

Building 19 Reuse Guidelines

NASA Ames Research Center, California

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prepared for:

NASA/Ames Research Center

prepared by:

Architectural Resources Group

Architects, Planners & Conservators, Inc.

San Francisco, California

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Table of Contents

Introduction.....	1
I. Executive Summary	1
II. Project Team	2
III. Methodology	3
IV. Building Summary	4
V. Historical Background and Site Context	5
VI. Building Description	6
VII. Character-Defining Features	9
VIII. Opportunities for Reuse	11
IX. Code Evaluations and Recommendations	11
A. Fire/Life Safety	
B. Glossary of Terms: Construction & Occupancy Types	
C. Disabled Accessibility	
D. Energy Conservation	
X. Future Studies Needed	17
A. Hazardous Materials	
B. Mechanical and Electrical Systems	
C. Structural Systems	
Appendix 1. Historic Character-Defining Features	
Appendix 2. Existing Floor Plans and Rehabilitation	
Appendix 3. Significance Diagrams	
Appendix 4. Historic Aerial Photographs	
Appendix 5. Current Conditions Photographs (2006)	
Appendix 6. Construction Plans	
Appendix 7. NRHP Moffett Field District Nomination	



Introduction

NASA Ames Research Center and Architectural Resources Group, Architects, Planners & Conservators, Inc. (ARG) have developed Reuse Guidelines for the Bachelor’s Enlisted Quarters (Barracks), Building 19, at NASA Ames Research Center, California. The Reuse Guidelines have been designed to assist NASA Ames professional staff, tenants, and their consultants in rehabilitating historic structures by identifying character-defining features, outlining the opportunities for reuse, and evaluating code deficiencies.

I. Executive Summary

Constructed in 1933 as a part of NASA’s construction campaign, Building 19 is a concrete, two-story over partial basement, Spanish Colonial Revival style building with International style wing additions. The building is characterized by a distinctive plan, arranged along an east-west axis with a series of wings running along a north-south axis. Historically known as the “Bachelor’s Enlisted Quarters,” Building 19 provided living quarters for enlisted personnel with dormitories arranged along the building’s double-loaded corridors. In 1952, additions to the east and west were constructed, compatible in plan and massing with the original 1933 construction, to provide additional dormitory space. (Refer to Appendix 6 for historic building plans.) Today, the building largely functions as offices, with the westernmost wing being used as a guest hotel for NASA.

The United States Naval Air Station Sunnyvale, California (the historic name of the base) was listed on the National Register of Historic Places (NRHP) as a historic district in 1994 for its important role in the development of U.S. Naval aviation prior to World War II and as a collection of buildings reflective of early twentieth-century military planning, engineering, and construction. (See Appendix 7 for the NRHP Moffett Field District Nomination). Building 19 is a contributor to the district, as it was integral in the overall design and function of the Sunnyvale base, and retains a high degree of integrity. The building’s character-defining features are intact on the exterior. The original floor plan of wings and offices has been maintained. However, significant alterations have been made to the interior with some changes to flooring, ceilings, fixtures, and some interior doors. Refer to Appendix 1. for a matrix of character defining features, including significance and condition ratings.

The building’s continued use as an office building and educational facility is appropriate. Reuse of the building should comply with *The Secretary of the Interior’s Standards for Rehabilitation (The Standards)*. *The Standards* are located on the National Park Service website (www.nps.gov), and are currently located at the following URL: <http://www.nps.gov/history/hps/tps/rhb>. Plans for the reuse of Building 19 should take into consideration the preservation of the building’s character-defining and contributing features, including, but not limited to, the overall form of the building, fenestration pattern, materials, and central open interior space. Changes to non-character-defining features may be undertaken, but the impact to the character-defining and contributing features should be carefully evaluated.

The Reuse Guidelines for Building 19 provides assessments of important code and system upgrades including fire/life safety, disabled accessibility, and energy conservation. Future renovations will require



Fire/Life Safety and Disabled Accessibility upgrades to comply with current codes. These include, but are not limited to, the addition of fire sprinklers, exit path of travel and exit door upgrades, and disabled access improvements to door and door hardware, restrooms, and offices. The impact of these upgrades to the character-defining and contributing features should be carefully considered before changes are made.

Further analysis is required for the management of hazardous materials and upgrades to the mechanical, electrical and structural systems. Existing mechanical flues, ducts and conduits protruding from windows and exposed on the exterior should be removed. The impact of these upgrades to the character-defining and contributing features should also be carefully evaluated.

II. Project Team

Client

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III. Methodology

ARG staff conducted site reviews of Building 19 in January and October 2006. During the site visits, notes were taken on the character-defining features of the building and photographic documentation was completed on the exterior as well as major interior spaces. Documents were provided by NASA Ames Research Center and were used as a general reference in the production of this report. The verification of the accuracy of the documents was not included in the scope of work.

Site reviews were conducted with the understanding that the current use of the building would be continued. The site reviews were limited to a general observation of the buildings and building components and detailed survey of all interior spaces was not included in the scope of work. Furthermore, limited access to some areas of the building were required due to issues of security, privacy, safety, or other limitation.

ARG staff reviewed both primary and secondary research materials at the following institutions:

- 1950 Navy Docks & Yards Micro Film;
- Engineering Documentation Center (located in Building N-213); and
- Ames Imaging Library (located Building in building N-241).

The following documents were utilized as the main sources of information:

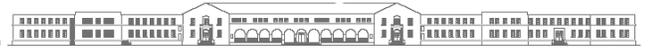
- The 1994 National Register of Historic Places Nomination Form for the US Naval Air Station Moffett Field Central Historic District;
- Aerial photographs dating from 1931 through 1944; and
- Architectural Drawings including:
 - o U.S. Naval Air Station, Moffett Field California. “Building No 19: Barracks First Floor Plan.” Drawings dated 31 December 1931;
 - o U.S. Naval Air Station, Moffett Field, California. “Building 19: Additions to Barracks Existing East Wing Second Floor Plan.” Drawings Dated 2 May 1952.
 - o U.S. Naval Air Station, Moffett Field, California. “Building 19: Additions to Barracks Existing East Wing First Floor Plan.” Drawings Dated 2 May 1952.
 - o U.S. Naval Air Station, Moffett Field, California. “Building 19: Additions to Barracks Existing West Wing Second Floor Plan A42 and A43.” Drawings Dated 2 May 1952.
 - o U.S. Naval Air Station, Moffett Field, California. “Building 19: Additions to Barracks New East and West Wings Elevations.” Drawings dated 2 May 1952;
 - o U.S. Naval Air Station, Moffett Field, California. “Building 19: Additions to Barracks New East and West Wings Sections and Elevations.” Drawings Dated 2 May 1952.
 - o U.S. Naval Air Station, Moffett Field, California. “Building 19: Additions to Barracks New



- East Wing First Floor Plan.” Drawings Dated 2 May 1952.
- o U.S. Naval Air Station, Moffett Field, California. “Building 19: Additions to Barracks New East Wing Second Floor Plan.” Drawings Dated 2 May 1952.
 - o U.S. Naval Air Station, Moffett Field, California. “Building 19: Additions to Barracks New West Wing Roof Plan.” Drawings Dated 2 May 1952.
 - o U.S. Naval Air Station, Moffett Field, California. “Building 19: Additions to Barracks New East Wing Roof Plan.” Drawings Dated 2 May 1952.
 - o U.S. Naval Air Station, Moffett Field, California. “Building 19: Additions to Barracks New West and East Wings Miscellaneous Stair Details.” Drawings Dated 2 May 1952.
 - o U.S. Naval Air Station, Moffett Field, California. “Building 19: Barracks First Floor Plan.” Drawings dated 25 March 1975;
 - o U.S. Naval Air Station, Moffett Field, California. “Building 19: Barracks Second Floor Plan.” Drawings dated 25 March 1975;
 - o U.S. Naval Air Station, Moffett Field, California. “Building 19: Special Project R-15 79 Repair BEQ.” Drawings dated 16 July 1980;
 - o U.S. Naval Air Station, Moffett Field, California. “Building 19: First Floor Plan Demolition and New Work.” Drawings dated 19 June 1991;
 - o U.S. Naval Air Station, Moffett Field, California. “Building 19: Second Floor Plan Demolition and New Work.” Drawings dated 19 June 1991; and
 - o U.S. Naval Air Station, Moffett Field, California. “Building 19: Basement Floor Plan.” Drawings dated 19 June 1991

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Building 19 reuse guidelines



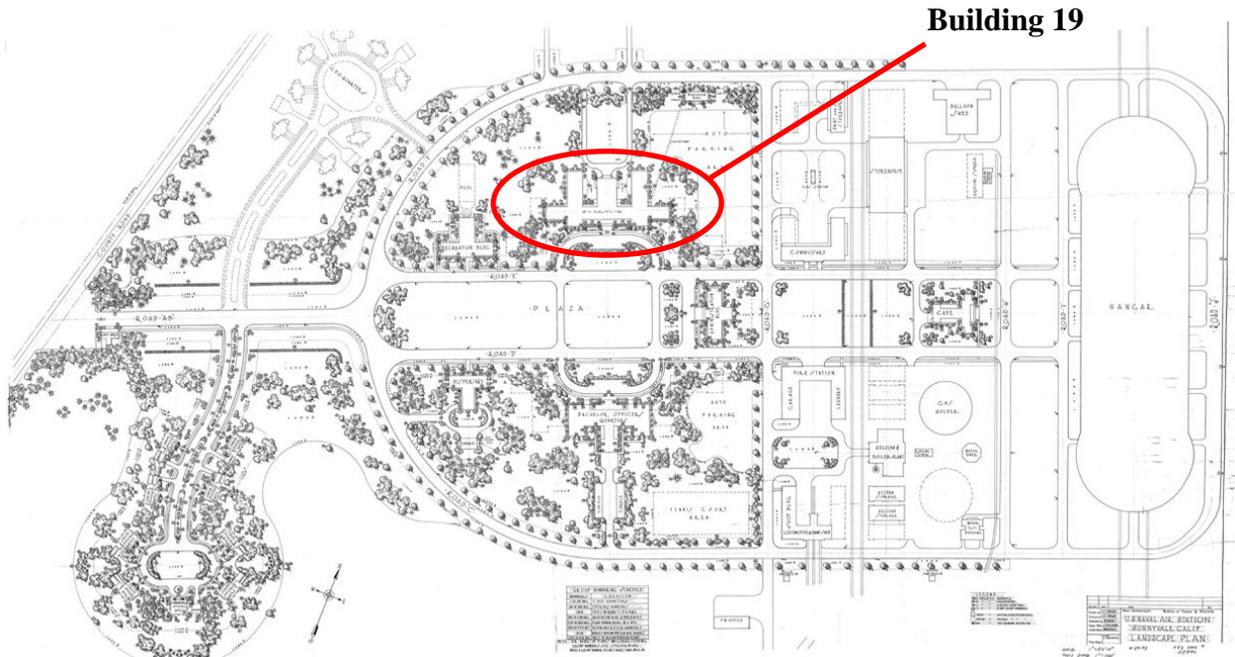
South Elevation of Building 19.

IV. Building 19 Summary

Location:	Shenandoah Plaza, North Akron Road
Area:	NASA Ames Research Center - Central Historic District
Date of Construction:	1933 and 1952
Historic Structure:	Yes
Historic Use:	Barracks
Current Use:	Offices
Hazard Level:	Ordinary
Number of Floors:	Two, with partial basement
1st Floor:	60,280 gross ft ²
2nd Floor:	58,135 gross ft ²
Basement:	16,500 gross ft ²
Total:	134,915 gross ft ²
Exterior Materials:	Concrete w/ integral colored stucco, terra-cotta tile roof
Construction Frame:	Concrete



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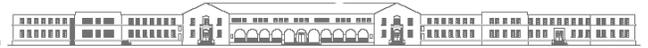
“U.S. Naval Air Station, Sunnyvale, Calif., Landscape Plan.” 29 April 1933.

V. Historical Background and Site Context

The United States Naval Air Station Sunnyvale, California was commissioned on April 12, 1932 (see Appendix 4 for historic aerial photographs). The station was one of two bases constructed to port the Navy’s two large airships (dirigibles)—the U.S.S. Macon and the other dirigible, the U.S.S. Akron, which was stationed in Lakehurst, New Jersey. The dirigibles were part of a domestic security program designed by Admiral William A. Moffett. The dirigibles were capable of staying airborne for much longer periods of time than airplanes and were considered ideal for conducting reconnaissance of the nation’s coastlines.

The 1933 station was defined by perimeter roads: Wescot Road to the north and west, Bushnell Road to the south and west, and Sayre Avenue to the east. The base was arranged in a formal and hierarchical arrangement typical of American military base design. McCord Avenue, which runs north/south, divided the base into halves; the administration functions were located to the west and the industrial functions, including the massive dirigible hangar, were positioned to the east. The western section, including the Administration Building (Building 17), Dispensary (Building 23), Bachelor Officer’s Quarters (Building 20), Recreation Building (Building 25), and office building (Building 19) were arranged around a central axis, Shenandoah Plaza. All of the buildings within the original base, with the exception of Hangar 1, were constructed in the Spanish Colonial Revival Style.

Building 19 (Barracks) was constructed during the 1931-1933 building campaign. Plans for Building 19, were approved on December 31, 1931. The building is a large reinforced-concrete structure, comprised of a main east-west axis with six, north-south wings, and faces south toward Shenandoah Plaza.



Historically, the building had three north-south wings constructed as part of the 1933 construction campaign, in the Spanish Colonial Revival style (see Appendix 5 for historical building plans). The three wings added in 1952 were completed in the International Style.

The United States Naval Air Station Sunnyvale, California was listed as a historic district in the National Register of Historic Places (NRHP) in 1994. The Period of Significance for these structures is 1930–1935 and 1942–1946, which corresponds to the period of Navy occupation. Building 19 is a contributor to the district.

IV. Building Description

Refer to Appendix 5 for current conditions photographs.

Building 19, constructed in 1933, is a large, two-story building with a partial basement. Originally, the building had an “E” shaped plan with Wings A and B flanking the central core. In 1952, large additions were added to both the east and west ends (Wings R, C and D). The building has recently been upgraded and has a fire sprinkler and fire alarm system. The building has a gross floor area of 134,915 ft² and consists of concrete slab, concrete exterior walls, and a wood frame roof system sheathed in clay tiles.

The majority of the building is being used as offices. The westernmost wing, (Wing R), is being used as a guest hotel for NASA.

Historic Appearance of the Barracks

The Moffett Field Naval Airbase Barracks were originally designed to reflect the Spanish Colonial Revival Style of architecture used throughout the Shenandoah Plaza complex (see Appendix 3 for historic photographs). Completed in 1933, the building had a modified “E” shape footprint, with reinforced concrete walls sheathed in stucco, and a clay tile, cross-gabled roof. Historically, the north-south axis was the main corridor with a central core and flanking wings (A and B) running east-west creating an “E” footprint. An arcade ran the extent of the south elevation between wings A and B. Elaborate, low relief carvings in the Spanish Revival Style surround the entrances to wings A and B. The fenestration pattern consisted of multiple six-over-six, double-hung, metal-frame sash windows punctuating the first and second floors.

Modifications to the Barracks

The Barracks have undergone several phases of exterior and interior alterations in response to a need for additional space and interior upgrades. In 1952, a series of three wings were added to the building (see Appendix 5 for plans of building additions). Two wings were added to the east end and one to the west end. The additions were constructed in the International style, with exterior walls composed of reinforced concrete sheathed in stucco, and flat roofs. The fenestration pattern was identical to that used on the original building: a series of multiple six-over-six, double-hung, metal-frame sash windows. Exterior doors were metal sash with three-lite transom.



Interior Building Modifications

In addition to exterior modifications, the interior has undergone an extensive series of alterations resulting in the elimination of many character-defining features. At various times, alterations were made to the offices, restrooms, and hallways located in all wings. Further alterations were made to the interior materials and fixtures including the replacement of floor and ceiling materials, light fixtures, and the addition of partition walls. These alterations were made as upgrades, but have resulted in the elimination of interior character-defining features.

Exterior Landscape/Setting Modifications

Building 19, originally constructed as Bachelor Enlisted Barracks for Moffett Field Naval Base is the central building on the north end of Shenandoah Plaza. The location of the Barracks remains unchanged from the time of its initial construction. Historically, the landscaping consisted of extensive lawn with numerous trees and plantings. However, the setting has been altered with the addition and removal of various trees and hedges as part of regular landscape maintenance and to accommodate the expansion of surrounding surface parking adjacent to the south, east, and west elevations. Manicured hedges and a simple grass lawn border the building's rear (north) elevation.

Current Appearance of the Barracks

Except for alterations to the interior materials, the exterior design, appearance, and interior plan of Building 19 have remained relatively unchanged since 1952. The building features a number of the original, exterior, character-defining features including: clay tile cross-gabled roof, arcade, and relief surrounds on entries in the Spanish Colonial Revival style. The building's exterior walls are reinforced concrete sheathed in stucco. All windows are identical with six-over-six, double-hung, metal sash windows located on the first and second floors of all elevations. The windows are covered with metal-frame screens.

The primary (south) elevation is divided into nine bays. The central bay with its arcade and two flanking wings are part of the original structure built in 1933. This section of Building 19 has a clay tile, cross-gable roof. The entrances of wings (A and B) are surrounded by low relief, cement surrounds detailed in the Spanish Colonial Revival style. Cement stairways, with wrought-iron railings are located at the entrance bays to the central arcade and at wings A and B. Wings R, C, and D, constructed in 1952 are simple in form and style with plain façades and flat roofs. These wings extend from the original core and repeat the same fenestration pattern.

The rear (north) elevation is identical to the south elevation in exterior materials and fenestration pattern. Metal stairs are attached to the exterior wings at the second floor, providing access to the surface parking lot below. Flush metal doors, with three-lite transoms are located at various locations along the rear elevation and provide access to the building.

The side (east and west) elevations repeat the fenestration pattern evident on the north and south elevations. A stairway extends from the west elevation and provides access to the hotel. A stairway is located on the east elevation providing access to that wing.

Overall, in form, material, and details, the exterior portion of Building 19 retains a fair amount of its historic appearance.



VII. Historic Character-Defining Features

Refer to Appendix 1. for a matrix of character defining features, including specific location of building components. For illustrated plans and elevations, see Appendix 3. Significance Diagrams.

Alteration of significant and contributing building components shall be in keeping with original design, configuration and material. For more information, see the Secretary of the Interior’s Standards for the Treatment of Historic Properties. *The Standards* are located on the national Park Service website (www.nps.gov), and are presently located at the following URL: <http://www.nps.gov/history/hps/tps/tax/rhb>.

See *Appendix 5. Current Conditions Photographs* for photos showing the character-defining building components listed below. For building floor plans, see *Appendix. 2. Existing Floor Plans and Rehabilitation*.

1. Significant Character-Defining Features: these are the features that convey the building’s historic character and significance. Alteration or removal of these features could result in a loss of integrity and should be avoided.

The following are significant features:

- Stepped water table base course;
- Cement plaster surface;
- Ornamental band—continuous throughout the façade at second floor window sill;
- Double hung metal sash windows with screens;
- Metal door, 3-lite and single-lite transoms, and frames;
- Clay tile roofing;
- Copper half-round gutters;
- Roof ventilators w/ copper ornamental grilles at roof ridge (original building*);
- Lighting fixtures above exit doors;
- Metal double doors with 4-lite glazing, 5-lite transoms, and frames;
- Spanish Colonial Revival arched portal-limestone surround

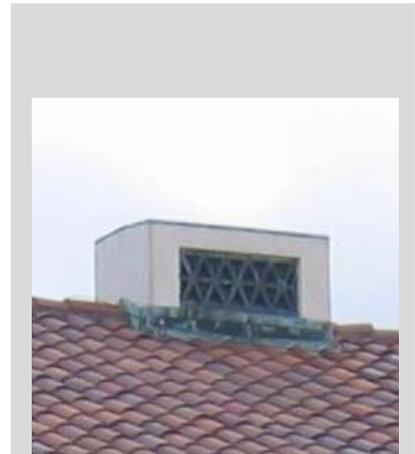


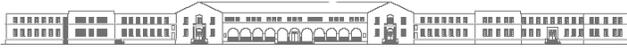
Illustration 3: Roof ventilators with copper ornamental grilles are significant features. (Source: ARG, October 2006)



Illustration 2: Arched portal-limestone surround is a significant feature. (Source: ARG, October 2006)



Illustration 1: Impost molding at arched exterior is a significant feature. (Source: ARG, October 2006)



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Illustration 4: Globe-style pendant lighting fixtures on interior are significant features. (Source: ARG, October 2006)



Illustration 5: Red ceramic tile flooring on interior is a significant feature. (Source: ARG, October 2006)



Illustration 6: All wood-sash, six-over-six, double-hung windows are significant features. (Source: ARG, October 2006)

with Baroque ornamentation (original building*);

- Arcaded loggia with impost molding;
- Window-size openings with wrought iron ornamental grill at two ends of arcade);
- Interior finishes, fixtures and furnishings including:
 - o Flooring/red ceramic tile;
 - o Double doors with 5-lite transom;
 - o Single door with 3-lite transom;
 - o Windows and frames;
 - o Stairs and railings—original posts and railings in the first phase are significant; and
 - o Marble thresholds and marble toilet room finishes.

2. Contributing Features: these features are important elements that 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.

The following are contributing features:

- Interior configuration;
- Metal door, metal transom, and frame at north elevation;
- Metal doors with glazing at north elevation;
- Collection boxes;
- Stepped parapets;
- Metal door with glazing and metal transom at south elevation;
- Metal door and glazing with 3-lite transom and frame at west elevation; and
- Lighting fixtures— globe style fixtures, wall mounted or pendant.

3. Tertiary Features: these features are original elements of the building that 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:

- Interior configuration; and
- Metal door with glazing and metal transom and frame at west elevation.

4. Non-Contributing Features: these features are elements of the building that have been remodeled or areas where additional alteration would not affect the original integrity of the building. In some cases, removal of the non-contributing features may be beneficial to the historic integrity of the building.

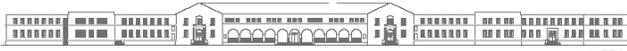
The following are non-contributing features:

- Exterior exit stairs and railings at each wing;
- Corridor doors with glazing;
- Glazed double doors with single-lite transom at building main entry;
- Stair and accessible ramp railing at west elevation;
- Interior finishes, fixtures and furnishings including:
 - o Flooring/carpet, VCT;
 - o Walls;
 - o Ceilings/ acoustical suspended ceiling, acoustical tile, concrete;
 - o Single panel wood doors; and
 - o Fluorescent lamps.

5. Conservation of Intact Historic Fabric

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

- Exterior cement plaster;
- Ornamental exterior limestone;
- Exterior wrought iron railings;
- Copper half-round gutters and collection boxes;
- Roof ventilators w/ copper ornamental grilles at roof ridges;
- Interior ceramic tile flooring in lobby/entrance; and
- Interior wrought iron and wood stair railings.



VIII. Opportunities for Reuse

Building 19 could continue to function well for office use. The current layout does not have a secure and separate tenant for each principal wing of the building, and the principal access to each wing is by way of the main east-west corridor. Should the building be divided into separate and secured tenant spaces, vertical access to the second floor would be required. The building systems have been partially upgraded, and with future upgrades, provisions should be made for the upgrade of building systems.

IX. Code Evaluations and Recommendations

A. Fire/Life Safety

Description

Building 19, constructed in 1933, is a two-story building with a partial basement. Originally the building had an “E” shaped plan with Wings A and B. In 1952, large additions were added to both the east and west ends, Wings R, C and D. The building has recently been upgraded and has a fire sprinkler and fire alarm system. The building has a gross floor area of 134,915 ft² and consists of concrete slab, concrete exterior walls, and a wood frame roof system with clay tiles. The building was reviewed for general code compliance with the provisions of the 2001 California Building Code (CBC).

The majority of the building is classified as B occupancy and is being used as offices. The westernmost wing, Wing R, is classified as R-1 and is being used as a guest hotel for NASA. The construction type is Type III-N. The following review is based on the occupancies remaining the same. If a change in occupancy is proposed, further detailed code analysis will be required.

California’s State Historical Building Code (SHBC), located in chapter 34 of the CBC, 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.”

Fire/Life Safety Analysis

1. Occupancy and Construction type: The building is currently classified as B and R-1 occupancies, and Type III-N construction. Table 5-A of the CBC allows Occupancies B and R-1 to be construction type III-N. Section 1004.3.4.3, exception 5 allows the corridors to not be one-hour fire rated, since the building is fully sprinklered.

Recommendation: The building Construction Type is allowable for the Occupancy Type currently housed in the building.



2. *Location on Property:* CBC Table 5-A limits the exterior bearing walls to be minimum Two-hour N/C for both R-1 and B Occupancies. Building 19 exterior walls are 8 in. concrete walls and they meet the requirement. Exterior openings for both R-1 and B Occupancies are required to be protected less than 20 ft. from property lines. Building 19 is separated more than 20 ft. in width on four sides and does not need exterior opening protection.

Recommendation: Modifications to the building based on the location of property are not required.

3. *Occupancy Separation:* A one-hour occupancy separation is required by CBC Table 3-B between B and R-1 Occupancies. SHBC Section 8-302.3 and 8-302.4 also allow historic buildings provided with an approved automatic fire sprinkler system to be unlimited in floor area without fire resistive area or occupancy separations.

Recommendation: Occupancy and area separations at Building 19 can readily be provided without impacting the historic integrity of the building, so we recommend it be provided between Occupancies R-1 and B.

4. *Allowable Area:* According to CBC Table 5-B Allowable area for B Occupancy/ Type III-N 12,000 ft². CBC Section 505.3 allows the area to be doubled in buildings of more than one story if the building is provided with an approved automatic sprinkler system throughout. The Section 505.2 allows unlimited area for B Occupancy if the building is entirely surrounded and adjoined by public ways or yards not less than 60 ft. in width, in addition to a fire sprinkler system. There is one small structure about 20 ft. away from Building 19. SHBC Section 8-302.3 and 8-302.4 also allow historic buildings provided with an approved automatic fire sprinkler system to be unlimited in floor area without fire resistive area or occupancy separations. The intent of this exception is to protect the historic integrity of the building.

Recommendation: The building is within the allowable area

5. *Allowable Height:* Table 5-B of the CBC limits the number of stories of the building to two stories and an overall height of 65 ft. for Construction Type III-NR. SHBC section 8-302.5 allows the height of the structure to not be limited, “provided such height or number of stories does not exceed that of its designated historical design.”

Recommendation: The building is within the allowable height.

6. *Means of Egress Identification:* Section 1003.2.8.2 requires the path of travel to and within exits to be identified with code compliant exit signs. Exit signs have recently been installed.

Recommendation: The Means of Egress system appears to be code compliant.

7. *Doors:* CBC Section 1003.3.1.3 requires a clear opening of 32 in. SHBC section 8-603.2 allows certain doors to have a clear dimension as narrow as 30 in. CBC section 1003.3.1.5 requires the door to swing in the direction of egress. Section 1003.3.1.6.2 requires a level landing on each side of all doors



that are part of the means of egress system. This section also requires the landing to be 44 in. in length when the door swings away and 60 in. in the direction of the door swing. Currently, all of the exits and doors meet these requirements.

Recommendation: A detailed survey of all doors should be undertaken to confirm compliant door width, clearances and hardware operation.

8. *Stairs and Guardrails:* CBC section 1003.3.3.3 requires the rise and run of the stair to be a minimum of 7 in. and 11 in., respectively. CBC section 1003.3.3.6.1 requires all stairs (two or more risers) to have a handrail on each side. Currently, the handrails on the outside of the stair are 3 in. from the wall and are required (per Section 1003.3.3.6) to be 1 ½ in. from the wall. There are no handrails on the interior side of the stair and Section 509 of the CBC requires guardrails at all unenclosed floor or roof openings, open or glazed stairways, aisles, landings, ramps, balconies, or porches, which are over 30 in. above grade or the floor below. Exterior exit stairs meet this requirement. SHBC section 8-502.1 exception 5 allows the enforcing agent to accept “any other condition which will allow or provide for the ability to quickly and safely evacuate any portion a building without undue exposure and which will meet the intended exiting and life safety stipulated by these regulations.”

Recommendation: Replace the outside handrails on the stairs and provide code-compliant handrails on the interior sides.

9. *Ramps:* Section 1003.3.4.3 of the CBC requires ramps to have a slope no greater than 1:12. Section 1003.3.4.4 requires ramps to have code compliant landings at the top and bottom of the runs. The ramps that have been recently provided at the North and West sides are compliant.

Recommendation: The existing ramps appear to be code compliant.

10. *Travel distance:* Section 1004.2.5.2.2 requires that the maximum travel distance in sprinklered buildings not exceed 250 ft. Travel distance is that distance an occupant must travel from any point within occupied portions of the exit access to the door of the nearest exit. Where path of travel includes unenclosed stairways or ramps, the distance of travel on such components must be included in the travel distance measurement. The interior stairways are well within the travel distance required. The travel distance from the interior stair to the exterior exit stairs are again, well within the required travel distance.

Recommendation: Travel distance for exiting is within the required travel distance.

11. *Fire Alarm:* A fire alarm system has been provided in the recent renovation. Any new classroom spaces will require horns and strobes be added.

Recommendation: Provide horns and strobes in any new classrooms.

12. *Draft stops:* CBC Section 708.3.1.2.2 requires draft stops in the attic space in buildings provided with sprinklers to be placed so the area between draft stops does not exceed 9,000 ft² or 100 ft. No draft stops exist in the attic. Note: requirements for the R-1 occupancy is different and beyond the scope of this evaluation.



Recommendation: Provide draft stops at every 100 ft. with self-closing access panel in the attic. Locate them per code and coordinate with the area separation walls. The requirements for draft stops above the hotel rooms are different and outside the scope of this work. The area separation wall will separate the R-1 occupancy from the B occupancy.

Summary of Fire/Life Safety Recommendations

1. *Occupancy and Construction type:* The building Construction Type is allowable for the Occupancy Type currently housed in the building.
2. *Location on Property:* Modifications to the building based on the location of property are not required.
3. *Occupancy Separation:* Occupancy and area separations at Building 19 can readily be provided without impacting the historic integrity of the building, so we recommend it be provided between Occupancies R-1 and B.
4. *Allowable Area:* The building is within the allowable area.
5. *Allowable Height:* The building is within the allowable height.
6. *Means of Egress Identification:* The Means of Egress system appears to be code compliant.
7. *Doors:* A detailed survey of all doors should be undertaken to confirm compliant door width, clearances and hardware operation.
8. *Stairs and Guardrails:* Replace the outside handrails on the stairs and provide code-compliant handrails on the interior sides.
9. *Ramps:* The existing ramps appear to be code compliant.
10. *Travel Distance:* Travel distance for exiting is within the required travel distance.
11. *Fire Alarm:* Provide horns and strobes in any new classrooms.
12. *Draft stops:* Provide draft stops at every 100 ft. with self-closing access panel in the attic. Locate them per code and coordinate with the area separation walls. The requirements for draft stops above the hotel rooms are different and outside the scope of this work. The area separation wall will separate the R-1 occupancy from the B occupancy.



B. Glossary of Terms: Construction and Occupancy Types

The following is a summary description of the Construction and Occupancy Types for building 19.

Glossary of Construction Types, referenced from the 2001 California Building Code:

Type III-N	Structural elements in Type II buildings may be of any materials permitted by this code. Exterior walls shall be constructed of noncombustible materials and shall comply with the fire-resistive requirements set forth in CBC Section 503 and Tables 5-A and 6-A. Bearing partitions, when constructed of wood, shall comply with CBC Section 2308.
------------	---

Glossary of Occupancy Types: Referenced from the 2001 California Building Code

Group B	A building or structure, or a portion thereof, for office, professional or service-type transaction, including storage of records and accounts; eating and drinking establishments with an occupant load of less than 50.
Group R1	Hotels and apartment houses, congregate residences (each accommodating more than 10 persons).

C. Disabled Accessibility

Disabled Accessibility Analysis

1. Accessible Parking: CBC section 1129B.1 requires that where parking is provided for the public as clients, guests, or employees, accessible parking will also be provided. Section 1129B.4 requires one van accessible space for every eight accessible parking spaces. Van accessible parking spaces require an 8-foot wide loading area adjacent the parking space instead of the 5-foot wide loading area required for accessible parking stalls. The total number of parking spaces for building 19 is approximately 250. CBC Table 11B-6 requires a minimum of seven accessible parking spaces. Currently, there is one van accessible and two regular parking spaces at the north side of Wing B, and two regular accessible spaces at the east side of the building.

Recommendation: Provide two disabled accessible parking spaces, one at the existing south parking lot.



2. *Accessible Route:* CBC Section 1114B.1.2 requires an accessible route of travel to all portions of the building that are required to be accessible. The SHBC Section 8-604 allows for equivalent facilitation to be provided in lieu of a path of travel to all areas of the building where providing access “would threaten or destroy the historical significance or character-defining features of the building or site or cause unreasonable hardship.” Currently there is one accessible ramp at the north side and another accessible ramp at the west entry of the building. The main south entry is not accessible. An elevator has been provided, and all areas of the building are accessible.

Recommendation: Provide accessible route at the main entrance, south elevation, with a ramp structure at the exterior of the Arcade and a ramp and landing at the entrance doors. Accessible ramps and landings should be in keeping with the building design.

3. *Doors:* Section 1133B.2.4 of the CBC requires a level landing on each side of a door. Section 1133B.2.4.2 requires maneuvering clearance to be 60 in. on the swing side of interior doors and 48 in. on the non-swing side of the door with a closer (44 in. without closer). The clearance on the swing side shall extend 18 in. beyond the strike side of the door for interior doors and 24 in. on exterior doors. The clearance for the non-swing side shall extend 12 in. when the door has a closer. Section 1133B.2.5.2 requires hardware that is hand operable with a single effort without requiring the ability to grasp. Currently most of the doors meet these requirements. However, most of them do not have code compliant lever-handled locksets.

Recommendation: Provide a lever-handled lockset for all doors where accessibility is required. Provide an automatic opener at doors that don’t meet the requirements for landing clearances. A detailed survey of all doors should be undertaken to confirm compliant door width, clearances and hardware operation.

4. *Stairs:* Section 1133B.4.4 of the CBC requires striping for the visually impaired on the lowest and upper most treads of a run of stairs. Currently most of the interior and exterior stairs meet this requirement. CBC Section 1133B.4.2 requires handrails to extend 12 in. beyond the top nosing and 12 in. plus the tread width, beyond the bottom nosing. Interior stairs do not meet this requirement.

Recommendation: Modify interior stair handrail configuration as per CBC Section 1133B.4.2 to comply with code.

5. *Restrooms:* Section 1115B.1 requires buildings which are required to be accessible to have accessible restrooms. The restrooms have been upgraded and are disabled accessible. The toilet paper dispensers are located above the grab bars, and should be 19 in. above the floor. CBC Table 11B-3 requires hotels with 26 to 50 rooms to have one fully accessible room and one additional accessible room with a roll-in shower.

Recommendation: Provide toilet paper dispensers at the code required location. Modify two hotel rooms on the first floor in close proximity to the accessible entry, so that one is fully accessible and the other has a roll-in shower.



6. *Signage:* Sections 1103.2.4, 1127B.3, 1129B.5, and 1115B.5 of the CBC require code-compliant signage identifying accessible entrances, parking, areas of refuge, passenger loading zones, toilet and bathing facilities, and exit signage at exit stairs. In addition to the international symbol of accessibility, each unisex toilet or bathing room shall be identified by a tactile sign including raised letters and Braille. Parking signage is provided, but signage for stairs, entrances and toilet rooms is not complete throughout the building.

Recommendation: Provide code compliant signage at the building stairs, entrances and toilet rooms.

Summary of Disabled Accessibility Recommendations

1. *Accessible Parking:* Provide two additional code-compliant, regular accessible parking spaces, one at the west entry ramp, and the other at the north ramp.

2. *Accessible Route:* The building has only one elevator at the main/ south entry. We recommend providing an accessible ramp at the main entry. Although not required, a ramp could be added to the east elevation entrance stair to improve disabled access to the building.

3. *Doors:* All doors should have code-compliant hardware. Provide a lever-handled lockset for all doors where accessibility is required. Provide an automatic opener at doors that don't meet the requirements for landing clearances.

4. *Stairs:* Modify interior stair handrail configuration as per CBC Section 1133B.4.2 to comply with code.

5. *Restrooms:* Provide bathroom accessories at the code required location. Modify two hotel rooms on the first floor in close proximity to the accessible entry, so that one is fully accessible and the other has a roll-in shower.

6. *Signage:* Provide code compliant signage at the building stairs, entrances and toilet rooms.

D. Energy Conservation

Energy Conservation Analysis

The historic structure was designed with some energy-conserving features; monolithic concrete floors throughout the building and thick concrete walls contribute to passive climate control for the building. Insulation in the exterior walls could not be confirmed without destructive testing; some interior wall partitions may have received new insulation in a recent upgrade. The majority of the window sashes are single glazed. The building has a mixed mechanical system comprised of a hydronic system with cast iron radiators and fabricated metal cabinets, a forced air mechanical system, and window



mounted packaged air conditioning units. Consideration should be given to replacing the packaged air conditioning units with an energy efficient single-source system. The efficiency of the mechanical systems could not be confirmed. Energy efficient fluorescent lighting is the primary lighting source.

Recommendation: As a contributing building in the Historic District, Building 19 is exempt from energy code requirements. However, measures to reduce energy consumption and provide for user comfort are recommended. These actions may include insulating the ceiling and exterior walls during future construction work. The existing steel sash windows are historic features and should be repaired and weather-stripped, rather than replaced. High efficiency mechanical systems should be used to replace mechanical systems that have reached the end of their useful life.

X. Future Studies Needed

A. Hazardous Materials

Although a hazardous materials report has not yet been completed, there are several types of historical materials and finishes known to contain asbestos and other hazardous materials. The wrought iron materials and most painted older surfaces in the building likely have some lead-based paint residues, and should be tested.

It is recommended that a complete hazardous materials report be completed on the building.

B. Mechanical and Electrical Systems

The mechanical and electrical systems were not inspected as part of this report. It is assumed that should the rehabilitation and reuse of Building 19 be undertaken, it will entail an upgrade to mechanical and electrical systems, and potentially the plumbing drainage/waste system. All new mechanical and electrical systems should be designed to preserve the character of the significant materials and spaces identified in this report.

C. Structural Systems

The exterior walls of Building 19 are reinforced concrete with a stucco finish coat. The roof structure is comprised of wood framing and wood decking constructed over a reinforced concrete ceiling. The basement floor construction is a concrete slab on grade, and the first and second floor structure is a structural concrete floor slab and joists.

The building appears to be in excellent condition. In the course of rehabilitating the building the structural system should be analyzed for seismic and gravity load deficiencies and reinforced as necessary. Strengthening provisions should be designed to preserve significant materials and spaces.

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Building B-19 reuse guidelines



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Appendix I. Character-Defining Features

**NASA Ames Research Center
Building 19 Reuse Guidelines**

Character-Defining Features

Elements	Significance	Condition	Comments
Exterior			
North Elevations (including courtyards)			
Stepped water table base course	S	G	
Cement plaster surface	S	F	
Ornamental Band (second floor window sill continuous throughout the facade)	S	G	eastern most added wing
Windows:			
6/6 Double hung metal sash windows with screens	S	F	interior window mounted air conditioners in some
Doors:			
Metal door, 3-lite and single-lite transom, and frame	S	F	
Metal door, metal transom, and frame	C	F	
Metal doors with glazing	C	F	
Metal doors with louver	S	F	in basement
Collection boxes	C	F	
Stepped parapets	C	G	east added wing immediately adjacent to original building and west added wing
Clay tile roofing	S	G	original building
Copper half-round gutters	S	G	
Roof ventilators w/ ornamental copper grilles at roof ridge	S	G	original building
Lighting fixtures	S	P	above exit doors
Exit stairs & railing	N	G	at each wing
East Elevation			
Stepped water table base course	S	G	
Cement plaster surface	S	F	
Ornamental band	S	G	second floor windows sill continuous throughout the facade

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

Condition Rating
 G=Good
 F=Fair
 P=Poor

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Building 19 Reuse Guidelines**

Windows:			
6/6 double hung metal sash Windows with Screens	S	F	screens in all, interior window mounted air conditioners in some
Doors:			
Metal double doors with 4-lite glazing, 5-lite Transom, and Frame	S	G	decorative raised stucco around door
Collection Boxes	C	F	
Stair Railing	N	G	
South Elevation (including courtyards)			
Stepped water table base course	S	G	
Cement plaster surface	S	F	
Ornamental band	S	G	second floor windows sill continuous throughout the facade
Windows			
6/6 double hung metal sash windows with screens	S	F	interior window mounted air conditioners in some
Doors			
Double 6-lite wood doors (original building portals)	S	G	set into barrel vaulted covered entry
Arched portal-limestone surround (original building)	S	G	spanish Colonial Revival with Baroque Ornamentation
Glazed metal frame double doors with transom at main entrance	N	G	
Metal door with glazing and metal transom	C	G	
Arcaded loggia	S	G	
Collection boxes	C	F	
Stepped parapets	C	G	east added wing immediately adjacent to original U-shaped building and west added wing
Clay tile roofing	S	G	

Significance Rating
S=Significant
C=Contributing
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Condition Rating

G=Good
F=Fair
P=Poor

**NASA Ames Research Center
Building 19 Reuse Guidelines**

Copper half-round gutters	S	G	with ornamental grilles
Roof ventilators w/ ornamental copper grilles at roof ridge			
Arcade with impost molding	S	G	
Stair railing	N	G	
Window-size openings with wrought iron ornamental grill at two ends of arcade	S	G	
West Elevation			
Stepped water table base course	S	G	
Cement plaster surface	S	F	
Ornamental band	S	G	second floor window sill continuous throughout the facade
Windows			
6/6 double hung metal sash windows with screens	S	F	interior window mounted air conditioners in some
Doors			
Metal door with glazing and 3-lite transom, and frame	C	G	
Metal door with glazing and metal transom, and frame	N	G	
Collection boxes	C	F	
Stepped parapet	C	G	
Stair and accessible ramp railing	N	G	
Interior			
Configuration	T	G	
Flooring/ carpet, VCT	N	F	
Flooring/ red ceramic tile	S	G	
Walls	N	G	
Ceilings/ acoustical suspended Clg, acoustical tile, concrete	N	G	exposed conduits
Doors & Frames			
Double doors w/ 5-lite transom	S	G	

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

Condition Rating
G=Good
F=Fair
P=Poor

**NASA Ames Research Center
Building 19 Reuse Guidelines**

Single door with 3-lite transom	S	G	
Corridor doors with glazing	N	G	
Marble thresholds	S	G	
Single panel wood doors	N	G	
Marble toilet room accessories	S	F	
Windows & Frames	S	G	
Stairs & Railings	S/N	G	posts and railings in the original Bldg. are significant
Lighting Fixtures			
Wall mounted or pendant globe style	C	G	
Fluorescent lamps	N	G	

Character Defining Features Matrix

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

Condition Rating

G=Good
 F=Fair
 P=Poor

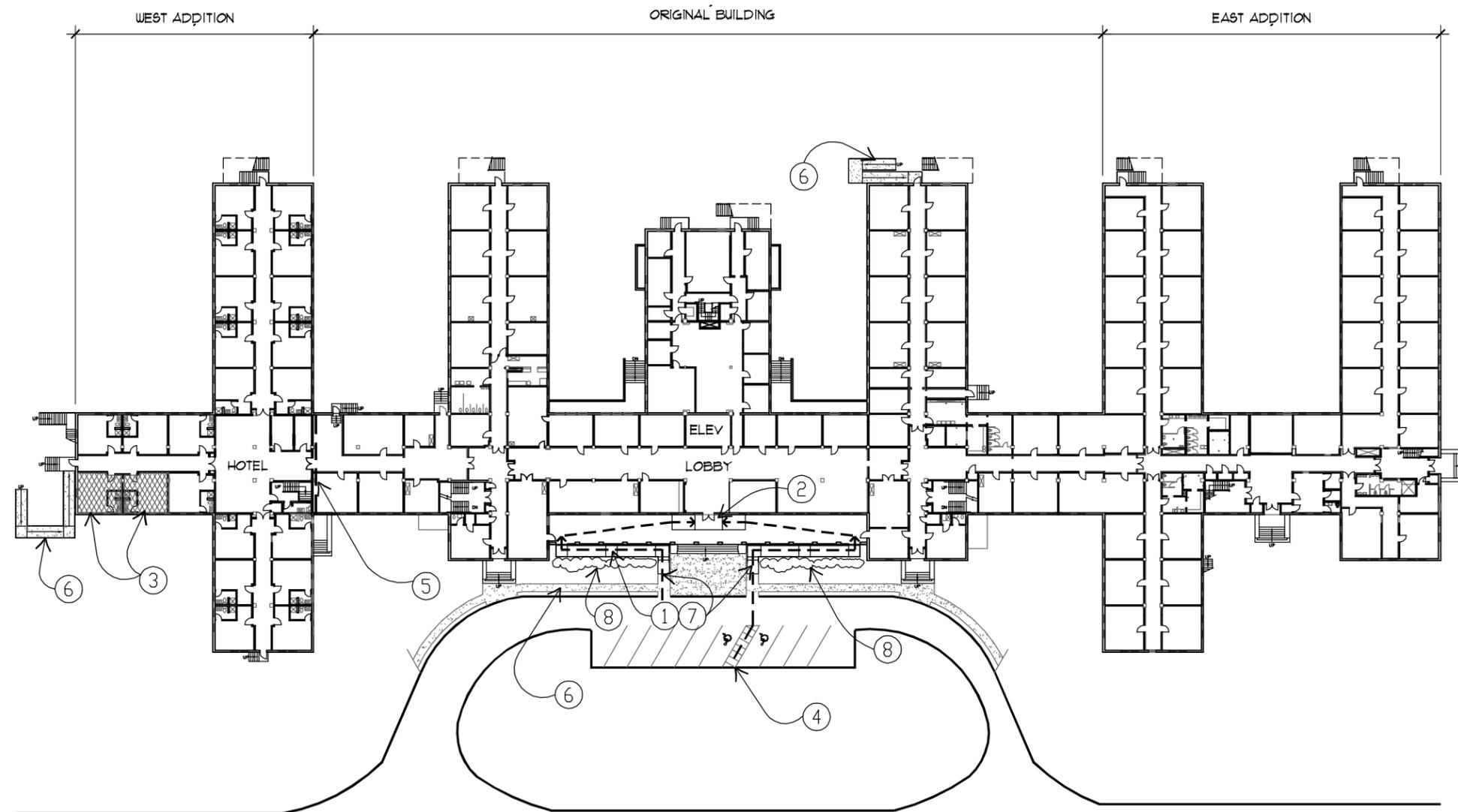
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Appendix 2. Existing Floor Plans & Rehabilitation

REHABILITATION LEGEND & KEY NOTES

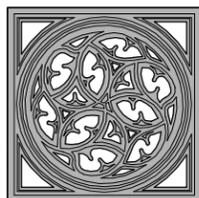


- ① SUGGESTED AREA FOR NEW RAMP/ SLOPE 1:12 WITH RAILING AND COMPLIANT LANDINGS
- ② PROVIDE COMPLIANT LANDING AT (E) ENTRANCE DOORS AND PROVIDE ACCESSIBLE RAMP/ SLOPE 1:20 WITHOUT RAILING
- ③ SUGGESTED ACCESSIBLE HOTEL ROOMS WITH ACCESSIBLE BATHROOM XXXXXX
- ④ SUGGESTED AREA FOR NEW ACCESSIBLE PARKING. ADDITIONAL DISABLED PARKING AT NORTH ELEVATION, NOT INDICATED.
- ⑤ PROVIDE OCCUPANCY SEPARATION BETWEEN GROUP B & R-1
- ⑥ EXISTING ACCESSIBLE PATH AND RAMP XXXXXX
- ⑦ NEW ACCESSIBLE PATH OF TRAVEL
- ⑧ SCREEN PLANTING IN FRONT OF NEW RAMP STRUCTURE TO REDUCE VISUAL IMPACT.

FIRST FLOOR PLAN

GENERAL NOTES

1. NOT ALL KEY NOTES APPEAR ON ALL SHEETS, KEY NOTES MAY APPLY TO ONE FLOOR ONLY.
2. REFER TO SECTION IX. "CODE EVALUATIONS AND RECOMMENDATIONS" FOR DETAILED DESCRIPTION.

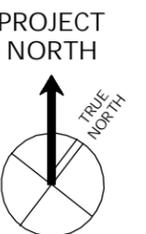


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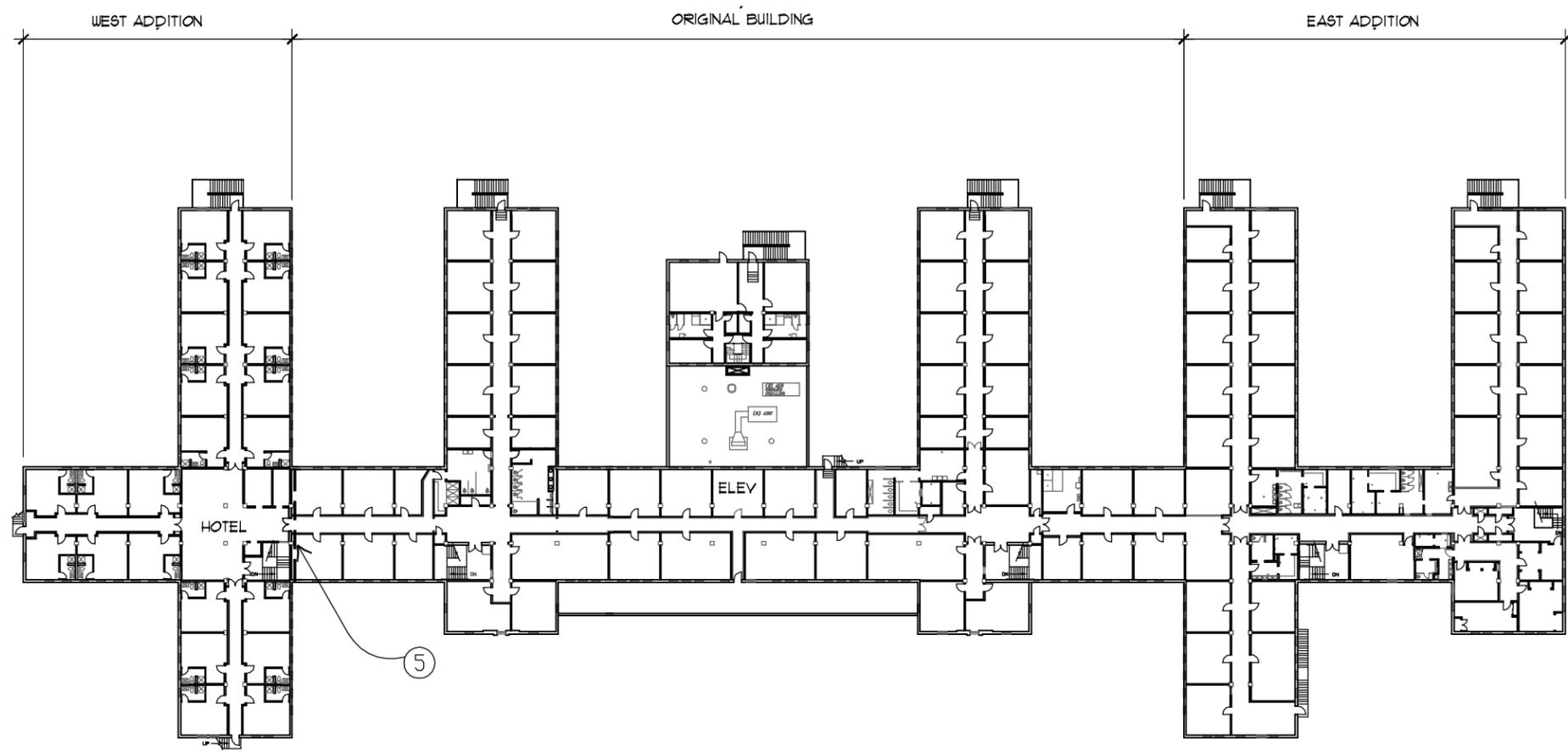
EXISTING FLOOR PLANS & REHABILITATION

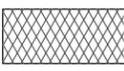
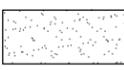


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October, 2007



REHABILITATION LEGEND & KEY NOTES



- ① SUGGESTED AREA FOR NEW RAMP/ SLOPE 1:12 WITH RAILING AND COMPLIANT LANDINGS
- ② PROVIDE COMPLIANT LANDING AT (E) ENTRANCE DOORS AND PROVIDE ACCESSIBLE RAMP/ SLOPE 1:20 WITHOUT RAILING
- ③ SUGGESTED ACCESSIBLE HOTEL ROOMS WITH ACCESSIBLE BATHROOM 
- ④ SUGGESTED AREA FOR NEW ACCESSIBLE PARKING. ADDITIONAL DISABLED PARKING AT NORTH ELEVATION, NOT INDICATED.
- ⑤ PROVIDE OCCUPANCY SEPARATION BETWEEN GROUP B & R-1 
- ⑥ EXISTING ACCESSIBLE PATH AND RAMP 
- ⑦ NEW ACCESSIBLE PATH OF TRAVEL 
- ⑧ SCREEN PLANTING IN FRONT OF NEW RAMP STRUCTURE TO REDUCE VISUAL IMPACT.

SECOND FLOOR PLAN

GENERAL NOTES

- 1. NOT ALL KEY NOTES APPEAR ON ALL SHEETS, KEY NOTES MAY APPLY TO ONE FLOOR ONLY.
- 2. REFER TO SECTION IX. "CODE EVALUATIONS AND RECOMMENDATIONS" FOR DETAILED DESCRIPTION.

EXISTING FLOOR PLANS & REHABILITATION

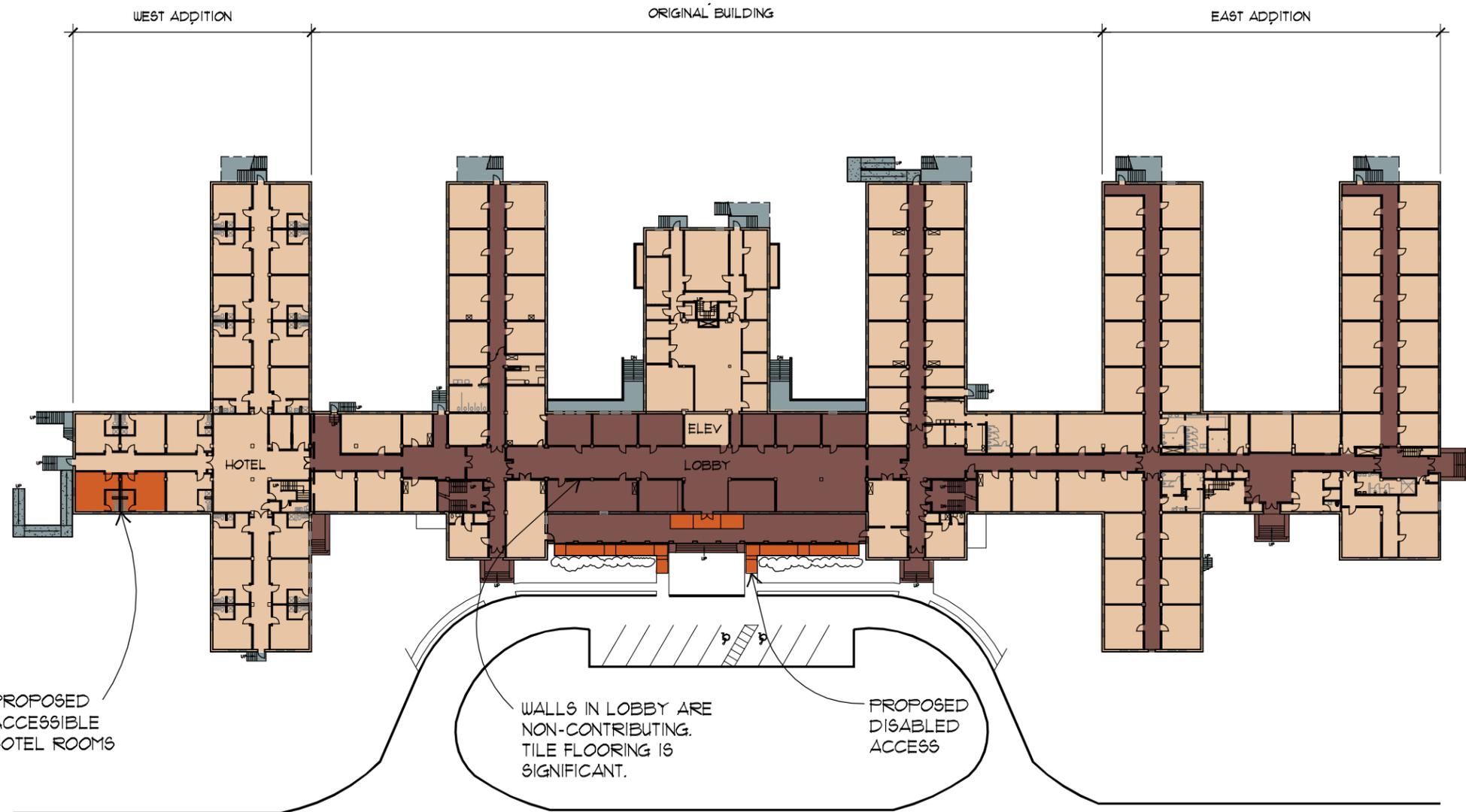


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Appendix 3. Historic Character-Defining
Significance Diagrams



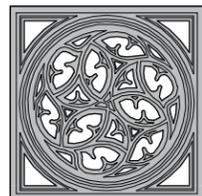
GENERAL NOTES

1. THESE DIAGRAMS ARE INTENDED TO SHOW THE PRINCIPAL CHARACTER-DEFINING FEATURES, NOT SPECIFIC COMPONENTS.
2. FOR A MATRIX OF SIGNIFICANCE RATINGS FOR INDIVIDUAL BUILDING COMPONENTS, REFER TO APPENDIX I. "HISTORIC CHARACTER-DEFINING FEATURES".

CHARACTER-DEFINING SIGNIFICANCE DIAGRAMS LEGEND

- SIGNIFICANT FEATURE
- CONTRIBUTING FEATURE
- TERTIARY FEATURE
- NON-CONTRIBUTING FEATURE
- NEW CONSTRUCTION - PROPOSED

FIRST FLOOR PLAN



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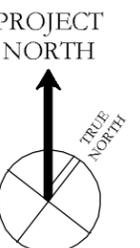
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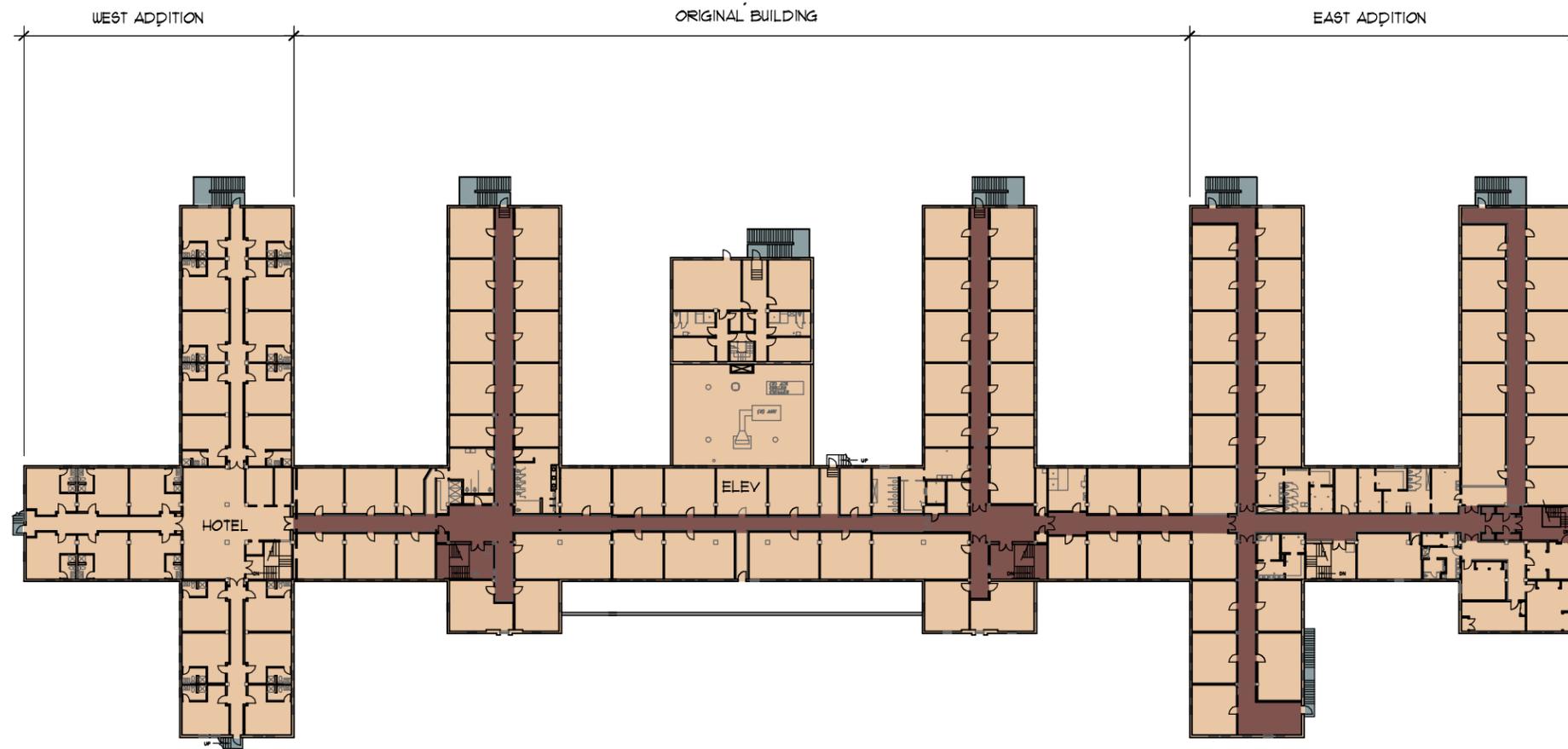
HISTORIC CHARACTER-DEFINING SIGNIFICANCE DIAGRAMS - PLANS



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Sunnyvale, CA

October, 2007





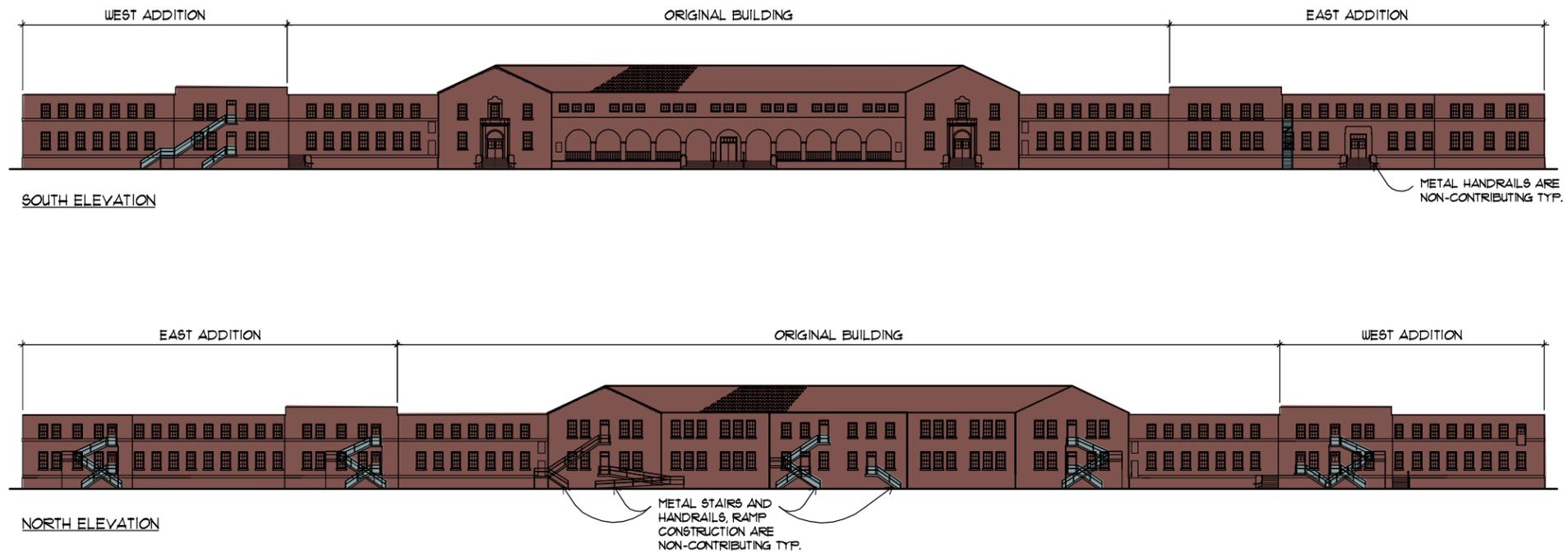
GENERAL NOTES

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2. FOR A MATRIX OF SIGNIFICANCE RATINGS FOR INDIVIDUAL BUILDING COMPONENTS, REFER TO APPENDIX I. "HISTORIC CHARACTER-DEFINING FEATURES".

CHARACTER-DEFINING SIGNIFICANCE DIAGRAMS LEGEND

- SIGNIFICANT FEATURE
- CONTRIBUTING FEATURE
- TERTIARY FEATURE
- NON-CONTRIBUTING FEATURE
- NEW CONSTRUCTION - PROPOSED

SECOND FLOOR PLAN

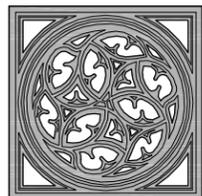


GENERAL NOTES

1. THESE DIAGRAMS ARE INTENDED TO SHOW THE PRINCIPAL CHARACTER-DEFINING FEATURES, NOT SPECIFIC COMPONENTS.
2. FOR A MATRIX OF SIGNIFICANCE RATINGS FOR INDIVIDUAL BUILDING COMPONENTS, REFER TO APPENDIX I. "HISTORIC CHARACTER-DEFINING FEATURES".

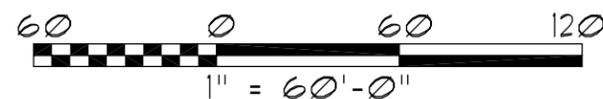
CHARACTER-DEFINING SIGNIFICANCE DIAGRAMS LEGEND

- SIGNIFICANT FEATURE
- CONTRIBUTING FEATURE
- TERTIARY FEATURE
- NON-CONTRIBUTING FEATURE
- NEW CONSTRUCTION - PROPOSED



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HISTORIC CHARACTER-DEFINING SIGNIFICANCE DIAGRAMS - ELEVATIONS



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Appendix 4. Historic Aerial Photographs

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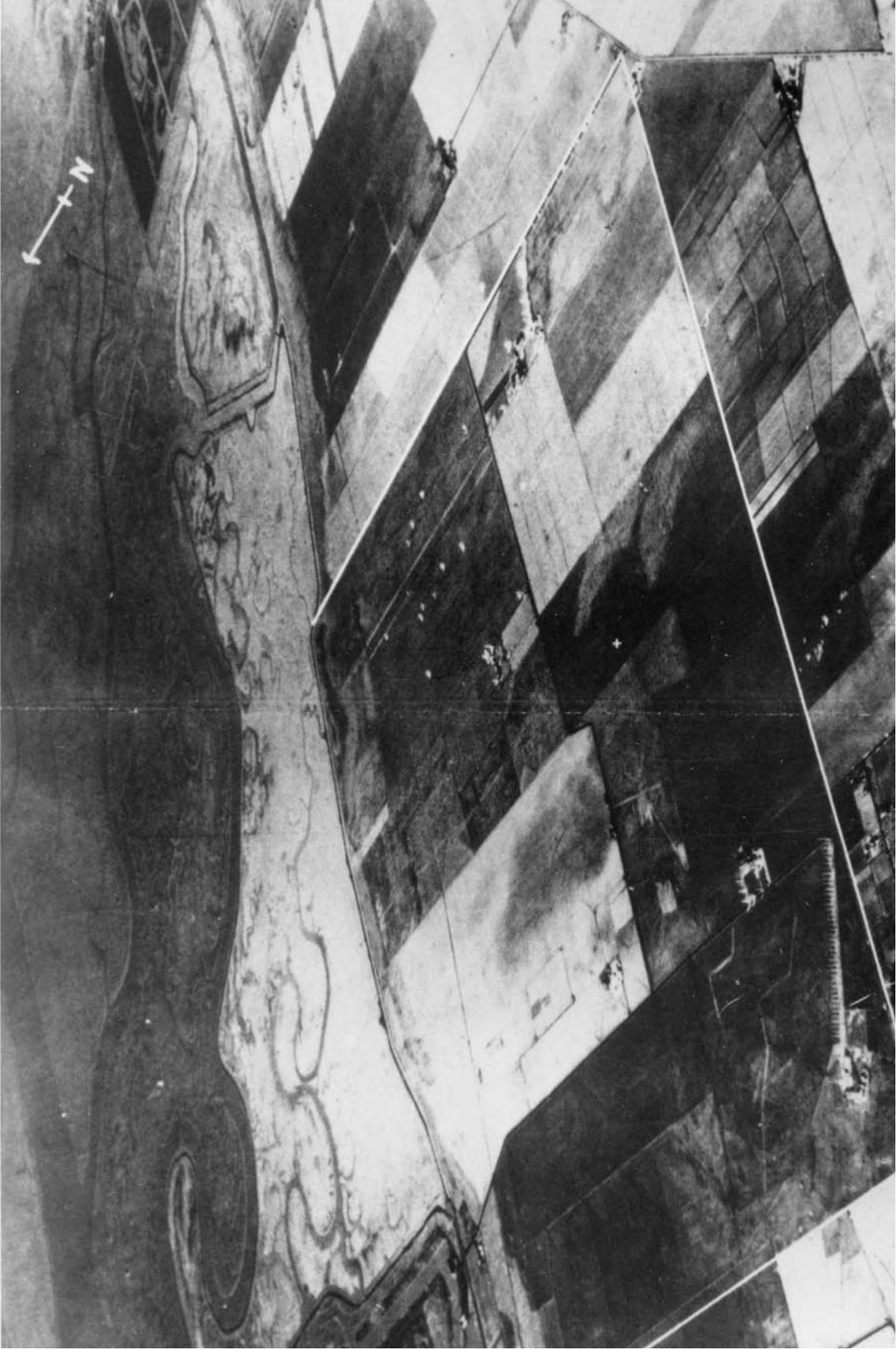


Figure 1: 1930 aerial photograph of future Moffett Field site

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Building 19

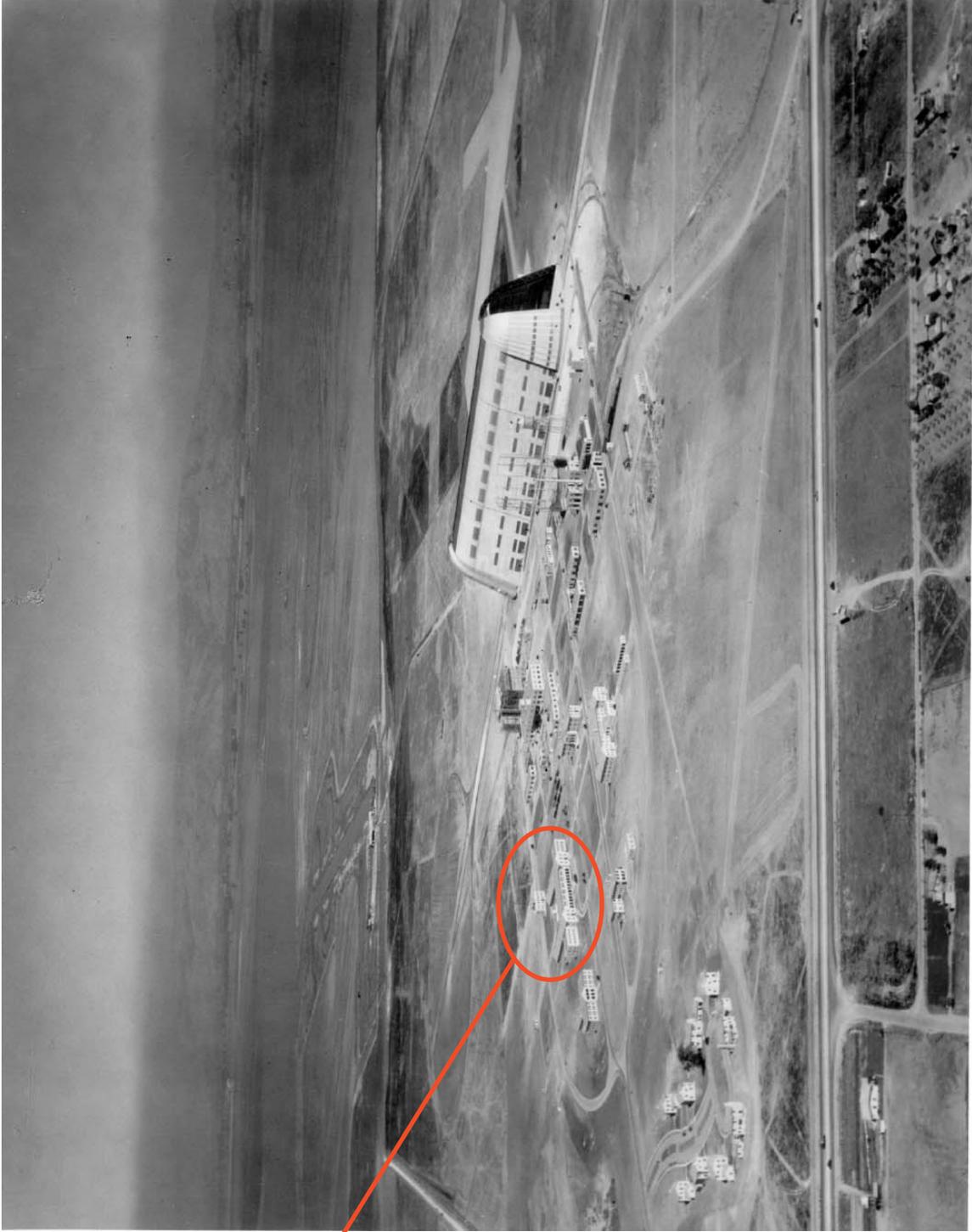
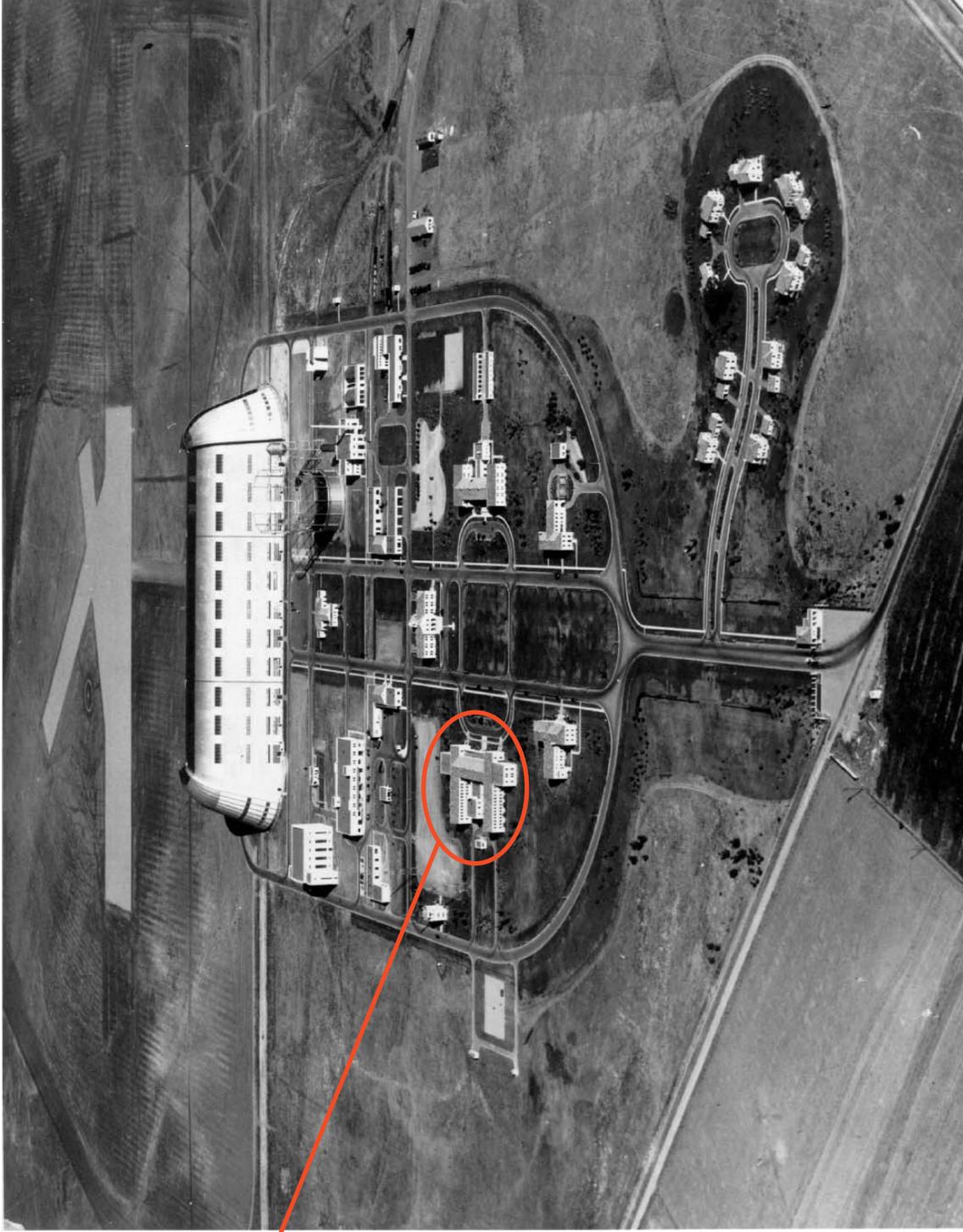


Figure 2: 1935 aerial photograph showing Shenandoah Plaza and Building 19

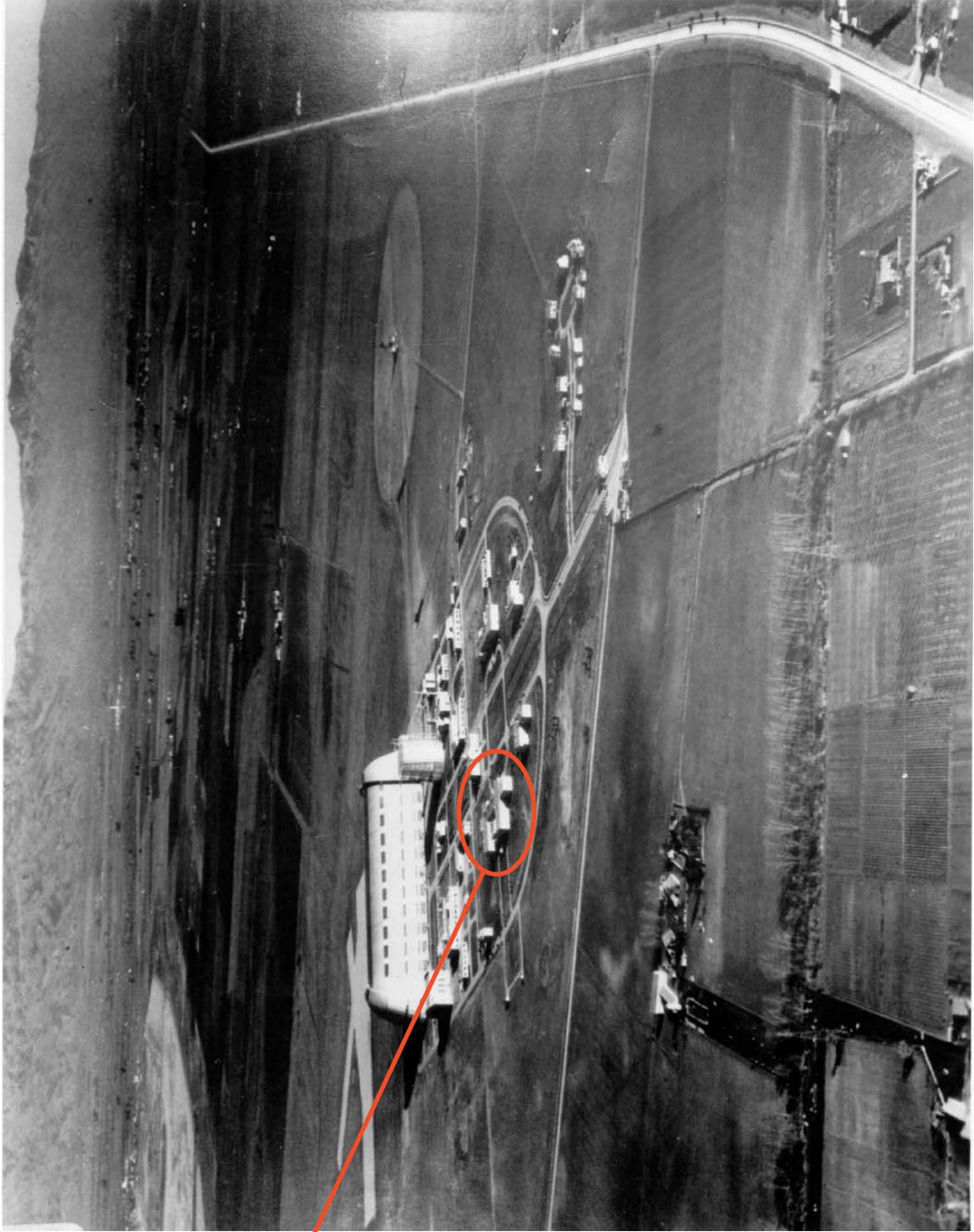
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Building 19

Figure 3: 1935 aerial photograph showing building 19 without additions

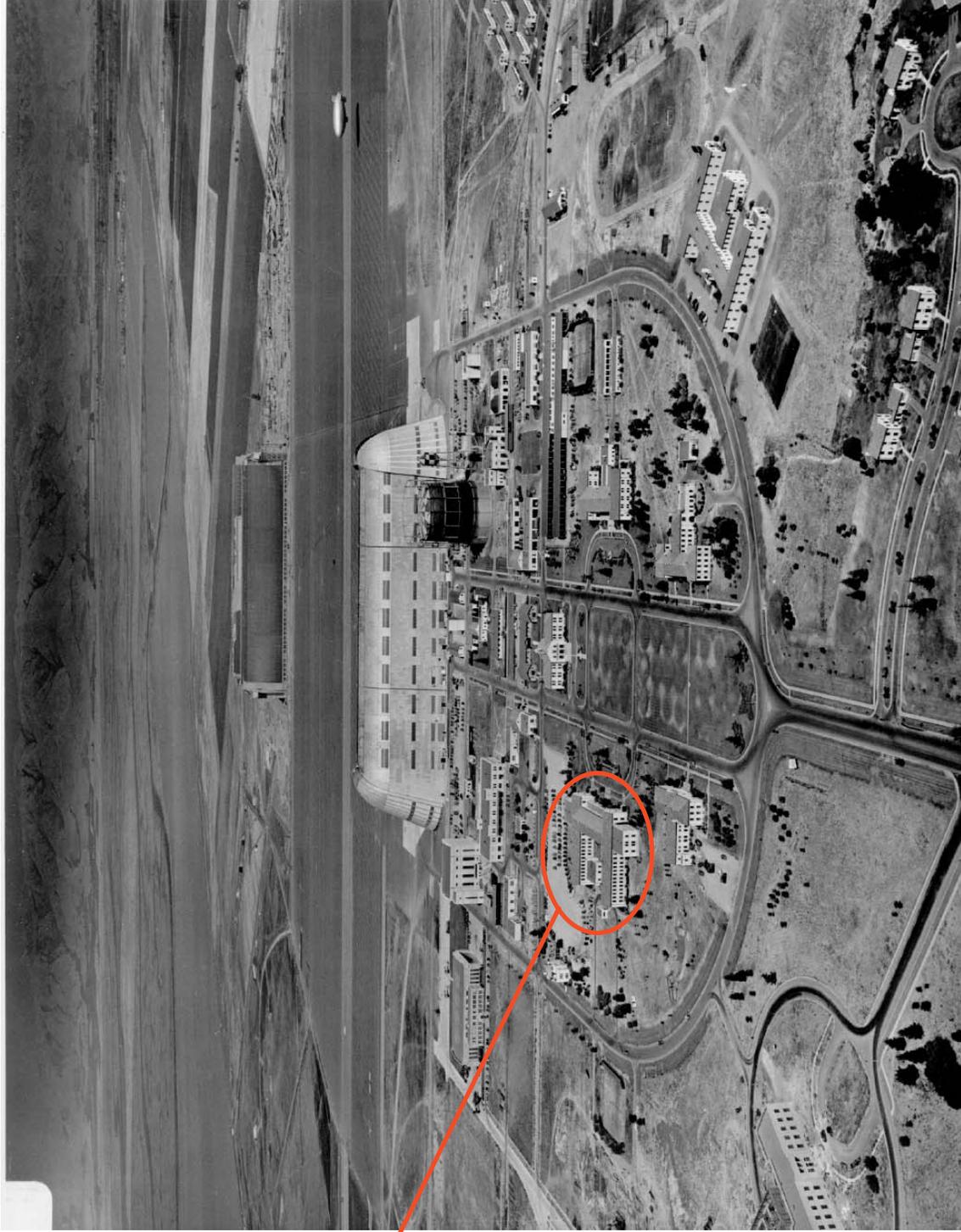
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Building 19

Figure 4: 1936 aerial photograph of Moffett Field

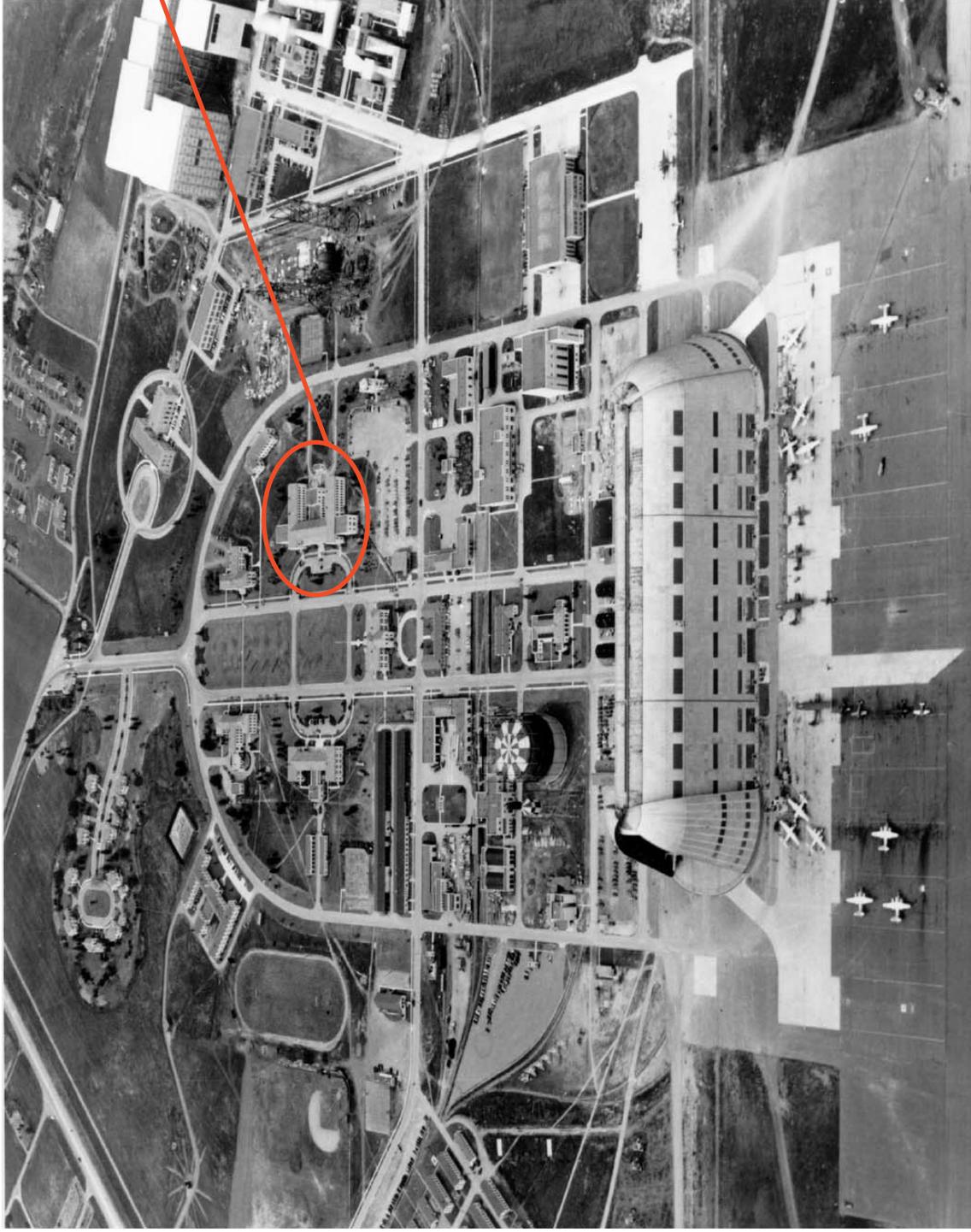
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Building 19

Figure 5: 1943 aerial photograph and original Building 19

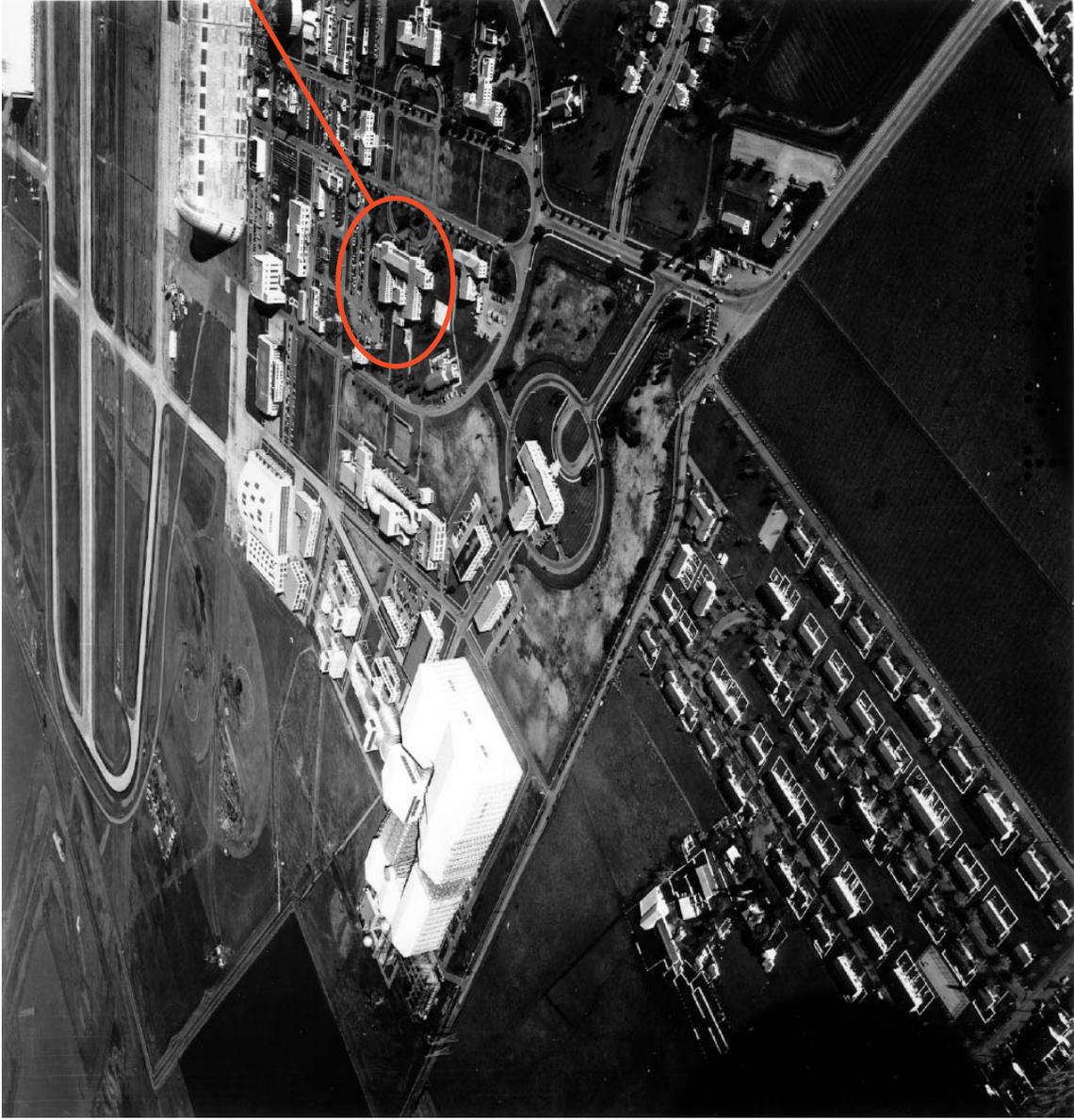
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Building 19

Figure 6: 1944 aerial photograph of Moffett Field

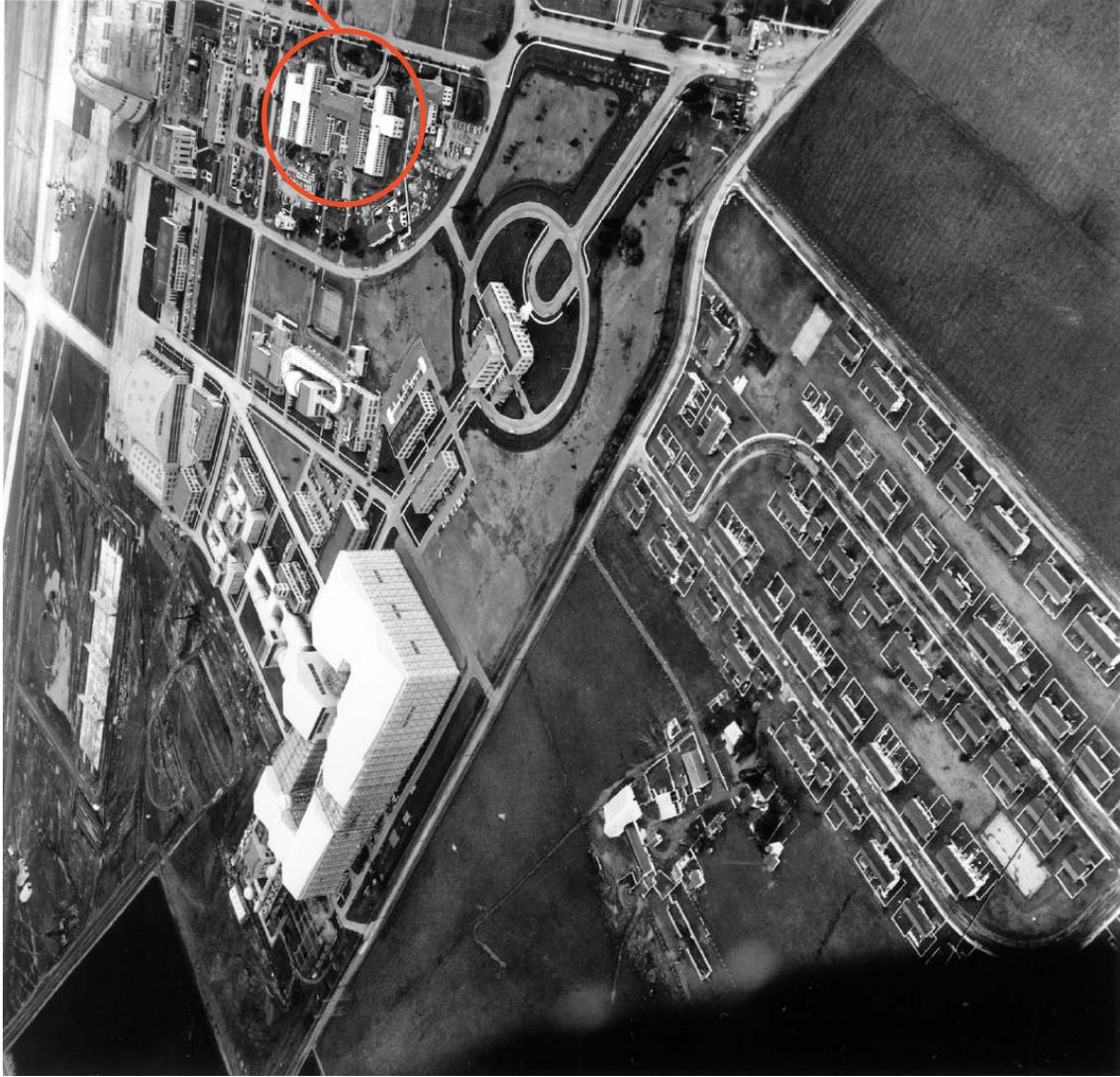
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Building 19

Figure 7: 1951 aerial photograph

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Building 19

Figure 8: 1952 aerial photograph showing Building 19 with additions

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Appendix 5. Current Conditions Photographs (2006)

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Figure 9. South arcade of original building.



Figure 10. Arched portal with baroque ornamentation.

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Figure 11. South arcade of original building and with arched portals.



Figure 12. Original building south/main entry.

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Building 19 Reuse Guidelines



Figure 13. Spanish Colonial Revival arched portal with baroque ornamentation.



Figure 14. Original building south entry and arcade.

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Figure 15. West entry with accessible ramp and parking.



Figure 16. Accessible entry on north façade with ramp and accessible parking.

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Figure 17. Accessible ramp and parking at north façade.



Figure 18. Stepped parapet and collection box.

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Figure 19. South entry door of the building from Arcade.



Figure 20. South entry lobby and elevator.

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Figure 21. Typical operable transoms.



Figure 22. Office corridors showing ceiling mounted conduits.



Figure 23. Interior office room with air conditioning units mounted in the window and original radiators.



Figure 24. Office room interior.



Figure 25. Hotel room interior.



Figure 26. Interior stairs.



Figure 27. Marble thresholds.

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Figure 28. Building basement with original cells.

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Appendix 6. Construction Plans

DOOR SCHEDULE									
SYM.	TYPE	W.	H.	TRAN.	REMARKS				
1	PAIR	2'-6"	7'-0"	24"	NO	GLAZED - 6 LIGHTS ABOVE LOCK RAIL - PANELLED BELOW - SEE DRAWING # 11278 - VICTOR			
2	SINGLE	3'-6"	7'-0"	24"	1-1/2"	GLAZED - 6 LIGHTS ABOVE LOCK RAIL - PANELLED BELOW - SEE DRAWING # 11278 - VICTOR			
3	SINGLE	3'-6"	7'-0"	24"	1-1/2"	GLAZED - 6 LIGHTS ABOVE LOCK RAIL - SINGLE PANELS BELOW			
4	SINGLE	3'-0"	7'-0"	24"	1-1/2"	GLAZED - 6 LIGHTS ABOVE LOCK RAIL - SINGLE PANELS BELOW			
5	PAIR	2'-6"	7'-0"	12"	1-1/2"	GLAZED - 6 LIGHTS ABOVE LOCK RAIL - SINGLE PANELS BELOW			
6	SINGLE	3'-0"	7'-0"	12"	1-1/2"	TWO PANELS - UPPER PANEL GLAZED - ONE LIGHT OPACQUE GLASS - L. GLAZED - ONE HOLLOW METAL DOOR - LAMBS AND TWIN - TWO PANELS - UPPER PANEL GLAZED - ONE LIGHT OPACQUE GLASS			
7	PAIR	2'-6"	7'-0"	12"	NO	TWO PANELS - UPPER PANEL GLAZED - ONE LIGHT OPACQUE GLASS			
8	SINGLE	3'-0"	7'-0"	12"	NO	TWO PANELS - UPPER PANEL GLAZED - ONE LIGHT OPACQUE GLASS			
9	SINGLE	3'-0"	7'-0"	12"	NO	TWO PANELS - UPPER PANEL GLAZED - ONE LIGHT OPACQUE GLASS			
10	SINGLE	3'-0"	7'-0"	12"	NO	TWO PANELS - UPPER PANEL GLAZED - ONE LIGHT OPACQUE GLASS			
11	SINGLE	3'-0"	7'-0"	12"	NO	TWO PANELS - UPPER PANEL GLAZED - ONE LIGHT OPACQUE GLASS			
12	SINGLE	3'-0"	7'-0"	12"	NO	TWO PANELS - UPPER PANEL GLAZED - ONE LIGHT OPACQUE GLASS			
13	SINGLE	3'-0"	7'-0"	12"	NO	TWO PANELS - UPPER PANEL GLAZED - ONE LIGHT OPACQUE GLASS			
14	SINGLE	3'-0"	7'-0"	12"	NO	TWO PANELS - UPPER PANEL GLAZED - ONE LIGHT OPACQUE GLASS			
15	SINGLE	2'-8"	7'-0"	12"	NO	TWO PANELS - UPPER PANEL GLAZED - ONE LIGHT OPACQUE GLASS			
16	SINGLE	3'-0"	7'-0"	12"	NO	PRESSURIZED METAL DOOR WITH SHIELD DOOR - SEE DETAIL ON DRAWING # 11278 - VICTOR			
17	SINGLE	3'-0"	7'-0"	12"	NO	DOORS TO UNRECOVERED PORTION OF BUILDING - PANEL DOORS - WINGED AT SIDE			
18	SINGLE	3'-0"	7'-0"	12"	NO	TIN CLAD FIRE DOOR			

WINDOW SCHEDULE				
SYM.	TYPE	MASONRY OP.	NO. LITS.	REMARKS
A	STEEL	3'-6" X 6'-6"	12	SEE DETAILS ON DRAWING # 11278
B	STEEL	3'-6" X 5'-0"	12	SEE DETAILS ON DRAWING # 11278
C	STEEL	3'-0" X 6'-6"	12	SEE DETAILS ON DRAWING # 11278
D	STEEL	2'-0" X 4'-6"	8	SEE DETAILS ON DRAWING # 11278
E	STEEL	1'-9 1/2" X 3'-3 3/8"	3	SEE DETAILS ON DRAWING # 11278
F	STEEL	3'-0" X 5'-6"	12	SEE DETAILS ON DRAWING # 11278
G	STEEL	3'-0" X 5'-6"	12	SEE DETAILS ON DRAWING # 11278

NOTE: MASONRY OPENING RATES TO FINISHED OPENING - CONCRETE OR STEEL

NOTE: ALL DIMENSIONS TO OUTSIDE OF WALLS ARE TO THE STRUCTURAL CONCRETE WORK

GENERAL NOTES

EXTERIOR WALLS SHALL BE CONCRETE EXPOSED AS THE FINISHED EXTERIOR SURFACE BELOW THE FIRST FLOOR AND STUCCO ABOVE.

FURRING: EXTERIOR WALLS THROUGHOUT THE FIRST AND SECOND STORIES (EXCEPT MAIN TOILET, WASH AND DRESSING ROOMS, MESS HALL AND GALLEY WHERE VITRIFIED TILE IS INDICATED) SHALL BE FURRED WITH 1" X 4" WOOD FURRING. ALL WALLS OF BRICK SHALL BE SIMILARLY FURRED.

INTERIOR PARTITIONS SHALL BE PRESSED METAL STUDS EXCEPT WHERE VITRIFIED TILE IS INDICATED IN THE TOILET, WASH AND SHOWER ROOMS, MESS HALL AND GALLEY.

PLASTERING: ALL EXTERIOR WALLS, INTERIOR PARTITIONS, COLUMNS (EXCEPT FREE STANDING COLUMNS) SIDES OF BRAMS FLUSH WITH PARTITIONS, THROUGHOUT THE FIRST AND SECOND STORIES, EXCEPT WHERE VITRIFIED TILE IS INDICATED, SHALL BE PLASTERED. THE BRG SHALL BE PLASTERED. CEILINGS SHALL NOT BE PLASTERED EXCEPT WHERE SUSPENDED CEILINGS ARE INDICATED IN THE SECOND STORY UNDER THE PLAY ROOFED PORTIONS OF THE BUILDING, AND IN THE FIRST STORY ENTRANCE HALLS AND LOBBY. ALL PLASTER IN THE REAR PORTION OF THE GALLEY WING AND IN THE BRG SHALL BE CEMENT PLASTER.

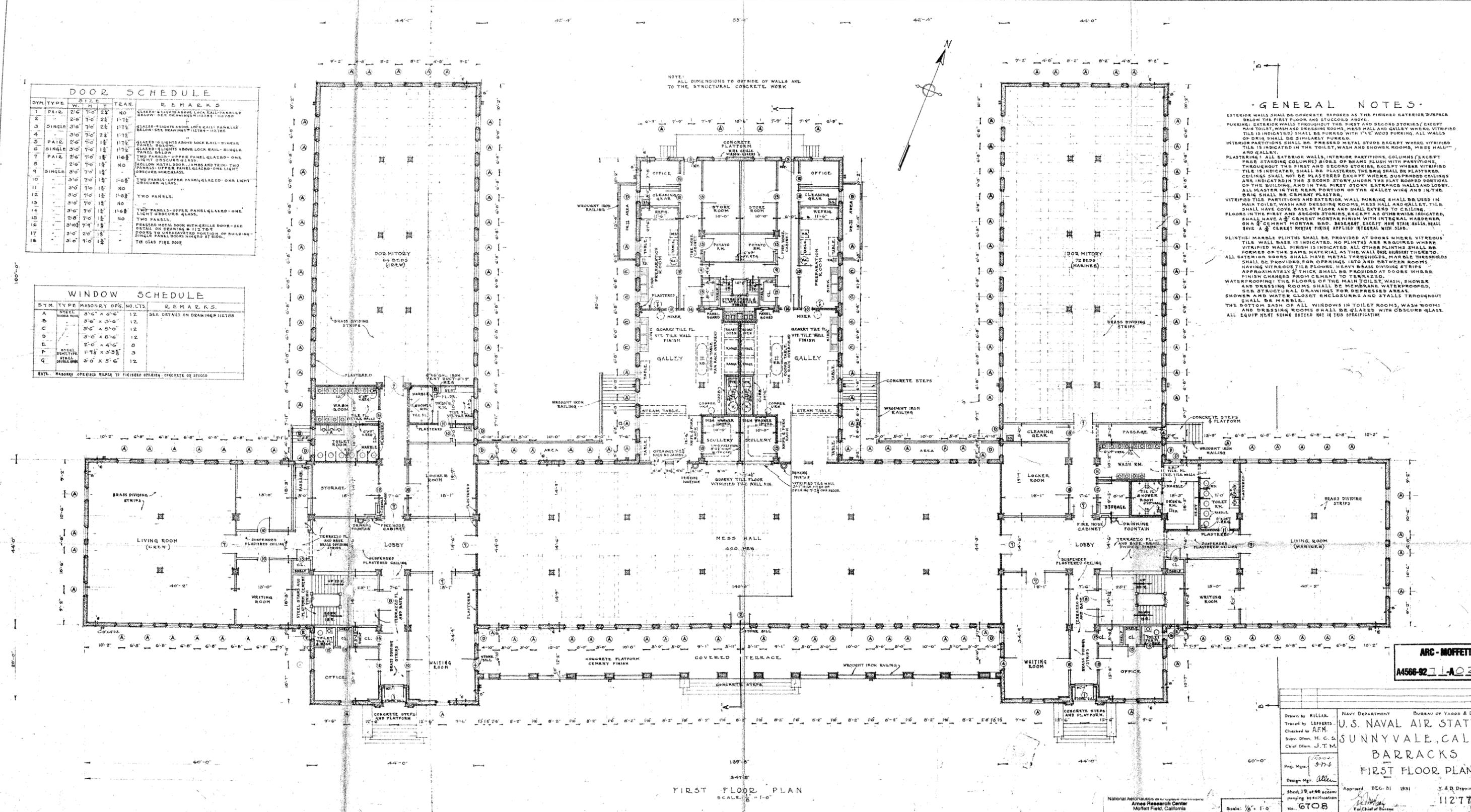
VITRIFIED TILE PARTITIONS AND EXTERIOR WALL FURRING SHALL BE USED IN MAIN TOILET, WASH AND DRESSING ROOMS, MESS HALL AND GALLEY. TILE SHALL HAVE COVER BASE AT FLOOR AND SHALL EXTEND TO CEILING. FLOORS IN THE FIRST AND SECOND STORIES, EXCEPT AS OTHERWISE INDICATED, SHALL HAVE A 3/4" CEMENT MORTAR FINISH WITH INTEGRAL HARDENER ON A 1/2" CEMENT MORTAR BED. BASEMENT EXCEPT MAIN STAIR HALLS, SHALL HAVE A 3/4" CEMENT MORTAR FINISH APPLIED EQUAL WIDTH BARS.

PLINTHS: MARBLE PLINTHS SHALL BE PROVIDED AT DOORS WHERE VITRIFIED TILE WALL BASE IS INDICATED. NO PLINTHS ARE REQUIRED WHERE VITRIFIED WALL FINISH IS INDICATED. ALL OTHER PLINTHS SHALL BE FINISHED OF THE SAME MATERIAL AS THE WALL AND BE SUBJECT TO THE TO.

ALL EXTERIOR DOORS SHALL HAVE METAL THRESHOLDS. MARBLE THRESHOLDS SHALL BE PROVIDED FOR OPENINGS INTO AND BETWEEN ROOMS HAVING VITRIFIED TILE FLOORS. HEAVY BRASS DIVIDING STRIPS APPROXIMATELY 1/2" THICK SHALL BE PROVIDED AT DOORS WHERE FINISH CHANGES FROM CEMENT TO TERRAZZO.

WATERPROOFING: THE FLOORS OF THE MAIN TOILET, WASH, SHOWER AND DRESSING ROOMS SHALL BE MEMBRANE WATERPROOFED. SEE STRUCTURAL DRAWINGS FOR DEPRESSION AREAS.

SHOWER AND WATER CLOSET ENCLOSURES AND STALLS THROUGHOUT THE BOTTOM PART OF ALL WINDOWS IN TOILET ROOMS, WASH ROOMS AND DRESSING ROOMS SHALL BE GLAZED WITH OPACQUE GLASS. ALL EQUIP MUST BE NOTED NOT IN THIS SPECIFICATION.



FIRST FLOOR PLAN
SCALE: 1/8" = 1'-0"

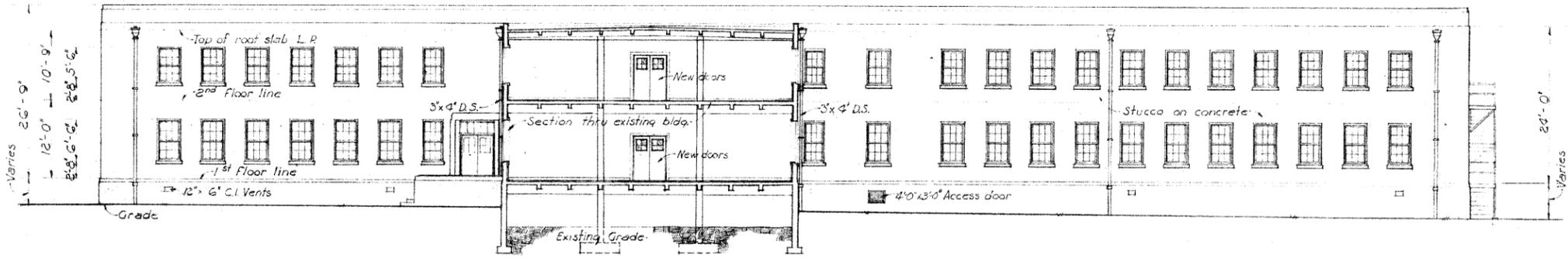
ARC-MOFFETT
A4568-92 11-A0220

Drawn by: MILLAR Traced by: LEFFERTS Checked by: AFM Supv. Dnm. H. C. G. Chief Dnm. J. T. M. Proj. Mgr. J. D. S. Design Mgr. Allen Sheet 19 of 68 according to specification No. 6T08	NAVY DEPARTMENT BUREAU OF YARDS & DOCKS U.S. NAVAL AIR STATION SUNNYVALE, CALIF. BARRACKS FIRST FLOOR PLAN Approved DEC. 31 1931 J. A. D. Drawing No. 112779
--	--

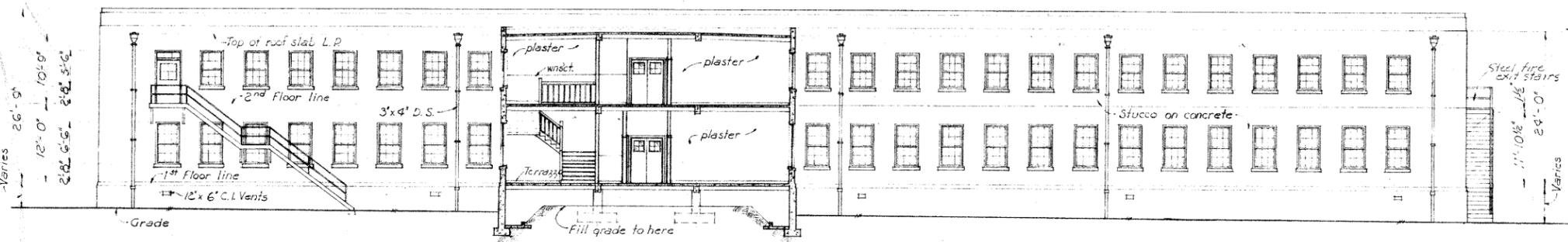
NATIONAL AERONAUTICS
Ames Research Center
Moffett Field, California
AM4-0019-B1

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

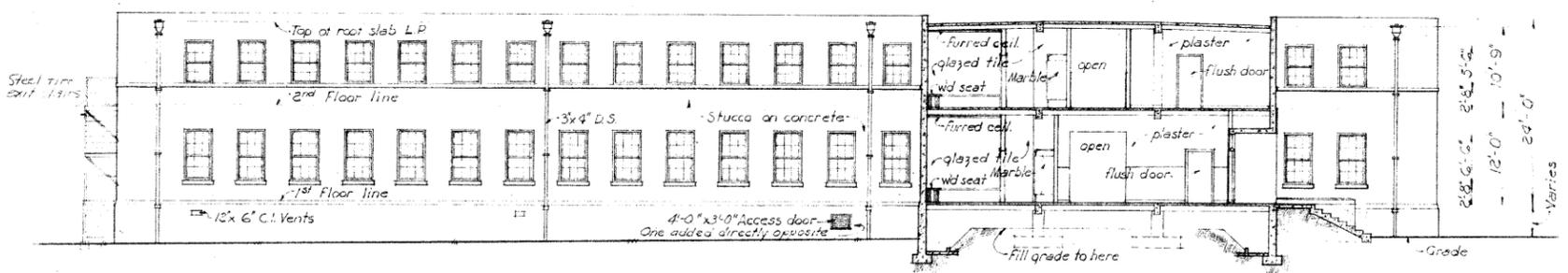
1202-34-25



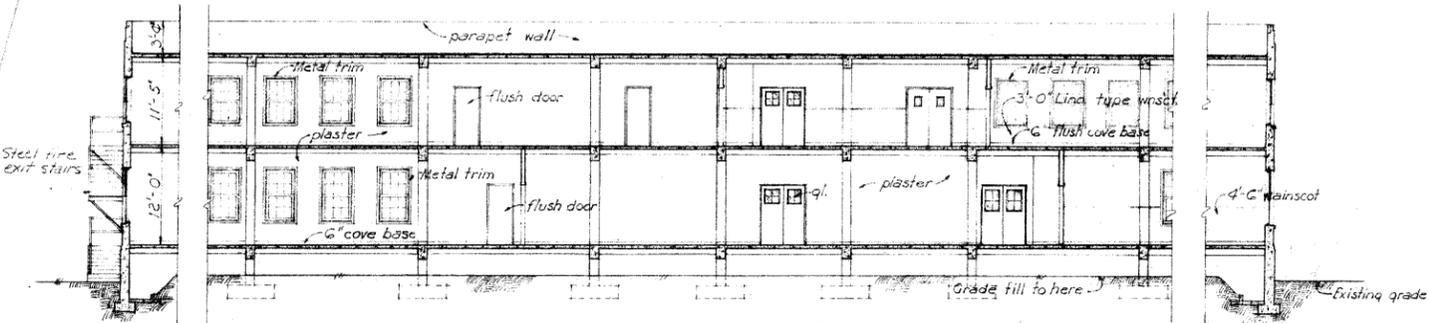
SECTION A-A
SCALE 1/8" = 1'-0"



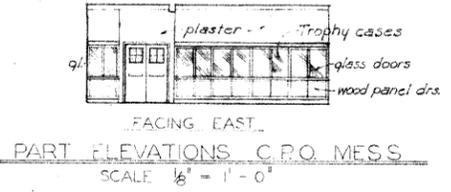
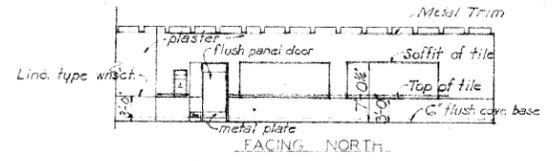
SECTION B-B
SCALE 1/8" = 1'-0"



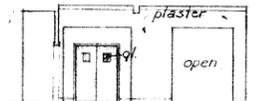
SECTION C-C
SCALE 1/8" = 1'-0"



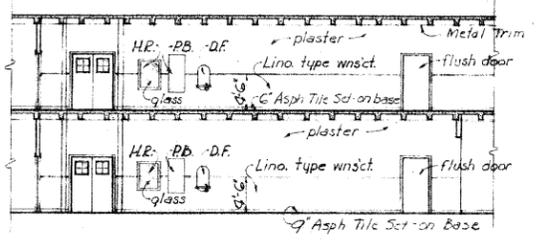
SECTION E-E
SCALE 1/8" = 1'-0"



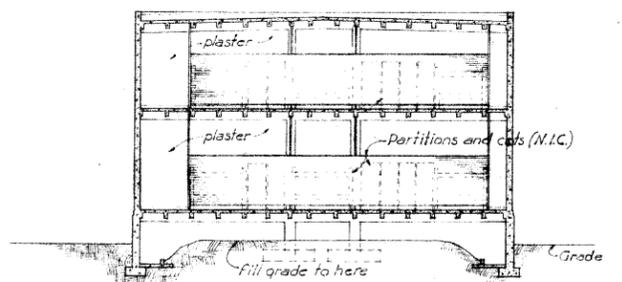
PART ELEVATIONS C.P.O. MESS
SCALE 1/8" = 1'-0"



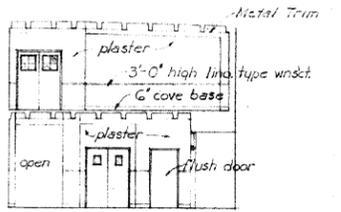
PART ELEVATION ENTRANCE LOBBY
SCALE 1/8" = 1'-0"



SECTION E-E
SCALE 1/8" = 1'-0"

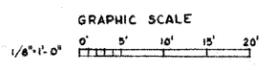


SECTION D-D
SCALE 1/8" = 1'-0"



PART ELEV. C.P.O. ENTRANCE VESTIBULE
SCALE 1/8" = 1'-0"

National Aeronautics and Space Administration
Ames Research Center
Moffett Field, California
A4-0019-A47

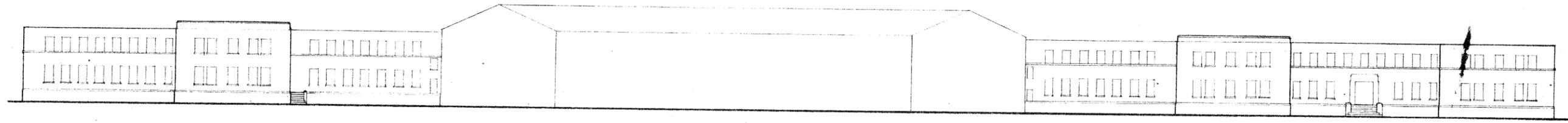


ARC - MOFFETT
A456-922-00079

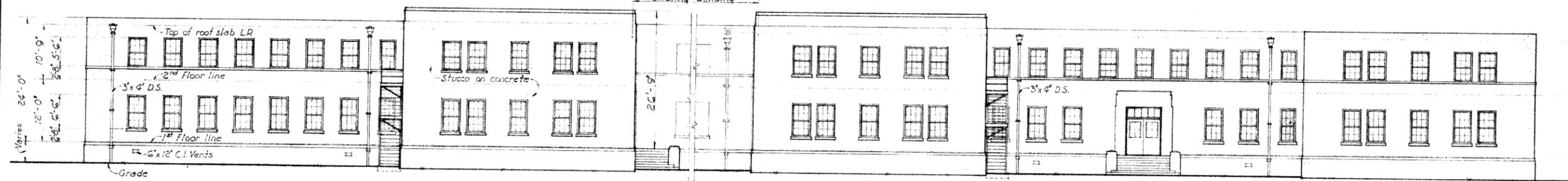
RECORD DRAWING
SHEET 12 OF 64
SEE LETTER NO. 27953 DATED 2-16-59

REVISION	DATE	APPD.	DESCRIPTION	BY
AS BUILT				
D.P.W. DRAWING NO. TWELFTH NAVAL DISTRICT, SAN FRANCISCO, CALIF. DISTRICT PUBLIC WORKS OFFICE				
B. 32621				
KNAAPPEN, TIPPETTS, ARNETT ENG. CO. 42 W. 47TH ST., NEW YORK 110 MARKET ST., SAN FRANCISCO, CALIF.				
NAVAL AIR STATION - MOFFETT FIELD, CALIF. ADDITIONS TO BARRACKS BUILDING NO. 19 NEW EAST & WEST WINGS				
SECTIONS & ELEVATIONS				
DATE 5 Feb 1959				
SCALE AS SHOWN INC 29686				
SATISFACTORY TO 27953				
NO. 12 OF 64 SHEET 12 OF 64 INC 27953				
DATE 12 MAY 1959 V. B. & HAYWARD INC. 502143				

ST-4
57-A-109

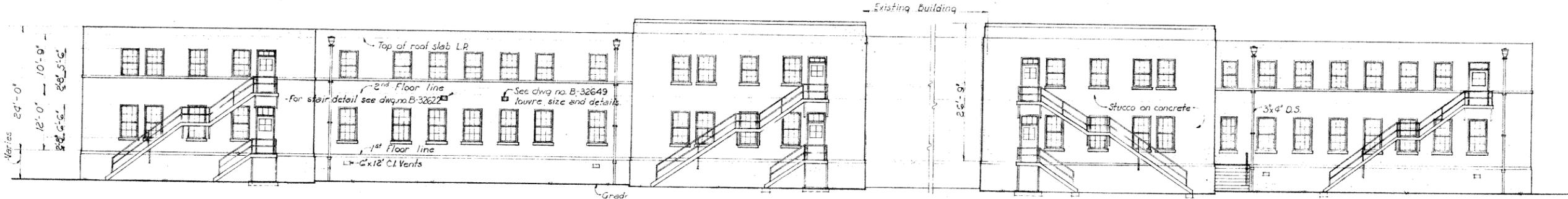


DIAGRAMATIC FRONT ELEVATION OF PROJECT
SCALE 1/16" = 1' - 0"



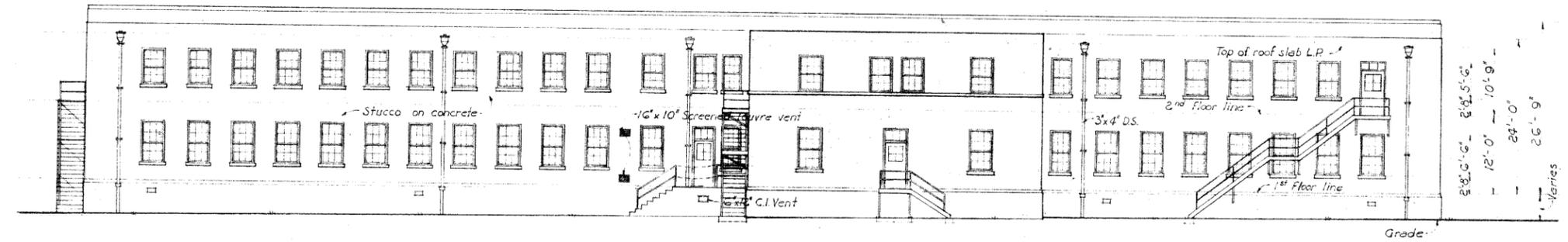
FRONT ELEVATION WEST ADDITION
SCALE 1/8" = 1' - 0"

FRONT ELEVATION EAST ADDITION

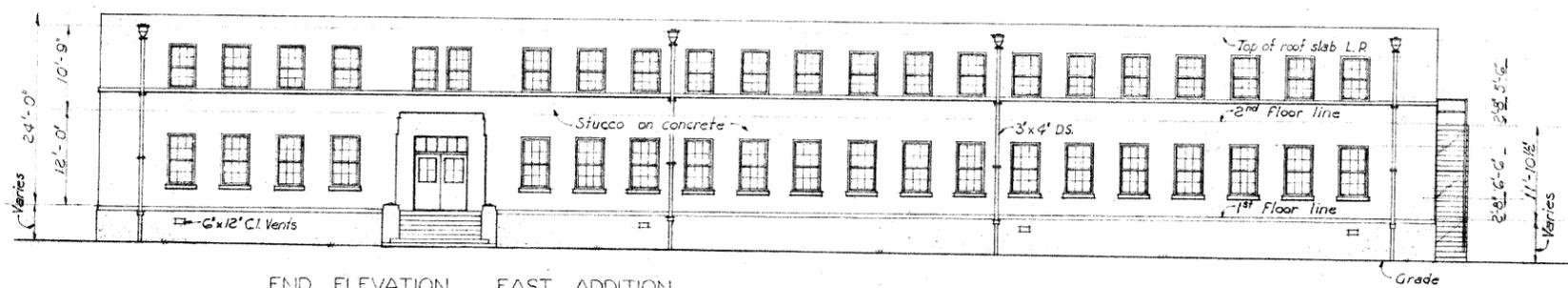


REAR ELEVATION EAST ADDITION
SCALE 1/8" = 1' - 0"

REAR ELEVATION WEST ADDITION



END ELEVATION WEST ADDITION
SCALE 1/8" = 1' - 0"



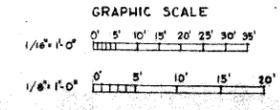
END ELEVATION EAST ADDITION
SCALE 1/8" = 1' - 0"

ARC-MOFFETT
1458-202-0007A

RECORD DRAWING
SHEET 12 OF 64
SEE LETTER NO. 27953 DATED 2-4-53

National Aeronautics and Space Administration
Ames Research Center
Moffett Field, California

AM4-0019-A46



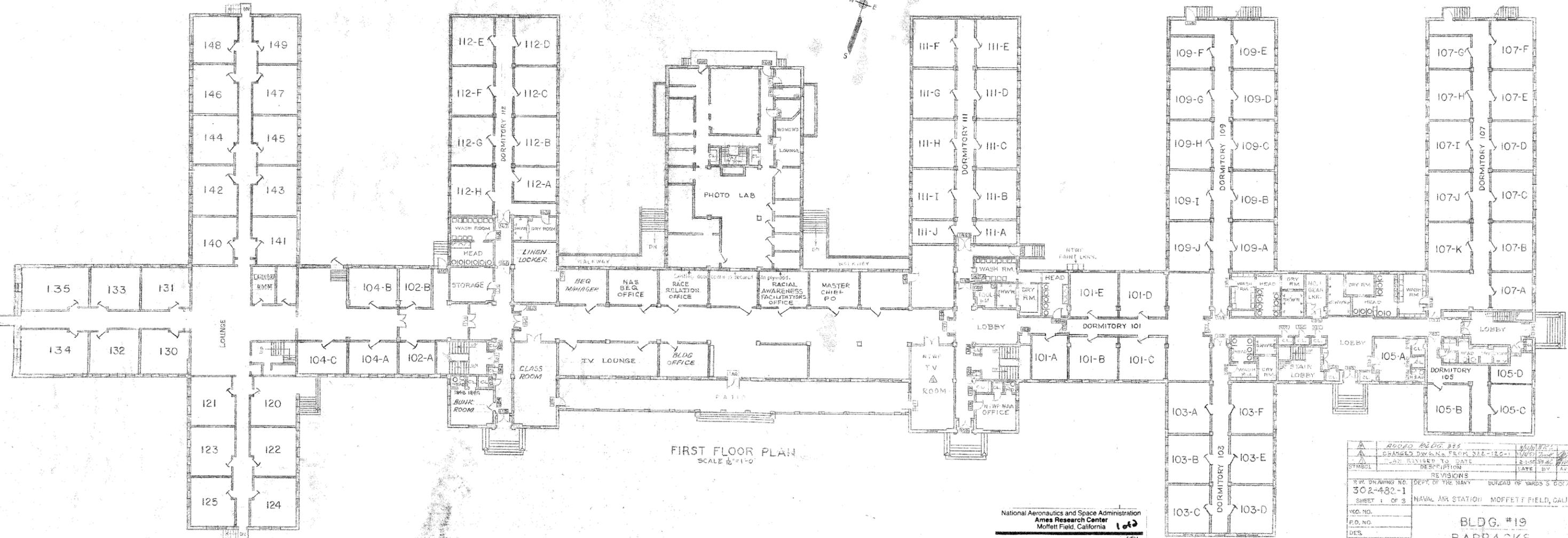
REVISION	DATE	APP'D.	DESCRIPTION	BY
5243			AS BUILT	ccs
D. P. W. DRAWING NO. TWELFTH NAVAL DISTRICT, SAN FRANCISCO, CALIF. DISTRICT PUBLIC WORKS OFFICE				
B-32620				
KHALIPH TIPPIED ABBETT BING, CO. 119 MARKET ST. SAN FRANCISCO, CALIF.				
NAVAL AIR STATION - MOFFETT FIELD, CALIF. ADDITIONS TO BARRACKS BUILDING NO. 19 NEW EAST & WEST WGS. ELEVATIONS				
DR. BY	DATE	APPROVED	DATE	
7/13	10/22	[Signature]	5 Feb	
SATISFACTORY TO [Signature] SCALE AS SHOWN SPEC 29626				
SHEET 12 OF 64 NO. 27953				
DATE 12 MAY 1953 T. & E. DRAWING NO. 502142				

REFERENCE DRAWINGS	
NO.	DESCRIPTION
302-257-1	SPACE ALLOCATION PLAN
"	"
"	"
Y400021	ADDITIONS TO BARRACKS
"	"
"	"
" 112772	ORIGINAL CONSTRUCTION DRAWINGS
"	"
" 112774	"
" 112824	"

BLDG 335
COLD STORAGE
WAREHOUSE



CAR WASH
STAND



FIRST FLOOR PLAN
SCALE 1/8"=1'-0"

National Aeronautics and Space Administration
Ames Research Center
Moffett Field, California

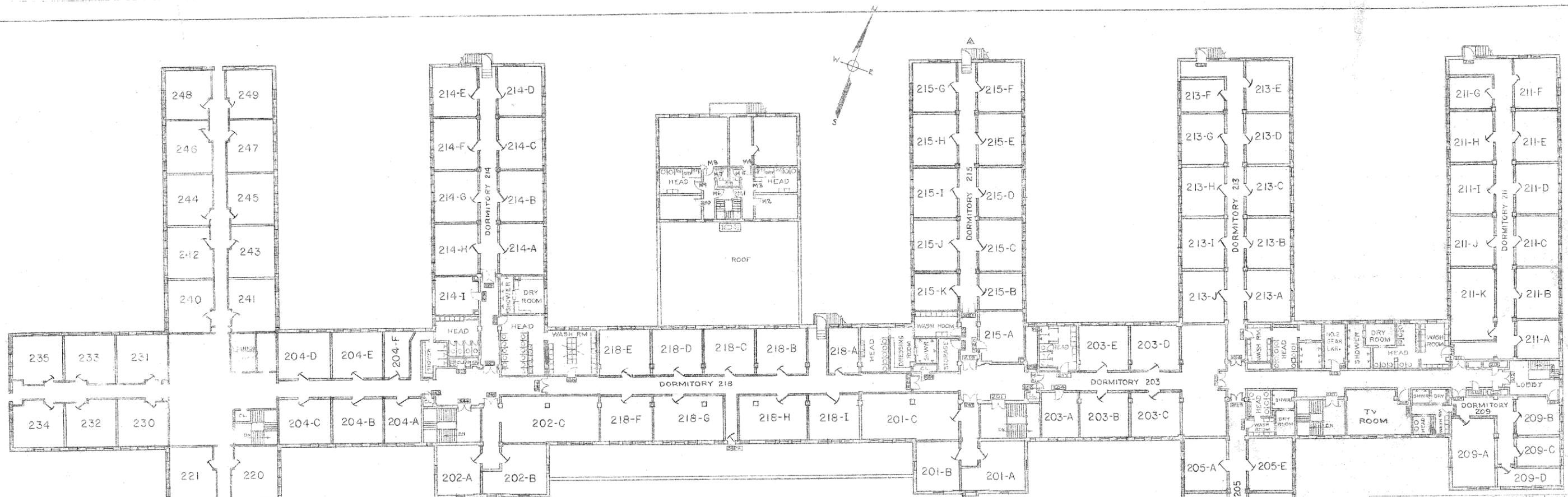
A4-0019-A29

ARC-MOFFETT
A4566-9202-A 0159

REVISIONS	
SYMBOL	DESCRIPTION
▲	ADDED BLDG. 335
▲	CHANGED DWG. NO. FROM 322-120-1
▲	REVISOR'S NAME
▲	DATE
▲	BY
▲	DATE
▲	BY
▲	DATE

DWG. NO.	302-432-1
SHEET	1 OF 3
DEPT.	DEPT. OF THE NAVY
OFFICE	NAVAL AIR STATION
LOCATION	MOFFETT FIELD, CALIF.
BLDG. #19 BARRACKS FIRST FLOOR PLAN	
DESIGNED BY	
CHECKED BY	
APPROVED BY	
DATE	

PLANS REVISION TO DATE: 11/25/54
REVISED TO DATE: 07/21/54



SECOND FLOOR PLAN
SCALE 1/8"=1'-0"

National Aeronautics and Space Administration
Ames Research Center
Moffett Field, California

A4566-92-0019-A28

ARG - MOFFETT
A4566-92-0019-A28

REFERENCE DRAWINGS	
NO.	DESCRIPTION
1	SEE SHEET NO-1

PLANS REVISED TO DATE	BY	DATE
	PM	3/26/57
	DE	10/24/55

CHANGED DRAWING FROM 302-482-1	DATE 10/24/55
PLANS REVISED TO DATE	BY DATE
COMPLETED	DESCRIPTION
BY DATE	REVISIONS
BVL DRAWING NO. 302-482-2	DEPT. OF THE NAVY
SHEET 2 OF 3	NAVAL AIR STATION, MOFFETT FIELD, CALIF.
W.D. NO.	
D.S. NO.	
DATE	
CHK	
ASST. DES. SUPT. 2/A	
DES. SUPT. 2/A	
APPROVED	
DATE	
BY	
BY	
BY	
BY	

BLDG #19
BARRACKS
SECOND FLOOR PLAN

NASA AMES RESEARCH CENTER
Building B-19 reuse guidelines



NASA Ames Research Center
Building B-19 Reuse Guidelines

Appendix 7. NRHP 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>	_____ sites
<input checked="" type="checkbox"/> public-Federal	<input type="checkbox"/> structure	<u>2</u>	_____ structures
	<input type="checkbox"/> object	<u>43</u>	<u>54</u> Total
			_____ objects

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 it's 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

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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
street & number 1174 Lincoln Avenue
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United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 7 Page 2

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.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 7 Page 3

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.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 7 Page 4

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.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 7 Page 5

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.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 7 Page 6

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

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 7 Page 8

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.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 7 Page 9

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.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 7 Page 10

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.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 7 Page 11

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 -0011 115559 -0012 115561 -0014 ID

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.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 7 Page 12

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.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 7 Page 13

115555

NPS-94000045-0008

1D

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.

115564
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-0018

1E

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.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 7 Page 14

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.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 7 Page 15

9-9400045-

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

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 7 Page 16

NR-9400045-

6X3

0043 115591

0044 115593

0045 115594

0046 115595

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.

0068 115618

0069 115619

0070 115620

0071 115621

0072 115622

0073 115623

0074 115624

0075 115625

0076 115626

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United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 2

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

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 3

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.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 4

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.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 5

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.

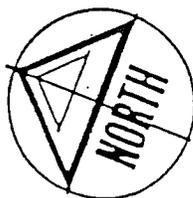
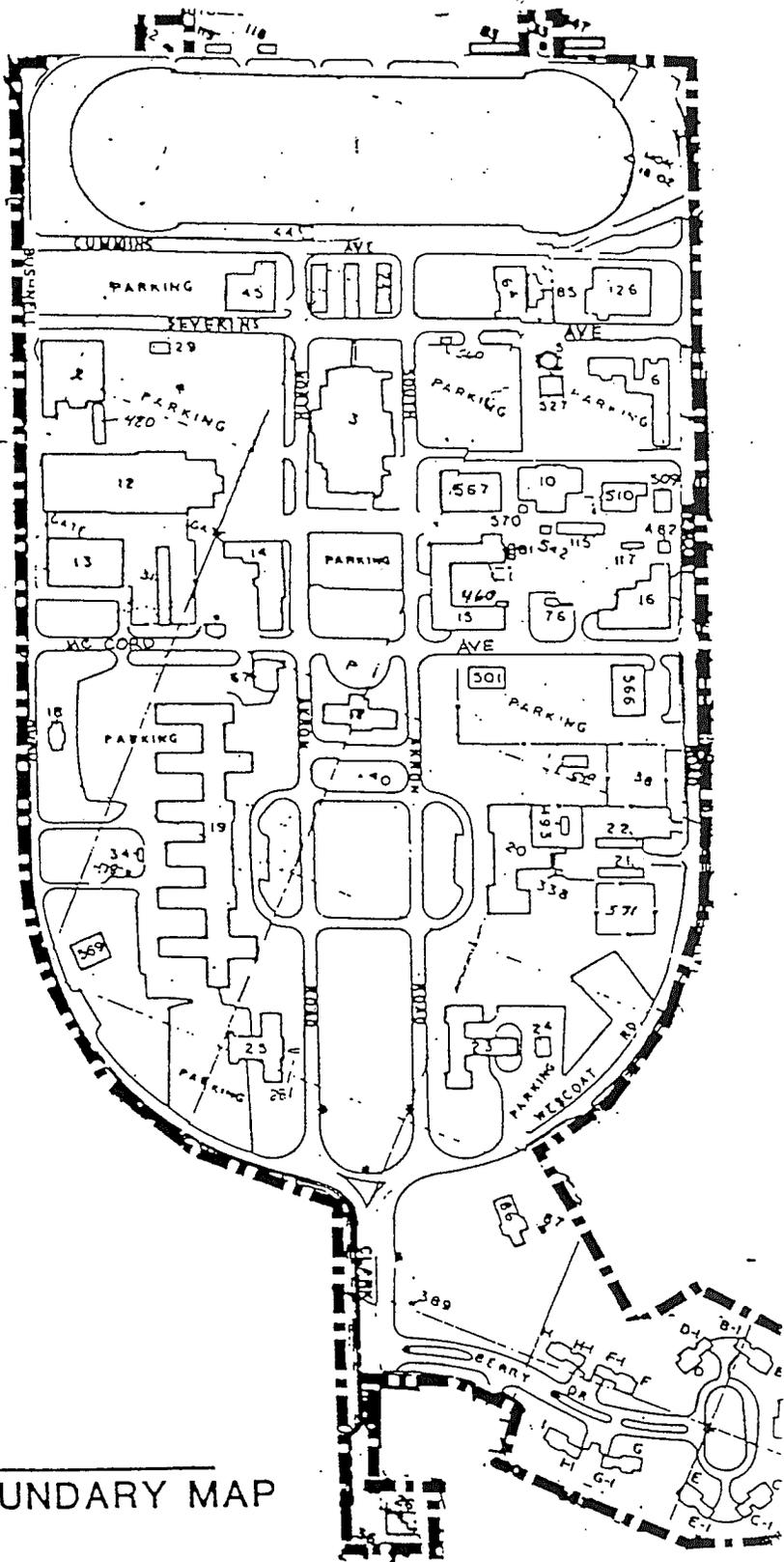
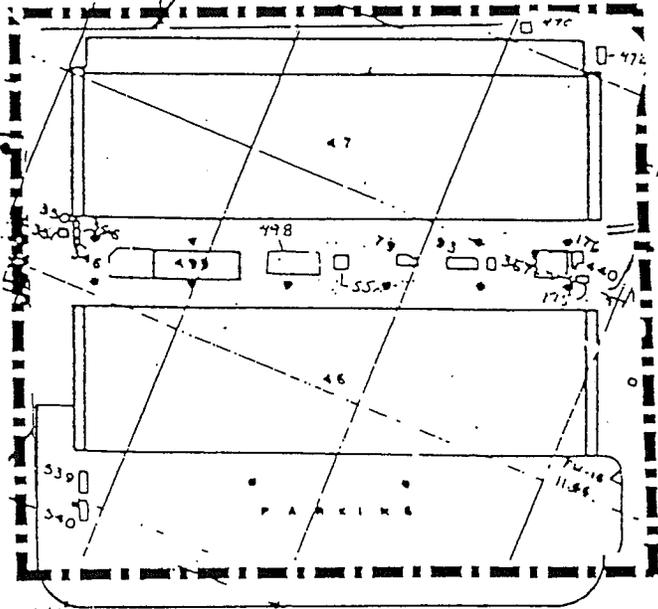
Shortly after the outbreak of WWII, the base was returned to the U.S. Navy. In April, 1942, the base was recommissioned Naval Air Station Moffett Field.

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.



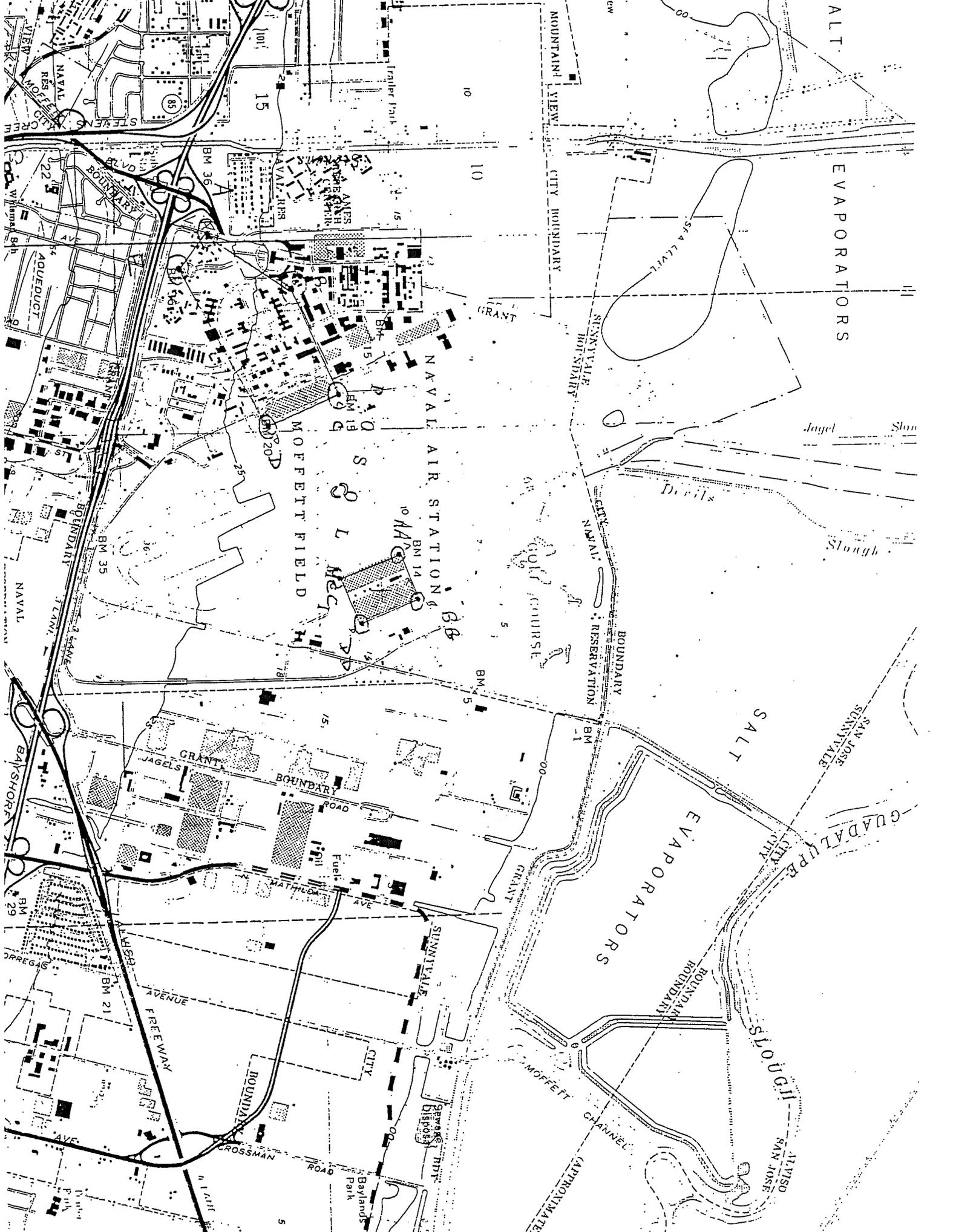
DISTRICT BOUNDARY MAP

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
	A1	37.7095	122.0433
	B1	37.7060	122.0421
	C1	37.7071	122.0394
	D1	37.7105	122.0408



ALT. EVAPORATORS

Jagel Slough

Devils Slough

SALT

EVAPORATORS

GUADALUPE

SAN JOSE
SUNNYSIDE

AVISO
SAN JOSE

MOUNTAIN VIEW

CITY BOUNDARY

GRANT

SUNNYSIDE
HOTSPRING

CITY BOUNDARY

RESERVATION

BOUNDARY

GRANT

MOFFETT CHANNEL
(APPROXIMATE)

NAVAL AIR STATION

MOFFETT FIELD

S O L

GRANT

BOUNDARY

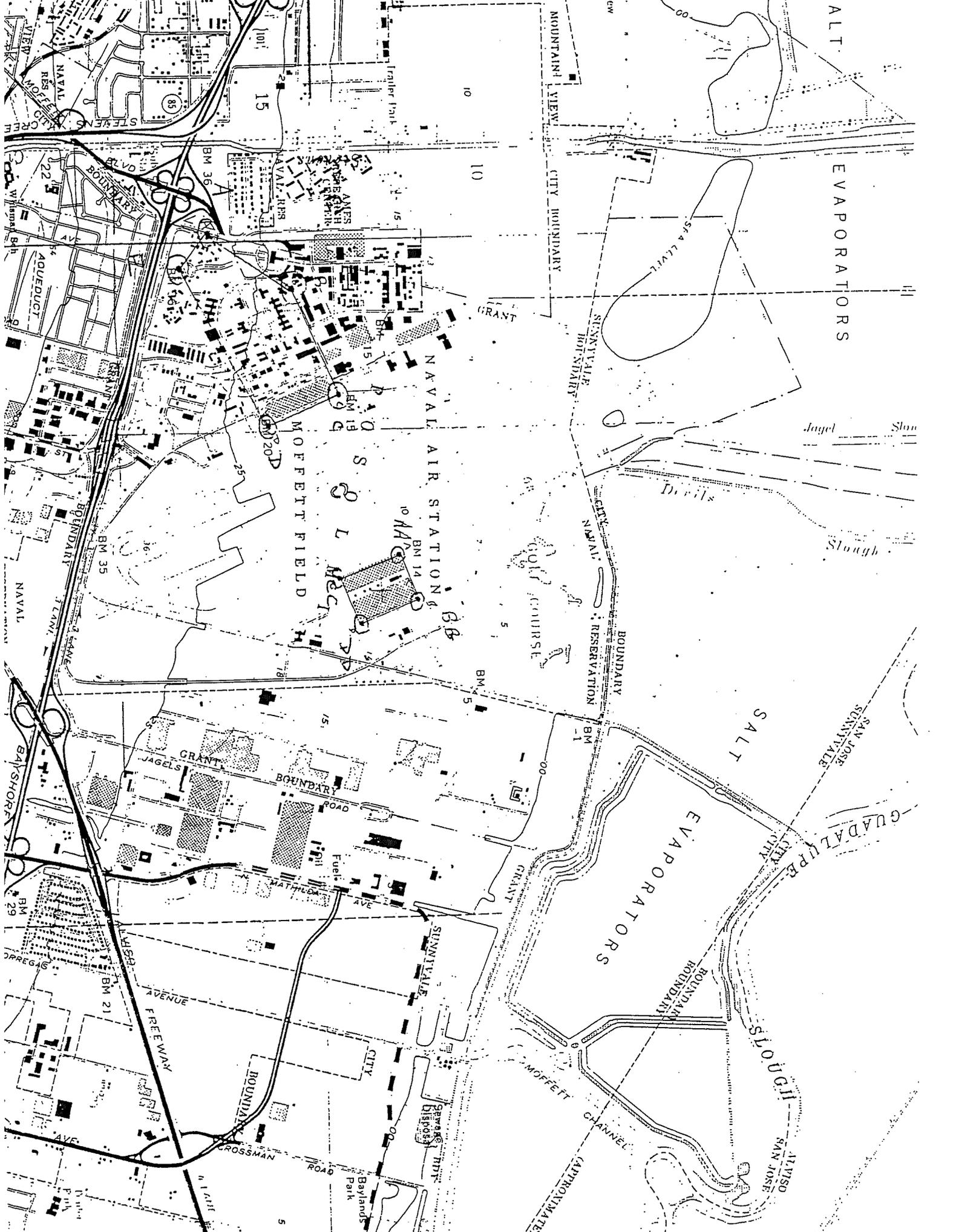
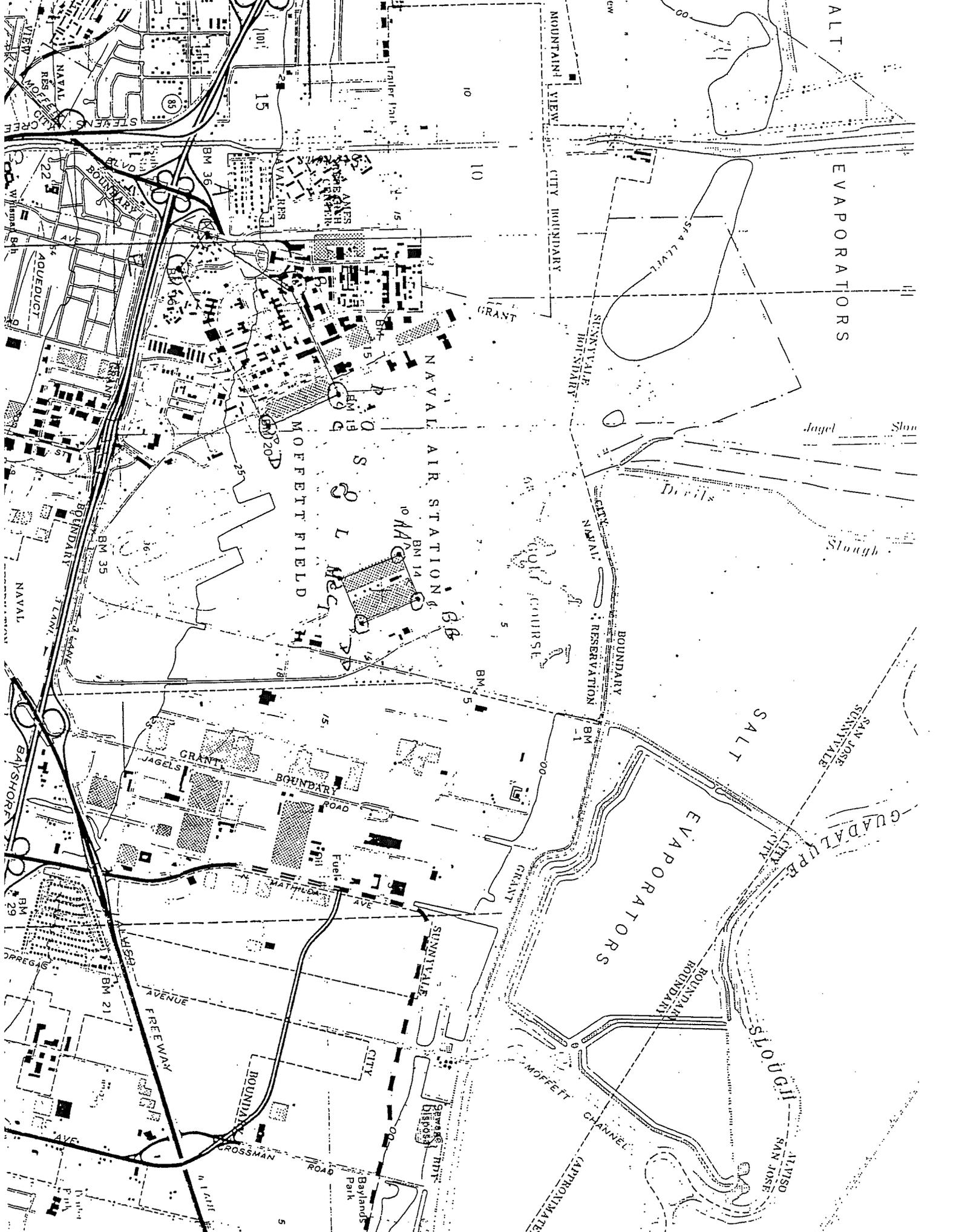
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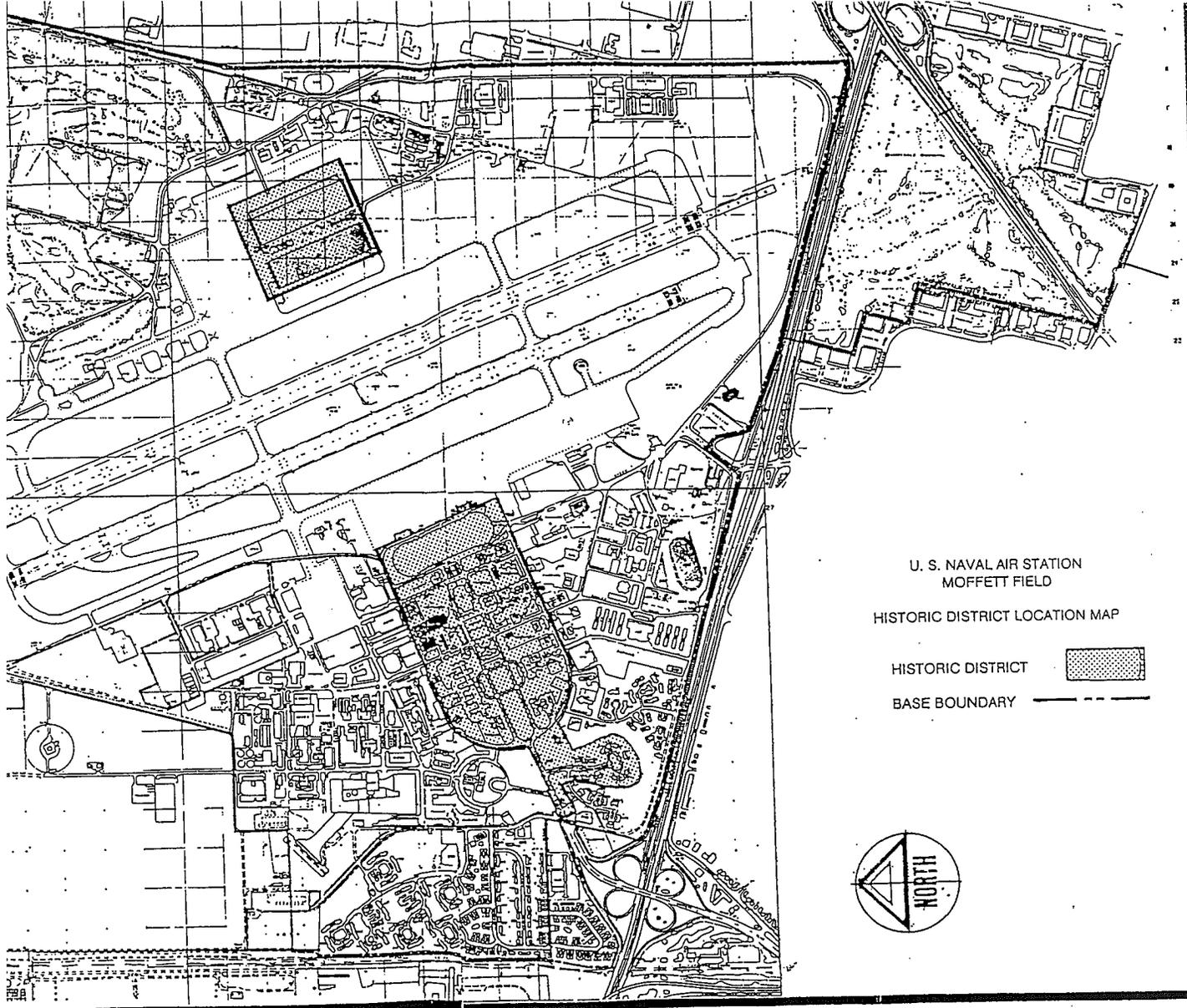
GENESEE
INDY

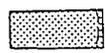
BOUNDARY

CROSSMAN ROAD

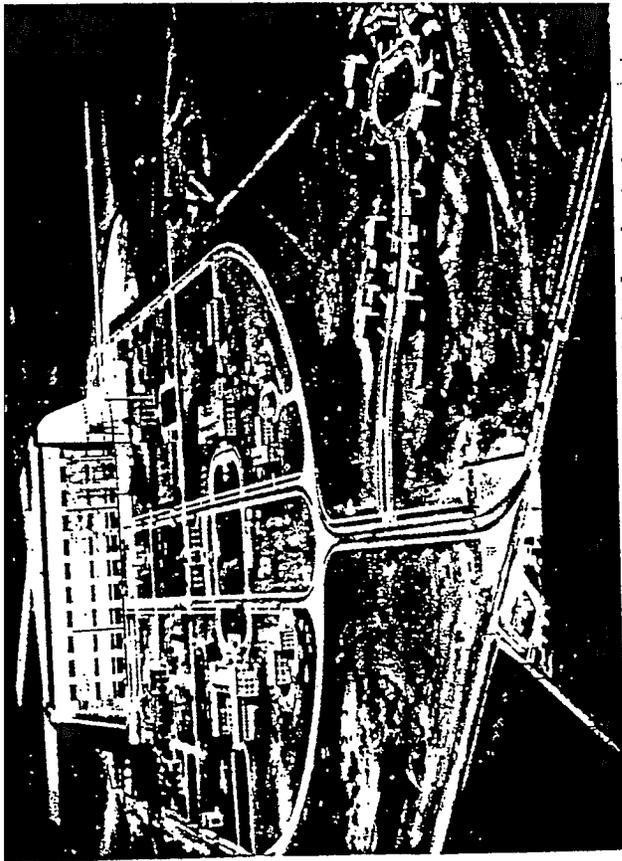
Baylands
Park



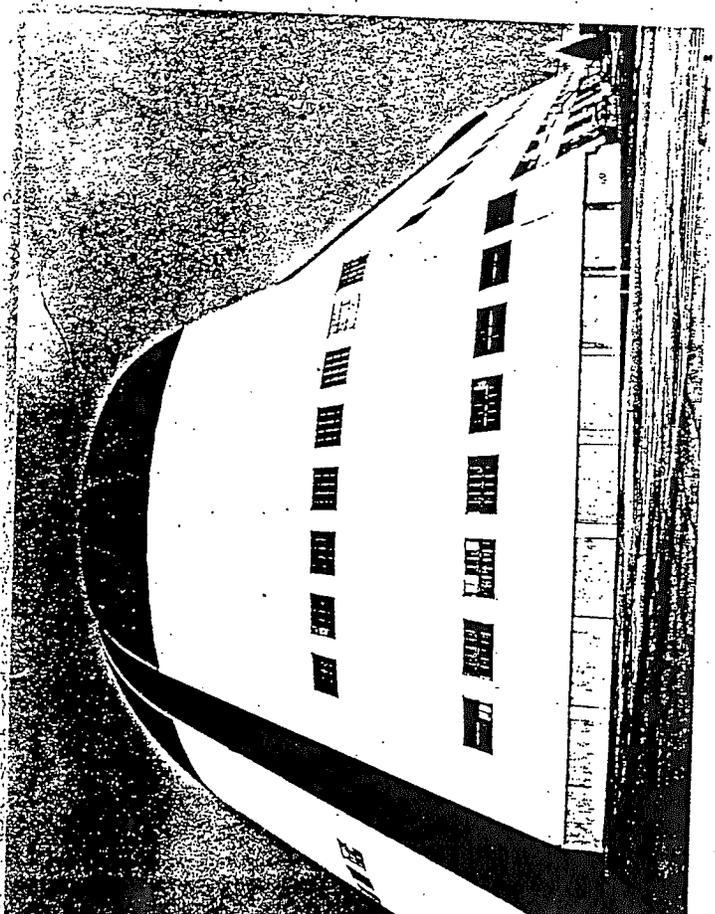
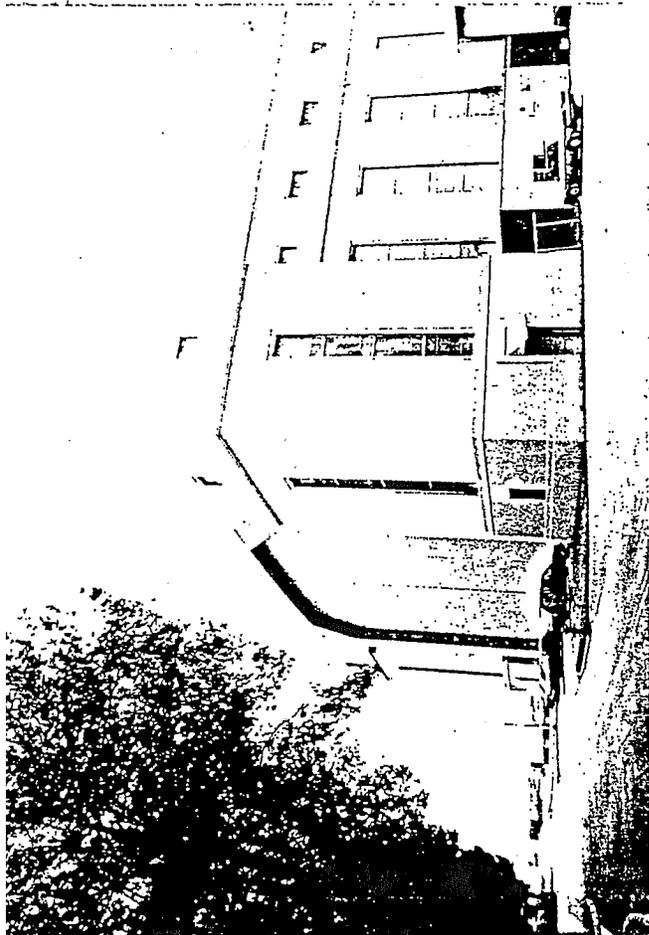
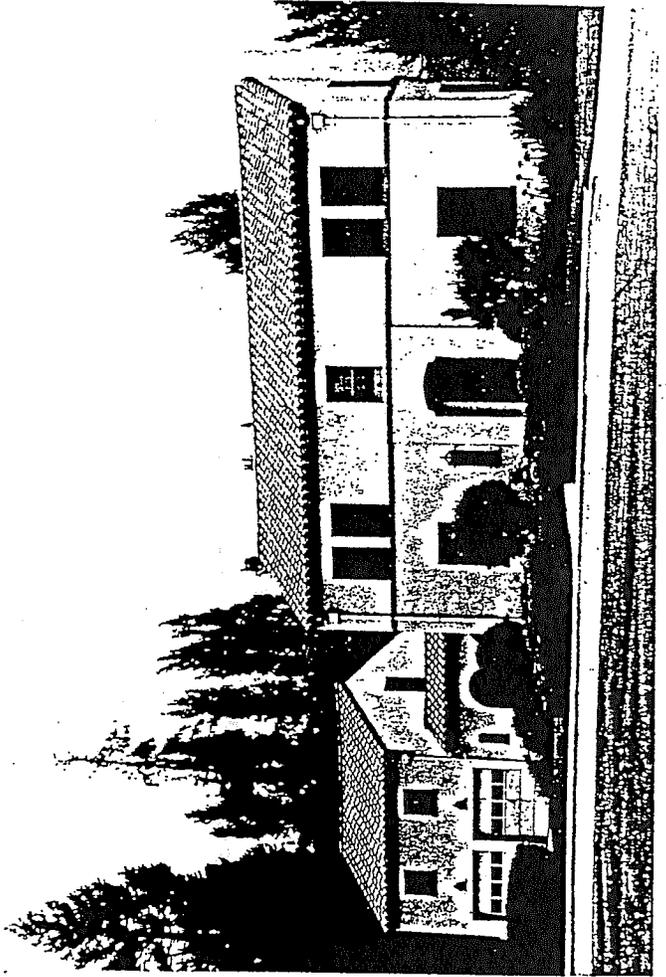
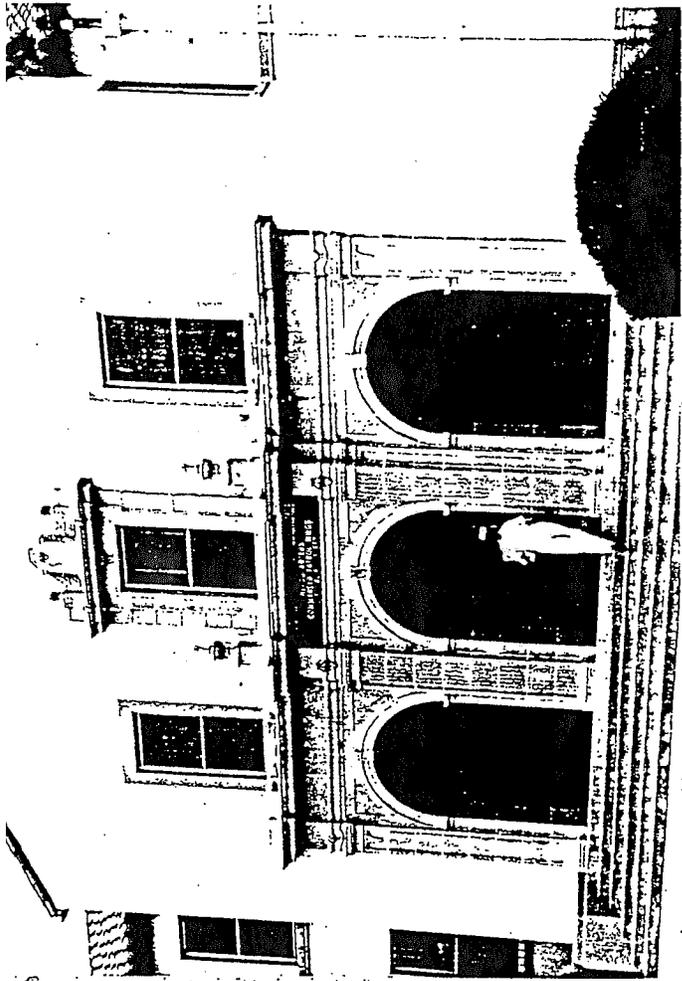


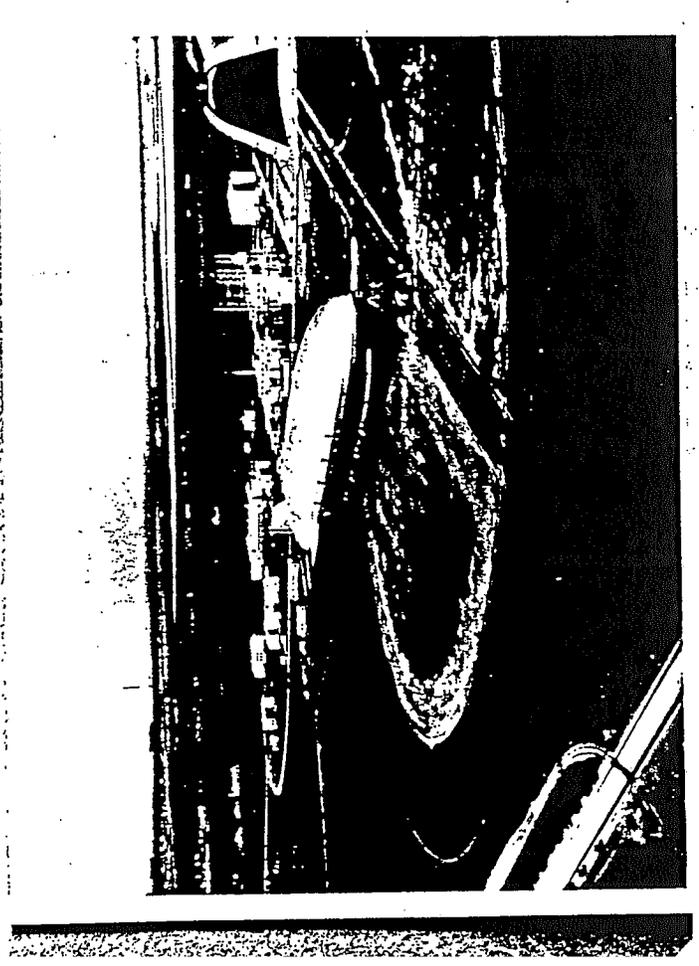
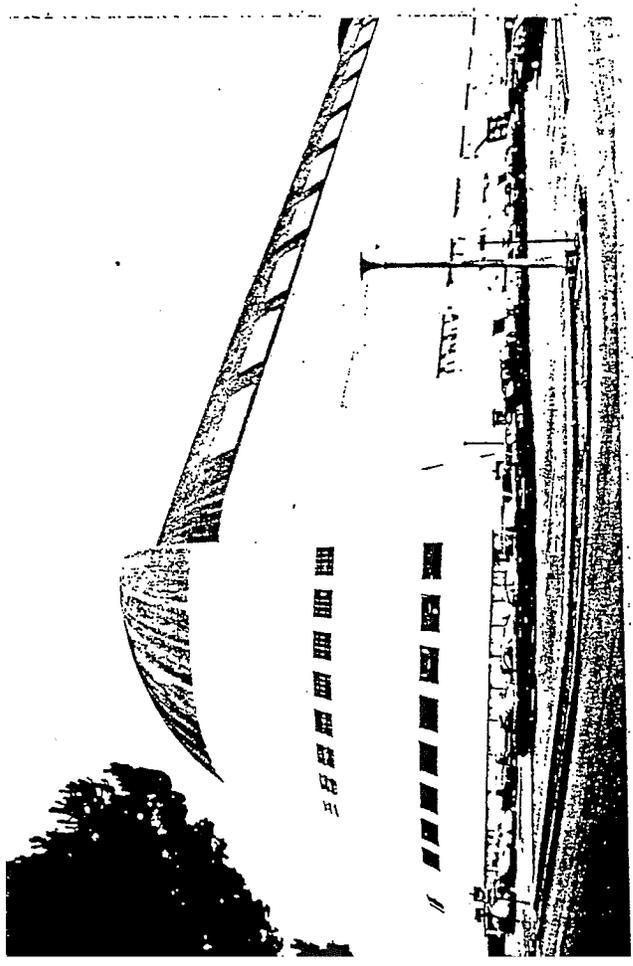
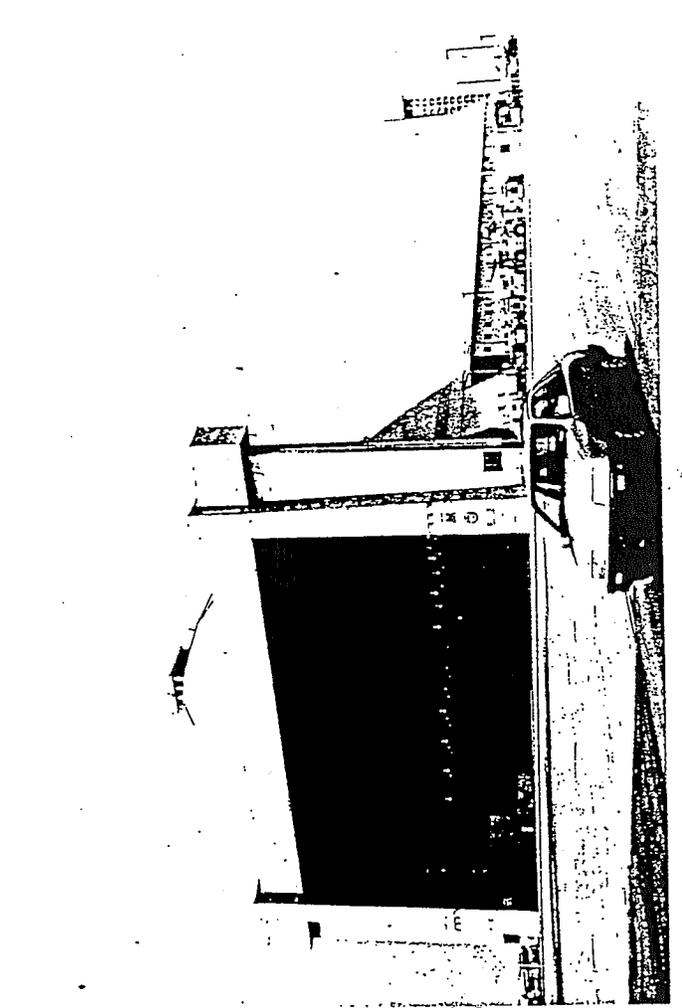
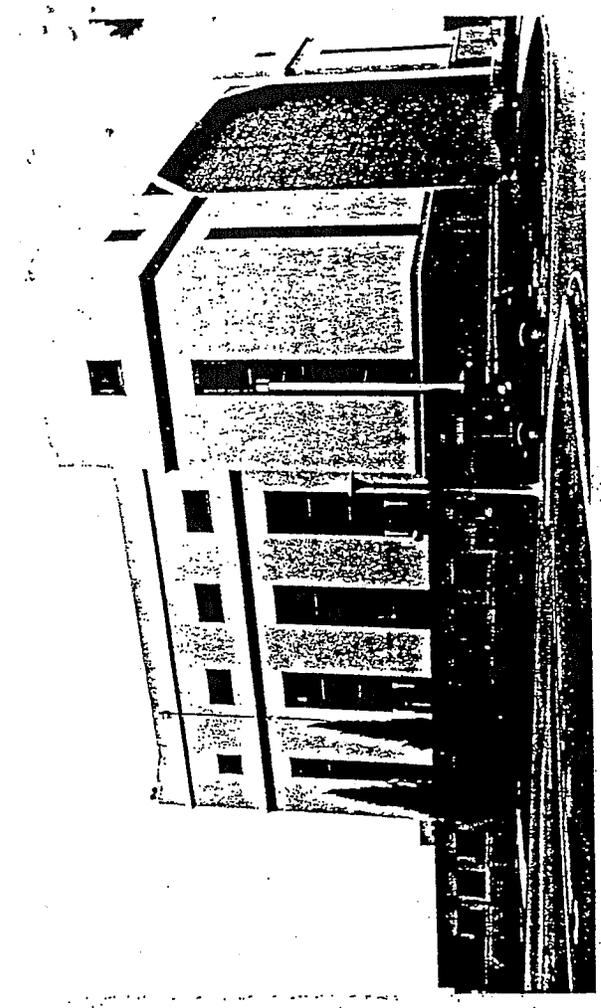
U. S. NAVAL AIR STATION
MOFFETT FIELD
HISTORIC DISTRICT LOCATION MAP
HISTORIC DISTRICT 
BASE BOUNDARY 

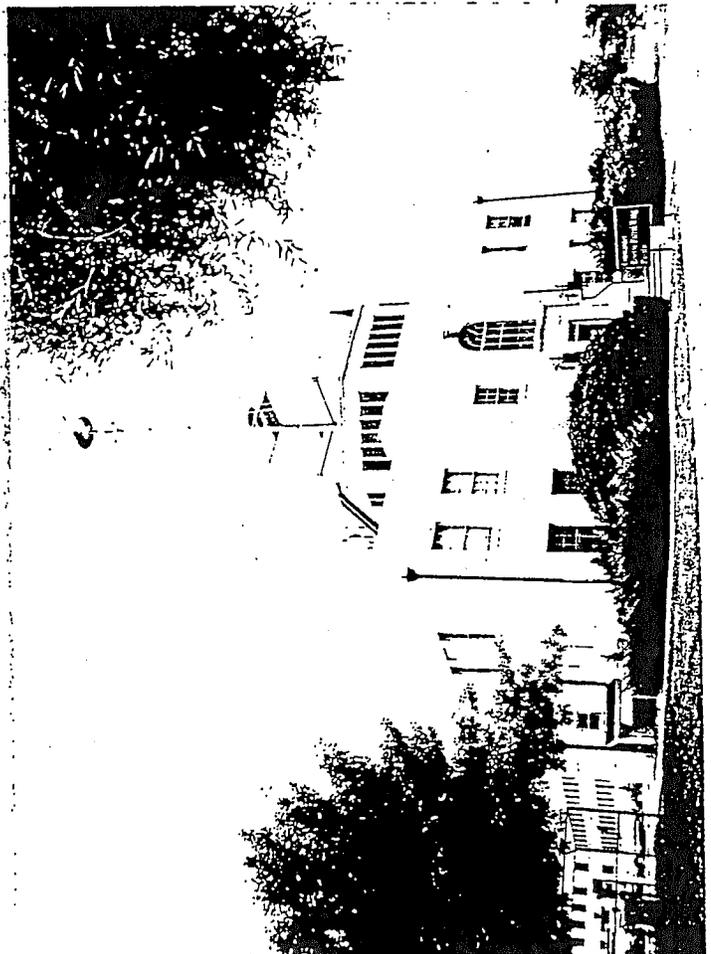
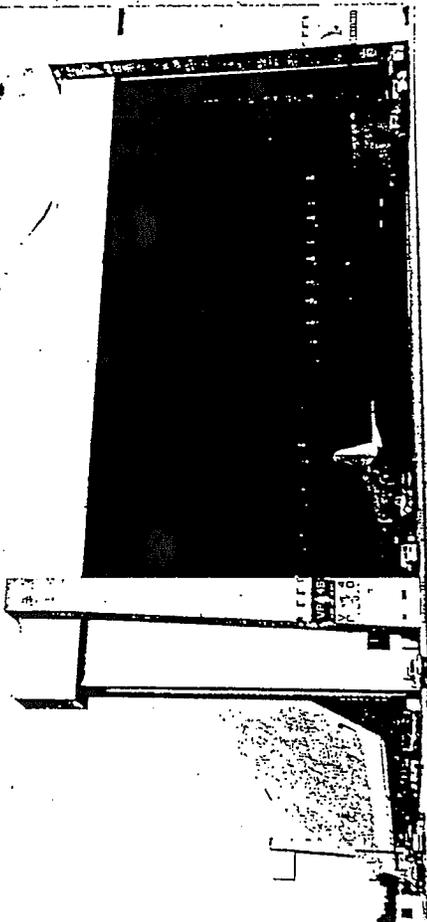
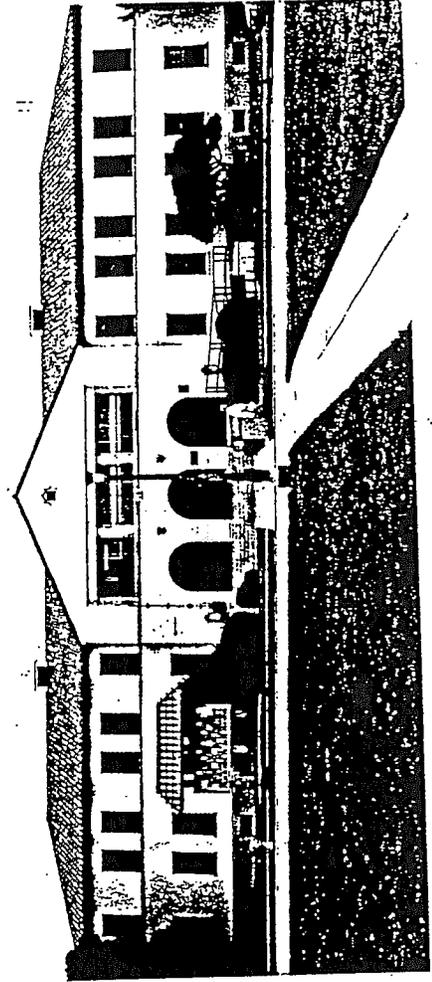


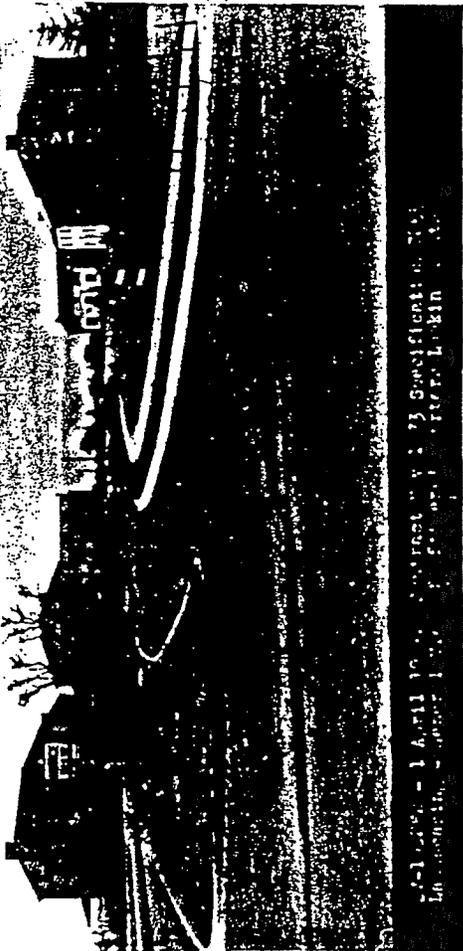
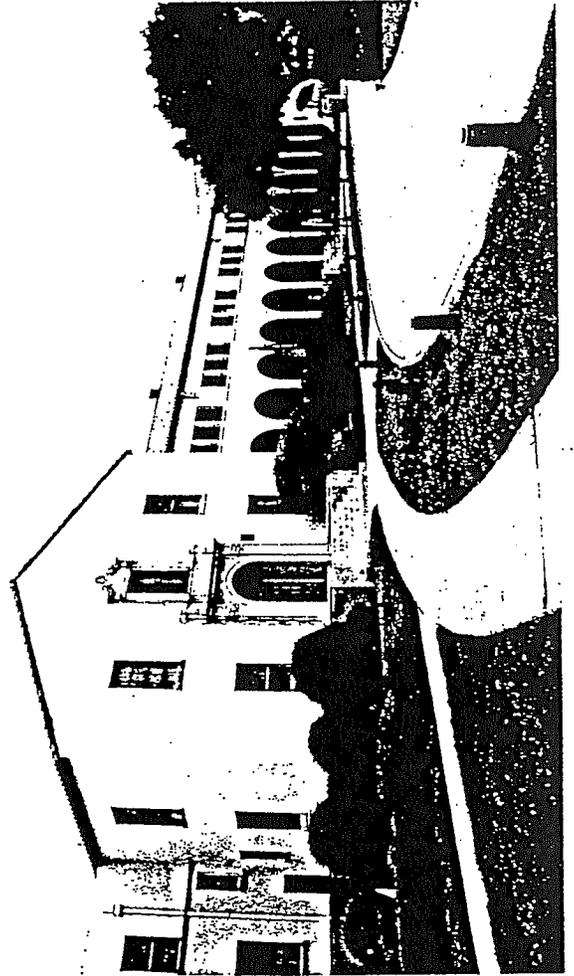
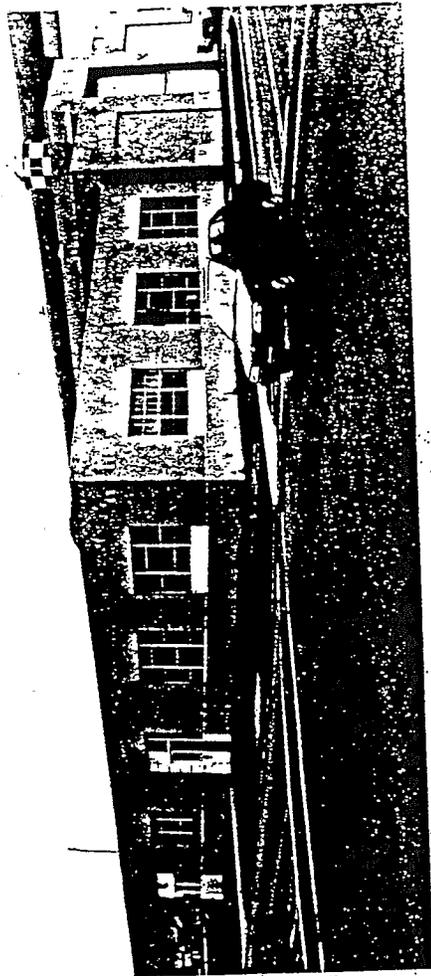


SWL 1897 Naval Air Station Moffett Field Calif. July 26, 1943
Full View both Hangar #2 and Hangar #3 taken from south end.
Contractor E.N. Heple & J.H. Fomeroy Inc. Contractors
Contract No. 5404









2-1-1942 - 1 April 1942. Street view of 21 Specimens in 2011.
In 1942, the building was destroyed by fire. Photo by L. J. Kin

