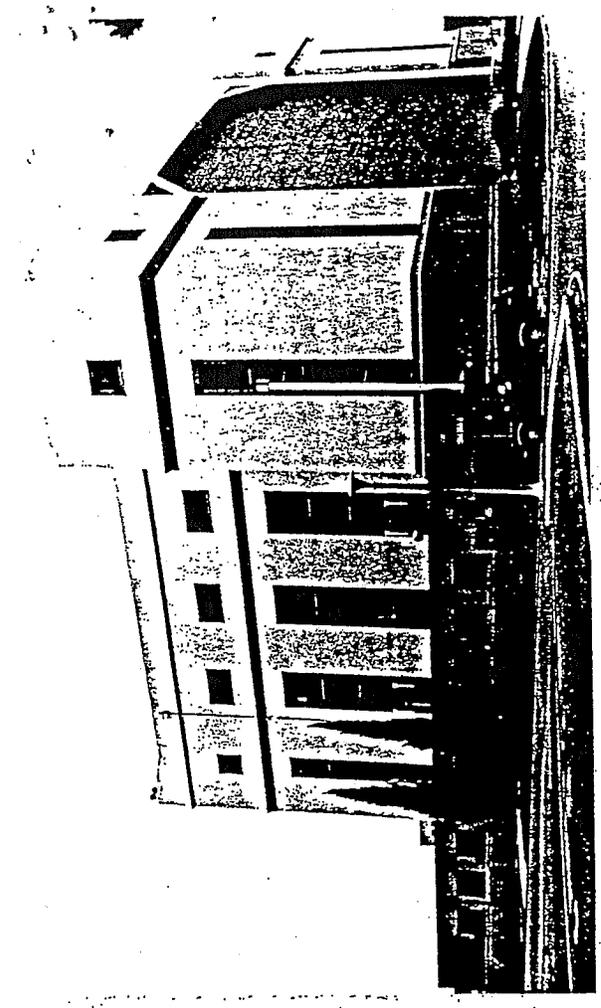
HISTORIC DISTRICT 
BASE BOUNDARY 

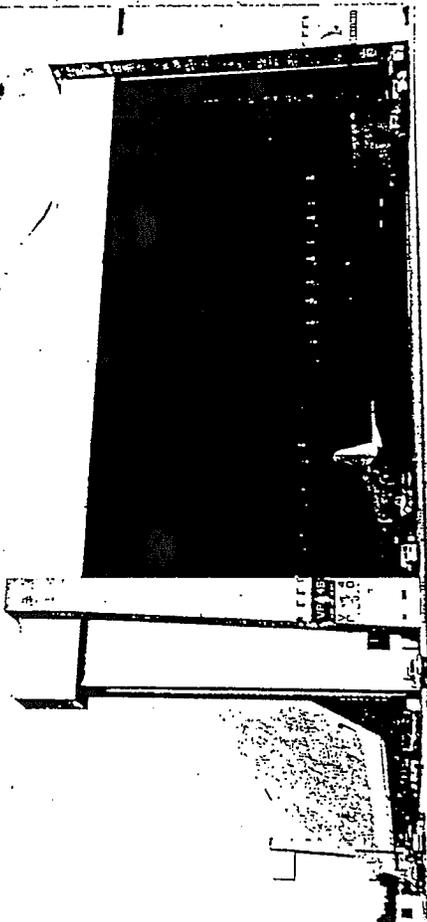
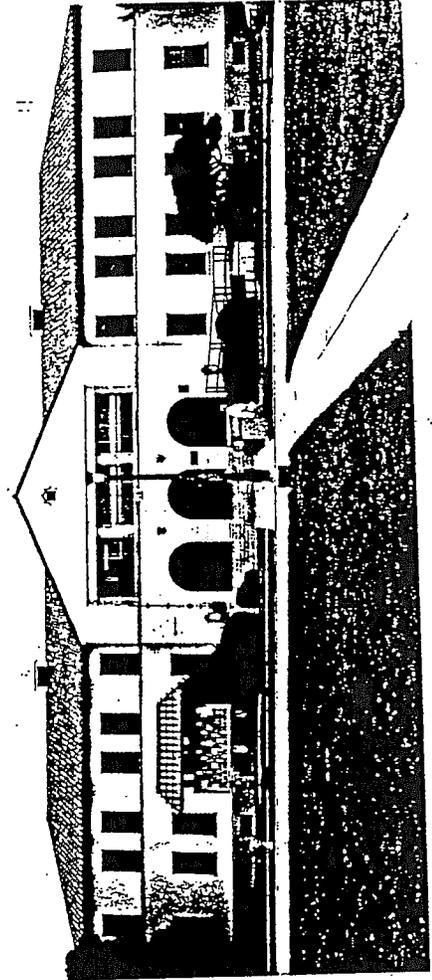


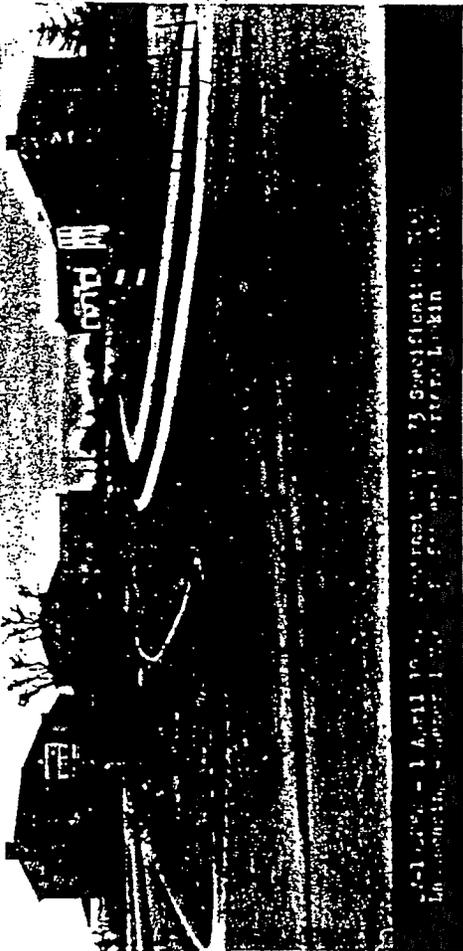
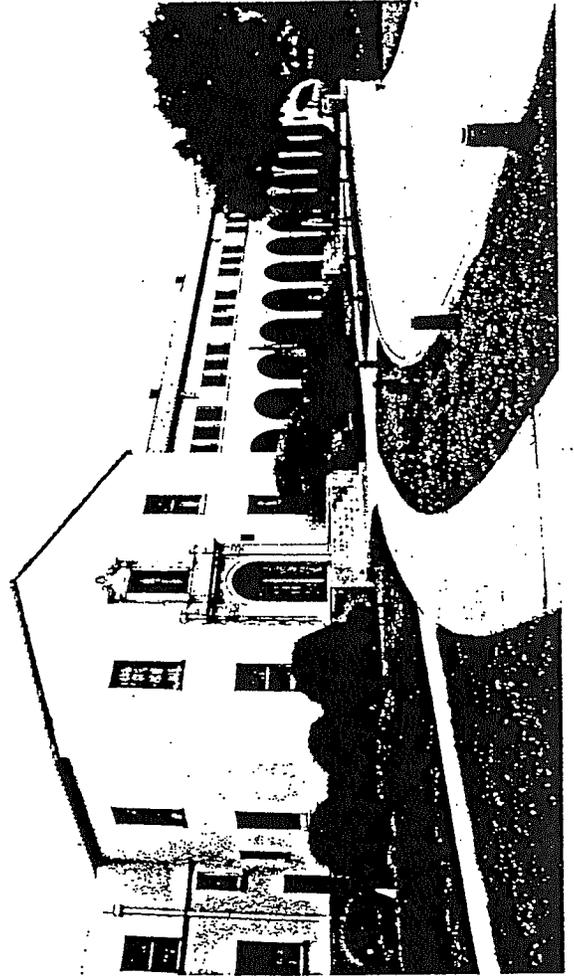


SWL 1897 Naval Air Station Moffett Field Calif. July 26, 1943
Full View both Hangar #2 and Hangar #3 taken from south end.
Contractor E.N. Heple & J.H. Fomeroy Inc. Contractors
Contract No. 5404









2-1-1944 - 1 April 1944 - Project No. 11 Specialist in 201
In connection with the project of the U.S. Army

