

**BUILDING 158 RENOVATIONS PROJECT
SECTION 106 TECHNICAL REPORT**

NASA AMES RESEARCH CENTER
MOFFETT FIELD, CALIFORNIA
[13140].7]

PREPARED FOR:
NASA AMES RESEARCH CENTER HISTORIC PRESERVATION OFFICE



TABLE OF CONTENTS

I. INTRODUCTION.....	1
PURPOSE	1
LOCATION OF THE UNDERTAKING	1
II. DESCRIPTION OF UNDERTAKING.....	3
HISTORIC CONTEXT	3
DESCRIPTION OF THE UNDERTAKING.....	3
III. AREA OF POTENTIAL EFFECTS (APE)	6
DEFINING THE APE	6
BOUNDARIES.....	6
IDENTIFICATION OF HISTORIC PROPERTIES WITHIN THE APE	6
IV. APPLICATION OF THE CRITERIA OF ADVERSE EFFECT	11
FINDING OF EFFECT	12
V. CONCLUSION.....	22
APPENDIX A: MAPS	
APPENDIX B: EXISTING CONDITIONS SITE PHOTOGRAPHS	
APPENDIX C: STRUCTURAL INTEGRITY MEMORANDUM	
APPENDIX D: SELECTED DRAWINGS	

I. INTRODUCTION

The United States, through the National Aeronautics and Space Administration (NASA), possesses the fee simple interest in the Moffett Federal Airfield (MFA) and NASA Ames Research Center (NASA ARC). As the lead federal agency, NASA is responsible for compliance with the National Historic Preservation Act of 1966, as amended through 2006, including Section 106, 36 CFR Section 800, which requires federal agencies to take into account the effects of their activities and programs on historic properties.

NASA has entered into an Adaptive Reuse Lease regarding the NASA Ames Research Center Eastside/Airfield area at MFA. Planetary Ventures LLC (PV) proposes to conduct accessibility upgrades at the primary entrance and publicly accessible interior spaces of the Flight Operations Building & Tower (Building 158) at MFA. The project also includes improvements to the existing heating, ventilation, and air conditioning (HVAC) equipment on the property. The proposed work is limited to Building 158 and the immediately adjacent area, which is located at the western side of the airfield, east-adjacent to Cody Road and approximately 950 feet south of Hangar 1.

Nomenclature

For clarity, all of the proposed work at Building 158 will be referred to as “the Undertaking.”

Within this report, “NASA ARC” will refer to the full extent of the installation operated by NASA. “NASA Ames campus” will refer to the sub-area of NASA ARC, located within the installation’s northwest quadrant that houses the agency’s research facilities. MFA will refer to the airfield and its supporting area composing the eastern half of the property. (See **Appendix A** for relevant Undertaking maps.)

PURPOSE

The purpose of this document is to provide necessary information for Section 106 consultation and the application of the Criteria of Adverse Effects to the Area of Potential Effects (APE), pursuant to 36 CFR Section 800.5(a).

This document should be reviewed in conjunction with the Undertaking plans and documentation that have been provided as part of this Section 106 consultation submittal. (See Appendices.)

LOCATION OF THE UNDERTAKING

The site of the Undertaking is located at NASA Ames Research Center between the municipalities of Mountain View and Sunnyvale, California, on the southwestern edge of San Francisco Bay. The site of the Undertaking is approximately 27 miles southeast of San Francisco International Airport, and six miles northwest of San Jose International Airport. The Undertaking involves a series of upgrades and improvements to Building 158 and its surrounding site, all located at the west side of the airfield. The proposed work at the building will occur at both exterior and interior spaces, and site work will be focused on a small portion of the landscaped area located at the front (west) façade of the building, adjacent to the primary entrance and stairs. The Undertaking will occur primarily above-grade, although some below-grade interventions will correspond with the construction of the proposed accessibility ramp.

SUMMARY OF FINDINGS

The Undertaking will not have the potential to alter, directly or indirectly, any of the characteristics that qualify a historic property for inclusion in the National Register of Historic Places (National Register). After consideration of the Criteria of Adverse Effect, under 36 CFR Section 800.5(b), this

analysis concludes that the Undertaking will result in no adverse effects on historic properties. As such, Page & Turnbull recommends a finding of No Adverse Effect.

II. DESCRIPTION OF UNDERTAKING

HISTORIC CONTEXT

Moffett Federal Airfield

The installation now known as Moffett Federal Airfield was originally established as Naval Air Station (NAS) Sunnyvale, the West Coast base for the U.S. Navy's burgeoning Lighter-Than-Air (LTA) aviation programs of the 1930s. By the time the air station was commissioned in 1933, the U.S. Naval Bureau of Yards and Docks had constructed Hangar 1, a campus of administrative and residential buildings for military personnel that were related to one another through their Spanish Colonial Revival architectural style, and a small airfield consisting of a landing strip and small diagonal runways in the area east of Hangar 1. The original campus had a formal plan and an axial orientation with Hangar 1; a symmetrical horseshoe-shaped roadway with a large central plaza was flanked by several support buildings. A small community of residences for base staff was constructed around a cul-de-sac southwest of the main campus. The site was transferred to the U.S. Army Air Corps in 1935.

The U.S. Navy regained control of the installation during World War II and reintroduced LTA missions at the installation, by this time known as Moffett Field. Wishing to expand, the Navy acquired over 200 acres of land east of the existing airfield. Hangars 2 and 3 were built in this location between 1942 and 1943. Following the end of the war, the airfield transitioned to support training and testing missions associated with Heavier-Than-Air craft, including supersonic jets. During the late 1940s and 1950s, the Navy expanded the airfield runways and taxiways to meet the take-off and landing requirements of these enhanced aircraft. In 1954, the Navy constructed the Building 158 to facilitate the increased airfield traffic and overall operations at MFA during this period. Additional buildings and airfield features—including explosive storage magazines, and fueling pits—were introduced in support of these missions.

In 1994, Moffett Field was decommissioned from military use through the Base Realignment and Closure process, after which NASA assumed responsibility for the installation and it was integrated with NASA ARC.

DESCRIPTION OF THE UNDERTAKING

The Undertaking will address a series of accessibility deficiencies associated with Building 158, as well as provide the necessary upgrades to the existing HVAC system. The construction staging area for the Undertaking is yet to be determined, but will likely include one of the paved and gravel areas west-adjacent to the Building, outside of the secured airfield.

Accessibility Upgrades

The proposed accessibility upgrades component of the Undertaking involves limited work at both the exterior and interior of Building 158. At the exterior, work involves the construction of an accessibility ramp at the primary (west) entrance, as well as minor adjustments to the site and various landscape features and furnishings. Proposed work at the interior of Building 158 is limited to the upgrade of accessibility-related features at the existing unisex bathroom located on the first floor, near the main reception and waiting area. No changes to the existing door widths, exit path, or building envelope are associated with the proposed accessibility upgrades project.

Exterior

The primary exterior component of the proposed accessibility upgrades portion of the Undertaking involves the construction of a new accessibility ramp. The proposed concrete ramp will be constructed in the existing landscaped space south-adjacent to the existing primary concrete walkway and stairs. The U-shaped ramp will have a path of travel that will move south from the concrete

walkway to the first landing, then shift to ascend east to a second landing, then north to integrate with the landing at the top of the existing stairs. The ramp will have a total length of 35', width of 13.5', with a 23' by 8' portion of the existing green space remaining at the center of the ramp's U shape. It will have 2' wide footings that extend no more than 20" below grade; existing utilities are in the immediate area at lower depths, and the footings require a minimum clearance of 6". The ramp will feature a 4.5" curb throughout the ramp and a galvanized rolled handrail with stanchion throughout. A raised stainless-steel cable guardrail will be installed between the second and top landings, where the ramp exceeds a height of 30" above grade. The proposed ramp will require the removal of the south one-third portion of the existing stairs and south railing to construct the top landing. The existing stairs feature void space underneath, which makes constructing the landing on top of the existing stairs structurally infeasible, leaving the selective demolition of the south portion of the stairs to allow for the new top landing of the ramp as the recommended option. (See **Appendix C** for a memo that details the structural issues with the top landing, prepared by BKF, the project's engineer, on December 19, 2017). The new top landing will be integrated into the remaining stair landing to match the existing and will feature a simple concrete face and steel guardrail at the primary (west) elevation. The new top landing will be directly aligned with the existing sidelite of the building's main entrance and will not obstruct the primary pathway along the center portion of the stair to the main entry door. No alterations to the building's envelope will result from the construction of the proposed ramp, although an accessibility symbol will be adhered to the existing door lite with a double-sided adhesive.

In order to construct the proposed ramp, existing non-contributing site features – a trash receptacle and ash disposal – will be relocated to new locations in the main yard of the property. Existing plantings will be trimmed back to accommodate construction of the ramp, whereas those that are in line with the proposed structure's footprint will be removed. The western portion of the main concrete walkway will be replaced with a new walkway, which will coincide with the immediate area of the asphalt parking lot. The parking lot will be ground and overlaid to meet flush with the adjusted walkway. A new truncated dome strip will be installed at the transition between the main walkway and the parking lot, extending the full width of the walkway. A new drainage swale will also be constructed north of the repaved portion of the walkway to connect with the parking lot. Although the exact swale dimensions vary, the slope dimensions will not exceed five percent.

Interior

The proposed accessibility upgrades at the interior of Building 158 are limited to the existing, non-contributing first-floor unisex restroom. The majority of the existing interior features within the unisex restroom will be removed and reinstalled at an operable height not to exceed 40" above the finished floor; fixtures that do not meet water efficiency standards will be replaced. The existing door will be removed and will be refitted to swing the opposite way. If infeasible, a new door and frame will be installed. Whether the existing door is reused, or a new door is installed, new lever style hardware will be attached. The existing wall mounted light fixture is the only fixture that will be removed. New light fixtures to be installed at the restroom include a wall mounted trash unit, which will be added directly under the relocated towel dispenser.

As described below, the existing room finishes will be replaced, except for the floor tile, which will remain. The majority of the existing plastic laminate and wall tiles will be removed, and new wall and base tiles will be installed throughout. Portions of the wall, door, and trim will be repainted. A new furred out wall will be constructed at a portion of the south interior elevation. Metal studs will be placed adjacent to the existing concrete masonry unit (CMU) wall and secured to a metal track, which will be fastened to the floor. Cement board with new wall tiles and thin set mortar will be installed at this portion to match the proposed tile being installed elsewhere; the coved base tile will be salvaged and reused.

HVAC Upgrades

The proposed HVAC upgrades project associated with the Undertaking will involve the replacement of 26 existing window-mounted air conditioning units at the primary (west) and rear (east) facades of Building 158, as well as the installation of nine new units and removal of one with no replacement. The existing units are located at both the first and second floors of the main portion of Building 158; no work is proposed at the non-contributing single-story addition south of the air traffic control tower.

All proposed new and replacement units will be comparable in size to the existing units, although approximately 2" taller, 6" wider, and 6" longer. At the first-floor locations at both the east and west facades, and the second-floor locations at the west façade, these units will fit within the existing openings with no modifications to the existing metal sash windows and will have no effect on the window's operability. All units will be placed in a top corner lite of the existing windows. Where the existing unit is located in a center lite, the replacement unit will be relocated to a corner lite to reflect an established pattern throughout the façade and to ensure that the window's center lite can be restored and made operable again. To install the new units at these locations, the existing glazing will be removed and salvaged. The existing window putty and steel support plates will be removed to accommodate the increased height of the new units. To mount the new units, new angles and steel support plates will be installed at the façade to line up with the existing frame. At the second-floor locations at the east façade, the existing windows are smaller and require additional interventions to install the new units. Portions of the metal window frame located above the existing units will be cut to the concrete window head and removed to accommodate the additional height of the units. The window putty and existing steel support plate will also be removed to allow for the height of the new units. New support angles and support plates will be installed and attached via new vertical supports, which will fasten to the fascia of the window openings. At all locations, the units will be installed to align with the top portion of the frame, leaving the bottom lites of the windows entirely operable and unaffected. Most of the new units will be operated by remote control, although some in larger congregational spaces within the building will be operated by wireless sensors and temperature controls.

The proposed HVAC upgrades also involve the installation of two new condenser units, which will serve the first-floor lobby and waiting room of the building via a new mini-split system. The two condenser units will be installed at the rear of the building, directly south-adjacent to the exterior porch and set slightly away from the façade of the building. Each unit is approximately 35" by 35" by 35" and will be aligned in-line with each other and perpendicular to the rear façade.

Convection wall heaters are also proposed for the interior of the building. These heaters will be attached to the walls of select rooms and integrated into the electrical systems of the respective rooms. Most rooms receiving these heaters are small offices, although units may potentially be installed at the south interior elevation of the entrance vestibule and the north elevation of the main lobby. The existing steam boiler will be abandoned in place and all associated utility connections will be capped.

All mechanical units will use existing electrical panels where feasible. New receptacles may be required at select locations at the interior spaces of the building with respect to new individual units. Replacement receptacles will be similar in type to the existing, although with a higher voltage.

III. AREA OF POTENTIAL EFFECTS (APE)

DEFINING THE APE

An Area of Potential Effects (APE) is a defined geographic boundary in which historic properties may be affected by an undertaking, including direct effects (such as demolition) and indirect effects (such as blocking a visual corridor) that impact the historic character of a property.¹ An undertaking would have an effect on a historic property if the action would result in changes to the character of any of the historic properties within the APE. An APE may include historic properties that are well beyond the limits of the undertaking.

BOUNDARIES

The following analysis for the current Undertaking involves an APE that represents those areas in which the scope of the Undertaking could potentially affect historic properties—if and where they exist—through physical means, or through visual or atmospheric (noise and vibration) changes that could affect a historic property’s integrity of setting. For the current Undertaking, the APE boundaries are primarily defined by a radius of 1,000’ from the center of the project site. The size and location of the APE takes into consideration the potential indirect effects that may occur at historic properties, including visual, atmospheric, and audible intrusions. The small-scale nature of the Undertaking is not likely to result in any indirect – visual, atmospheric, or audible – effects beyond this distance.

Vertical boundaries are also important, as part of the Undertaking is located below grade at an approximate depth of 20” where the construction of the accessibility ramp’s footings is required. Slight grading work will occur at the landscaped area of the proposed drainage improvements, although depths will be limited and not exceed the adjacent concrete walkways. The APE encompasses the Area of Direct Impact (ADI), meaning the project site and footprint where direct effects to above- and below-ground historic properties could occur. Therefore, the ADI is limited to Building 158 and a portion of its immediate landscape. The ADI also includes the location of any potential staging sites likely to be used during construction. (The location of the ADI is described in greater detail in Section II, Description of the Undertaking.)

A map illustrating the location of the APE and ADI is included in **Appendix A**.

IDENTIFICATION OF HISTORIC PROPERTIES WITHIN THE APE

Historic properties, as defined in 36 CFR Section 800.16(l)(1), include any district, site, building, structure, or object that is included in or eligible for listing in the National Register of Historic Places (NRHP).

Archaeological Properties

Several archaeological properties have been studied throughout MFA and the neighboring areas. Some of these investigations occurred over 100 years ago, while others were the subject of recent investigations as part of due diligence exercises for ongoing development of the airfield. In February 2017, the *NASA Ames Research Center Archaeological Resources Study*, prepared for NASA by AECOM, was published with the following intent:

In support of NASA’s obligations under [the National Historic Preservation Act of 1966], this Archaeological Resource Study was prepared to identify the potential for archaeological resources at [NASA] ARC to inform and guide NASA’s Management of archaeological

¹ Seifert, Donna, *Defining Boundaries for National Register Properties Bulletin*, revised 1997: accessed <http://www.nps.gov/NR/publications/bulletins/boundaries/bound1.htm>

cultural resources. This study also supports [NASA] ARC's Integrated Cultural Resources Management Plan (ICRMP), which contains guidance for the treatment of both archaeological and built environment cultural resources.²

In preparing the Archaeological Resources Study, an extensive records search was conducted of previous surveys, recorded resources, historic maps, Sacred Land Files from the Native American Heritage Commission (NAHC), and hundreds of geotechnical investigations that occurred at NASA ARC. Using these sources, the Archaeological Resources Study presents a series of maps that take the cumulative source materials and the records search and illustrate areas that are organized into four categories of archaeological sensitivity.

- *Heightened Historic-era Archaeological Sensitivity*: locations where pre-1931 development occurred, namely structures associated with agricultural activities in the area.
- *Heightened Prehistoric-era Archaeological Sensitivity*: locations where archaeological materials that reflect earlier periods of human occupation and activity, spanning an approximate 13,500 years.
- *Heightened Geoarchaeological Sensitivity*: locations where materials related to older periods of human activity that were subject to geological processes over thousands of years.
- *Low Archaeological Sensitivity*: areas within NASA ARC that were not designated within the aforementioned categories and were determined to have a low potential for containing archaeological resources.

According to the archaeological sensitivity maps included within the 2017 Archaeological Resources Study, the Undertaking site is located exclusively in an area that has been determined to have low archaeological sensitivity; no known archaeological sites are located in the vicinity. These materials presented in the Archaeological Resources Study received concurrence from the California Office of Historic Preservation (OHP) in June 2017. According to the sensitivity map, the Undertaking is located in area of *low archaeological sensitivity* and has a low potential for containing archaeological resources. This, in combination with the known existence of previous ground disturbing activities at the project site (landscaping, paving, and presence of existing utilities at depths below the maximum proposed grade disturbance), it is likely that no archaeological historic properties are located within the Undertaking's ADI.

Above-Ground Historic Properties

Above-ground historic properties located within MFA have previously been studied in efforts to inform an understanding of the historic significance of properties throughout the area. These studies were referenced to determine whether the construction of the Undertaking may have potential effects on historic properties within the APE. These studies include the following:

- *US Naval Air Station Sunnyvale, California Historic District National Register of Historic Places Nomination*, Bonnie Bamberg, Urban Programmers: 1994.
- *Historic Property Survey Report for the Airfield at NASA Ames Research Center, Moffett Field, California*, AECOM: 2013.
- *Moffett Federal Airfield Outlease Historic Preservation Due Diligence Document - NASA Ames Research Center, Moffett Airfield, Mountain View, California*, Page & Turnbull: 2015.

² AECOM, *NASA Ames Research Center Archaeological Resources Study*, prepared for NASA Ames Research Center (2017), 1.

Based on these previous studies, above-ground historic properties are known to exist within the APE and are listed in the table below. The “Status/Evaluation” column of the table denotes whether the properties: (1) contribute to an identified historic district, (2) are proposed as contributing properties, (3) are individually eligible to the NRHP, or (4) have previously been found ineligible for the NRHP.

It should be noted that consultation between NASA and the OHP expanded the boundaries of the NAS Sunnyvale Historic District to encompass the installation’s airfield and adjacent aviation-related buildings and landscape features. The Historic Property Survey Report (HPSR) completed by AECOM and dated November 26, 2013 considered resources associated with the airfield for contributing status under an expanded period of significance, 1930-1961, and a list of potential contributors was assembled, which includes Building 158. The OHP has not formally concurred with this list of properties, but has found it appropriate to consider them as historic properties during subsequent Section 106 consultation.³

Detailed information on all of the historic properties (including their historic use and the criteria under which they were evaluated) can be found in the documents identified in the Previous Studies listed above. Those historic properties contained within the Undertaking’s ADI, which have the potential to be affected physically by the Undertaking, are described in greater detail following the table. Maps that show the locations of historic properties are included in **Appendix A**.

Table 1: Historic Properties in APE: Expanded NAS Sunnyvale National Register Historic District

Current Name/Historic Use (Building #)	Year Built	Status / Evaluation	Historic Property (see footnote 3)
Aircraft Compass Calibration Pad (106)	1947	Proposed as contributing property to Expanded NAS Sunnyvale Historic District	Yes
Flight Operations Building and Tower (158)	1954	Proposed as contributing property to Expanded NAS Sunnyvale Historic District	Yes
UHF/VHF Receiver Building (329)	1958	Proposed as contributing property to Expanded NAS Sunnyvale Historic District	Yes
Runway 32L/14R (MF1000)	1938	Proposed as contributing property to Expanded NAS Sunnyvale Historic District	Yes
Aircraft Parking Apron ⁴ (MF1002)	1945	Proposed as contributing property to Expanded NAS Sunnyvale Historic District	Yes
West Parallel Aircraft Taxiway (MF1016)	c. 1946	Proposed as contributing property to Expanded NAS Sunnyvale Historic District	Yes

³ In early 2018, Page & Turnbull will evaluate the significance and integrity of the identified potential contributing properties to the Expanded NAS Sunnyvale Historic District, and will submit their findings to NASA. In the interim, all proposed contributing properties associated with the Expanded NAS Sunnyvale Historic District will be considered historic properties during Section 106 consultation.

⁴ The Aircraft Parking Apron (MF1002) refers to large paved surfaces located at both the east and west side of the airfield. For the Undertaking, only a portion of the west Aircraft Parking Apron is located in the identified APE.

Current Name/Historic Use (Building #)	Year Built	Status / Evaluation	Historic Property (see footnote 3)
Connecting Taxiways ⁵ (MF1016)	c. 1946	Proposed as contributing property to Expanded NAS Sunnyvale Historic District	Yes

Properties Within the Area of Direct Impact

Building 158 is the sole identified historic property subject to the proposed work associated with the Undertaking, thus establishing it as the only historic property located within the ADI. Therefore, Building 158 has the potential to be physically affected by the Undertaking.

Building 158

Constructed in 1954, the Air Traffic Operations and Control Tower (Building 158) was historically used as the center for airfield operations and air traffic control at MFA. The facility was necessary due to MFA's rapid growth during the 1950s, as a series of Naval jet squadrons were assigned to the airfield. In 2013, the property was identified as a contributing resource within the proposed Expanded NAS Sunnyvale Historic District, which had an identified period of significance of 1931-1961. The district was found to be significant under National Register Criterion A (events) for its association with the development of the airfield and its support function for significant Navy jet missions during the early Cold War. As such, Building 158 is considered to be significant as a potential contributor under this criterion with a period of significance from 1954-1961.

Although the building has a notable International style, it was evaluated individually under Criterion C (architecture) in 2000 as part of the Section 106 process for the development of the NASA Ames Research Center Development Plan (2002) and was found to not to be individually significant under this criterion.⁶

Character-Defining Features

For a property to be eligible for national or state designation under criteria related to type, period, or method of construction, the essential physical features (or character-defining features) that enable the property to convey its historic identity must be evident. These distinctive character-defining features are the physical traits that commonly recur in property types and/or architectural styles. To be eligible, a property must clearly contain enough of those characteristics to be considered a true representative of a particular type, period, or method of construction, and these features must also retain a sufficient degree of integrity. Characteristics can be expressed in terms of form, proportion, structure, plan, style, or materials.

The following includes a comprehensive list of Building 158's character-defining features as a potential contributor the identified Expanded NAS Sunnyvale Historic District.⁷ This list accounts for two categories of character-defining features: *primary significance* and *secondary significance*. Features or

⁵ The Connecting Taxiways (MF1016) refers to a network of six taxiways that traverse the airfield at different points, moving south to north. For the Undertaking, only one of the six connecting taxiways – Taxiway B – is located in the identified APE.

⁶ Lorie Garcia, *Re-evaluation of Buildings 148-156 and 158 Under Criteria A, B, C, D and G as Found in 36 CFR 60.4 of the National Historic Preservation Act* (Santa Clara: Beyond Buildings, 2000).

⁷ This list is based upon the observations made by the authors of the report, architectural historians that meet the Secretary of the Interior's Professional Qualifications.

spaces of *primary significance* include the most historic components of the building that date to the period of significance (1954-1961) and retain a high degree of historic integrity. Features and spaces of *secondary significance* are those that date to the period of significance (1954-1961), but have been modified, partially removed, and/or retain a moderate degree of integrity.

Primary Significance

- Irregular rectangular plan and boxed massing
- Direct access to airfield and alignment with the airfield.
- One-story west volume at the primary (west) façade
- Flat roof with overhanging eaves
- Plain stucco cladding with grooved articulation and chamfered corners
- Engaged square tower with glazed, octagonal flight control room
- Projection on west façade, under deep roof overhang
- Concrete steps leading to exterior entrances
- Concrete arrival platform and projecting roof at east façade.
- Double panel doors with upper windows and transoms
- Original window patterns
- Three-lite windows with central awning lite arranged individually or in ribbons of two or three
- Ribbons of narrow three-lite windows on second story of the entrance projection
- Awning windows near top of the square portion of the control tower
- Vertically-oriented windows on the east façade of the control tower
- Ribbons of windows on the second story of east façade
- Protruding window sills with lower drip edge
- Uninterrupted views of the airfield

Secondary Significance

- Single-panel personnel doors with upper windows
- Metal guardrails, caged ladders, and semi-octagonal step-out on control tower
- Interior entrance lobby and waiting room.
- Location and configuration of interior stairwells
- Central corridor / north-south axis in original building.
- Low lying shrubs and lawns at west façade.

IV. APPLICATION OF THE CRITERIA OF ADVERSE EFFECT

The criteria of adverse effect on historic properties under Section 106 of the NHPA are defined in 36 CFR Section 800.5(a)(1) as follows:

An adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. Consideration shall be given to all qualifying characteristics of a historic property, including those that may have been identified subsequent to the original evaluation of the property's eligibility for the National Register. Adverse effects may include reasonably foreseeable effects caused by the undertaking that may occur later in time, be farther removed in distance or be cumulative.

According to 36 CFR Section 800.5(a)(2), examples of adverse effects on historic properties include, but are not limited to:

- i. Physical destruction of or damage to all or part of the property;
- ii. Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation and provision of handicapped access, that is not consistent with the Secretary's Standards for the Treatment of Historic Properties (36 CFR Section 68) and applicable guidelines;
- iii. Removal of the property from its historic location;
- iv. Change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance;
- v. Introduction of visual, atmospheric or audible elements that diminish the integrity of the property's significant historic features;
- vi. Neglect of a property which causes its deterioration, except where such neglect and deterioration are recognized qualities of a property of religious and cultural significance to an Indian tribe or Native Hawaiian organization; and
- vii. Transfer, lease, or sale of property out of Federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance.

To comply with Section 106, the criteria of adverse effects are applied to historic properties in the Undertaking's Area of Potential Effects (APE), pursuant to 36 CFR Section 800.5(a)(1). A finding of no adverse effect may be appropriate when the undertaking's effects do not meet the threshold set forth in the criteria of adverse effect, or conditions are imposed to ensure review of rehabilitation plans for conformance with the Secretary of the Interior's Standards for the Treatment of Historic Properties (codified in 36 CFR Section 68). If a finding of adverse effects is made, mitigation is proposed and resolution of adverse effects occurs through consultation in accordance with 36 CFR Section 800.6(a) to avoid, minimize, or mitigate adverse effects on historic properties.

FINDING OF EFFECT

Per the adverse effects threshold detailed in CFR Section 800.5(a)(2), an analysis of the Undertaking reveals the following:

Criterion i. Physical destruction of or damage to all or part of the property.

The Undertaking would not damage or lead to the physical destruction of a portion or all of any historic property. Any potential physical impacts to the historic property are considered in the discussion of the Undertaking's adherence to the *Secretary of the Interior's Standards* under Criterion ii, below. The Undertaking therefore would not cause an adverse effect under Criterion 1.

Criterion ii. Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation and provision of handicapped access, that is not consistent with the Secretary's Standards for the Treatment of Historic Properties (36 CFR Section 68) and applicable guidelines.

The following section includes an analysis of the Undertaking under the *Secretary of the Interior's Standards for Rehabilitation*. Rehabilitation is considered appropriate to define the Undertaking, as this treatment encompasses projects that "mak[e] possible a compatible use for a property through repair, alterations, and additions while preserving those portions or features which convey its historical, cultural, or architectural values."⁸ The following analysis using the *Secretary's Standards* addresses potential impacts of the Undertaking on above-ground historic properties, with the exception of Standard 8, which addresses below-ground historic properties.

Rehabilitation Standard 1: *A property will be used for its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment.*

The Undertaking would not result in changes to the historic use of any historic property. Building 158 was constructed as an air traffic operations and control tower building at MFA, which continues to be its existing use. The proposed accessibility and HVAC upgrades associated with the Undertaking will perpetuate and facilitate this ongoing use at Building 158. No other historic property is associated with the proposed work of the Undertaking, thus no changes to existing use will occur.

Therefore, the Undertaking will adhere to Rehabilitation Standard 1.

Rehabilitation Standard 2: *The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features and spaces that characterize a property shall be avoided.*

The Undertaking's proposed accessibility upgrades involve work at both the exterior and interior of Building 158. At the interior, work is limited to remodeling the existing non-contributing unisex first-floor restroom and installing small wall-mounted heating units at select locations. For the restroom upgrades component, although the Undertaking involves the removal of existing wall finishes and the reinstallation and replacement of existing features, none of the aforementioned elements are considered historic. As such, all work occurring at the first-floor restroom will have no effect on the historic character of the subject property. The wall mounted units will likely be installed in small office spaces, which are not considered to be contributing spaces. If units are installed at the main lobby or entrance vestibules, which are contributing spaces, the units will be small and utilitarian

⁸ "Rehabilitation as a Treatment," National Park Service Technical Preservation Services, accessed January 6, 2017, <https://www.nps.gov/tps/standards/four-treatments/treatment-rehabilitation.htm>.

enough to not detract from the character of these spaces. As such, the Undertaking will have no adverse effect on the interior spaces of Building 158.

At the exterior of Building 158, work involves the construction of a new accessibility ramp south of the existing main concrete walkway and stairs. This ramp will be set entirely away from the façade of the building in a current landscaped portion of the site and will not directly alter the envelope of the property. At the location where the top landing will integrate with the existing primary entrance stair landings, structural deficiencies in the existing landing will require the selective demolition of the southern portion of the stairs to allow for the construction of a structurally sound top landing for the accessibility ramp. While this new top landing will result in the unavoidable demolition of a portion of the existing stairs, the majority two-thirds of the character-defining stairs will remain in their existing condition and continue to contribute to the historic character of the building. Additionally, the stairs that are being removed to accommodate the new ramp top landing are aligned with a sidelite at the primary entrance. The actual two entrances to Building 158 are located in-line with the northern two-thirds of the stairs. As such, the historic entrance progression to the building through the original entrance stairs will remain unchanged. As for the accessibility ramp itself, it will be set directly south-adjacent to the existing walkway. Its placement, height, and use of rolled metal and cable guardrails will not obstruct any character-defining portions of Building 158's primary (west) facade from view. (For further analysis of the ramp design in relation to the historic building, see the discussion under Rehabilitation Standard 9).

The landscaped area where the proposed ramp will be constructed is considered a contributing character-defining feature of secondary significance. Although the construction of the ramp will impact a portion of the landscaped area at the front of Building 158, the majority of the turfed area and existing shrubs will remain in their existing condition, particularly towards the northern end of the property. Where limited excavation is occurring at the northern portion of the landscape area for the proposed drainage swale, it will be replanted with turf to match the existing with no perceptible change in character. Overall, the landscaped area will retain its character in relation to the building following the completion of the ramp.

Also at the exterior of Building 158, the Undertaking will involve the replacement of the existing window-mounted air-conditioning units, the addition of nine new units to rooms where none existed previously, and the removal of one unit. All of the replacement and new units will be the same type and model. These units will be comparable to the existing window-mounted units in size, although 6" wider, 6" longer, and approximately 2" taller. At the existing openings at the primary (west) facade and first-floor openings at the rear (east) facade, the current steel mounting plates will be removed, and a new mounting system will be installed to line up with the existing frame; the existing metal sashes will not be affected by the new mounting systems and be retained in their existing conditions. At some locations, the existing units are located at the central lites, which are the operable portions of the windows, instead of the top corner lites. At these locations, the replacement units will be relocated at the top corner lites. This will allow for the central lites to be restored and made operable, while also making the placement of the units consistent across all facades, thus eliminating the potential for irregularly placed units to distract from the character of the building.

At the second floor of the rear (east) façade, modifications to the window frame will be required to install the replacement units. A select area of the metal window frames will be removed and the new units will be placed within the opening with no alterations to the window header. Although this does involve alterations to the window frames, the amount of material being removed is limited to the dimensions of the proposed units and the majority of the frames will remain in their existing condition; all operable portions of these windows will remain so. There will be no perceptible change to the frames from the ground-floor, and the character of the windows will be retained. At all locations, the increased length of the proposed units will mean that they will extend approximately 6"

further from the facades than the existing units do. While this makes the units more prominent at the facades, the extension of 6” is relatively minimal in relation to the overall scale of the building and the monumental qualities of the airfield. This will have an effect on the character of Building 158, but only to a minimal degree. The slight change in depth will not detract from the building’s historical qualities to a point where it no longer retains character as an air traffic control and airfield operations building that was built during the Expanded NAS Sunnyvale Historic District’s period of significance (1954-1961).

Select portions of the surrounding site will also be altered in the Undertaking. As part of the HVAC upgrades project, two new condensers will be installed at the rear (east) façade of the building. These units will be installed away from the building, have dimensions of 35” by 35” by 35”, will be aligned in single-file and perpendicular to the building, and will possess a utilitarian quality that is consistent with the airfield side of Building 158. As such, these units will not detract from the historic character of the property. At the front façade of Building 158, the existing concrete walkway and adjacent parking lot will be regraded to provide an accessible path of travel to the building. These areas will be refinished to match the existing in appearance and no change to the site’s character will result.

Therefore, the Undertaking will adhere to Rehabilitation Standard 2.

Rehabilitation Standard 3: *Each property will be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other buildings, shall not be undertaken.*

The Undertaking proposes a series of accessibility and HVAC upgrades to Building 158, namely the construction of a new accessibility ramp at the primary entrance, improvements to one first-floor restroom, and the replacement of several existing in-window air conditioning units. All aspects of this proposed work will be clearly contemporary in construction and design, yet exhibit a utilitarian aesthetic that is consistent with the setting of Building 158. No aspect of the accessibility or HVAC upgrade projects will involve any conjectural elements that could create a false sense of history. The majority of the property will remain in its existing condition, which will continue to be utilized as an airfield operations and air traffic control building.

Therefore, the Undertaking will adhere to Rehabilitation Standard 3.

Rehabilitation Standard 4: *Most properties change over time; those changes that have acquired historic significance in their own right shall be retained and preserved.*

The Undertaking will not alter any properties or landscape characteristics that have acquired historic significance in their own right. Elements being removed or altered, such as the existing HVAC equipment and the limited landscaped portions of the site surrounding Building 158, do not appear to exhibit any historical significance either related to the Expanded NAS Sunnyvale Historic District or to the contributing Building 158 property.

Therefore, the Undertaking will adhere to Rehabilitation Standard 4.

Rehabilitation Standard 5: *Distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize a property shall be preserved.*

The only historic property that is directly affected by the Undertaking is Building 158. The proposed work at the building involves upgrades to the existing accessibility to common spaces and the existing HVAC system, particularly the window-mounted air-conditioning units.

The proposed accessibility project involves the remodeling of the first-floor unisex bathroom, which is a non-contributing space and does not feature any distinctive features or finishes that characterize the property. As such, the interior portion of the proposed accessibility project will not alter distinctive features and finishes.

As for the exterior component, the construction of the proposed accessibility ramp involves the removal of the south one-third portion of the existing stairway to allow for the construction of a new code compliant and structurally sound top landing. While the primary concrete entrance stairway is considered a character-defining feature, the necessary removal of only a select portion of the stairway will retain two-thirds of the stairway and the associated entrance progression in its existing condition. As such, the historic stairs, although altered to accommodate the proposed ramp, will continue to demonstrate materials and construction techniques associated with the historic significance of the property. No other character-defining features associated with Building 158 will be affected by the proposed accessibility upgrades project.

As part of the HVAC upgrades component of the Undertaking, the majority of the new and replacement units will fit within the existing openings at the top corner lites without the alteration of the original metal window sashes or frame. However, at the rear (east) façade's second floor, the window openings are smaller than those elsewhere. This, coupled with the slight increase in height in the replacement units compared to the existing, will require the select removal of portions of the existing window frames. The portion removed will only be at the top of the frame and will correspond directly to the dimensions of the proposed units; no other portion of the window frames will be altered. Although this does involve the removal of some original material, the nature and scale of removing only a small portion of the window frame will leave the majority of the window frames in their existing condition and able to convey the associated material characteristics of their construction in relation to the overall property.

Therefore, the Undertaking will adhere to Standard 5.

Rehabilitation Standard 6: *Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color, texture, and other visual qualities and, where possible, materials. Replacement of missing features shall be substantiated by documentary, physical, or pictorial evidence.*

The proposed accessibility and HVAC upgrades projects of the Undertaking will not involve the treatment of any deteriorated character-defining features belonging to a historic property. In the event that any character-defining portion of Building 158 requires repairs during the Undertaking, these repairs will be conducted via appropriate treatment methods; any and all replacements, if warranted, will be made in-kind with the surrounding historic materials.

Therefore, the Undertaking will adhere to Rehabilitation Standard 6.

Rehabilitation Standard 7: *Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, will be undertaken using the gentlest means possible.*

The Undertaking will not involve harmful chemical or physical treatments of any historic materials belonging to a historic property. Therefore, the Undertaking will adhere to Rehabilitation Standard 7.

Rehabilitation Standard 8: *Significant archeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.*

Any potential effects to any archaeological resources would involve those located within the Undertaking's identified ADI. The Undertaking does involve below-grade interventions of varied depths, although the project site is located in an area of low archaeological sensitivity where there are no known archaeological sites. As such, the Undertaking is not expected to encounter any archaeological materials during construction. However, if archaeological materials are encountered during the Undertaking, construction will be halted, NASA's Procurement Officer and Historic Preservation Officer will be immediately notified, and the standard NASA procedures shall be followed. All necessary actions would be taken to comply with NASA and the Secretary of the Interior's Standards.

Therefore, the Undertaking will adhere to Standard 8.

Rehabilitation Standard 9: *New additions, exterior alterations, or related new construction will not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale and architectural features to protect the historic integrity of the property and its environment.*

The Undertaking involves the construction and modification of several above-ground features at Building 158. The most noteworthy feature is the construction of the new accessibility ramp. It will be constructed of concrete and located directly south-adjacent to the existing walkway. The footprint will extend through a current landscaped space and will be set away from the primary (west) façade of the property so as to not damage any historic materials at the building envelope. The ramp will be characterized by its concrete materials with simple finish, which is compatible with the building. The ramp will also feature a galvanized rolled handrail with cable guardrails at the second landing and final ascent. These materials will both be compatible with the industrial qualities of the building, yet differentiate the ramp as a contemporary feature. The ramp will also be compatible in scale. The height and placement will not obstruct, nor distract from, any character-defining features of the property. At the top landing of the accessibility ramp, the Undertaking requires the removal of the existing south one-third of the primary entrance stairs due to structural deficiencies of the original design. Although this will require the removal of some historic materials, the two-thirds majority of the original stair will remain in place at its existing location and will continue to characterize the front entrance of the property.

The proposed HVAC upgrades largely involve the replacement of the existing window-mounted air-conditioning units and installation of new window-mounted units throughout the primary (west) and rear (east) facades. The new units will be aesthetically comparable to the existing non-contributing units and will clearly be differentiated from the historic materials at the building. At the same time, the units will have a utilitarian and industrial quality that is consistent with Building 158 and its airfield setting. All units will be placed in comparable positions at top corner lites of the respective windows. Where units were previously located at center lites, these will be restored as operable and

the units shifted to the top corner lites will establish a regular pattern throughout all facades that will become less of a distraction from the historic character of the building. As described previously, the units at the primary (west) façade and the first floor of the rear (east) façade will fit within the original window openings and only require the removal of the non-contributing mounting plates and window putty, and the salvage and storage of the existing glazing where necessary; no aspect of the windows will be damaged as a part of the installation.

However, at the second-floor locations at the rear (east) façade, small portions of the existing metal window frame will be removed in order to fit the new units. While this will alter historic materials, the nature of the removal is limited to the width of the proposed units and will leave much of the historic metal window frames intact. This will affect the historic materials of these select windows, but the focused approach to the removal will leave the majority of the window frame in its existing condition and able to characterize the property. The units will also be slightly wider and longer than the pre-existing units and will have a more pronounced presence at both facades. However, the difference equates to 6" in width and length extending from the building. This difference in size between the new and existing units will be hard to distinguish in relation to the large size of the building and the vast scale of the airfield. Although this will affect the historic character, the degree will be minimal and will not rise to a level where the historic character of Building 158 is compromised.

Also included as part of the HVAC upgrade project is the installation of two new condenser units at the rear (east) façade of the building. These units will be installed away from the building envelope and aligned in single-file to reduce their overall visual impact in relation to the façade. The units themselves will have a limited height of 35" and will not obstruct any character-defining features of the façade. Additionally, the units will have an industrial and utilitarian aesthetic that is compatible with both the building and the adjacent aircraft parking apron and airfield, while also being differentiated through their contemporary construction. As such, the proposed condenser units will be both compatible and differentiated from the historic character of Building 158 and its surrounding environment.

Therefore, the Undertaking will adhere to Standard 9.

Rehabilitation Standard 10: *New additions and adjacent or related new construction shall be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.*

The proposed accessibility ramp involves the removal of the south one-third portion of the existing stairs at the primary (east) entrance to accommodate the new top landing. Although this work involves removing a portion of the character-defining primary entrance stairs, much of the stairs will remain in their existing condition. Pending the future removal of the accessibility ramp, the southern one-third portion of the stairs could be reconstructed to match the existing portions in-kind. Aspects of the site, such as plantings impacted by the construction of the ramp, could be restored. New turf and shrubs could be planted with ease where the ramp footprint will be located.

The proposed HVAC Upgrades project involves the replacement of several window-mounted air conditioning units at both the primary (west) and rear (east) facades of Building 158, as well as the installation of new units. At all replacement locations at the west façade and first-floor locations at the east façade, the units will sit largely within the existing openings. Potential future removal of these units would require new glazing to be installed at these locations to match the surrounding lites. Where new units are proposed, the salvaged glazing could easily be reinstalled at their original location. At the second-floor locations at the east façade, the existing metal frames will be altered

slightly to accommodate the approximate 2” height increase of the new units. This will involve the removal of the relevant sections of the window frame up to the existing concrete header. Taking into consideration the future removal of the units at these locations, the window frames could be restored to match the surrounding original materials, and glazing could be installed to be consistent with the original appearance of the windows. Although these select locations are more invasive to the windows than the other locations where work is occurring largely within the existing openings, the work proposed is largely reversible and would only require repairs to the select sections of the existing frame.

The two proposed condenser units will be installed away from the facades of Building 158. Their installation and potential future removal will not affect the form and historic integrity of the property.

Therefore, the Undertaking will adhere to Standard 10.

Summary of Analysis

The Undertaking will adhere to the *Secretary of the Interior’s Standards for Rehabilitation*, as described above, and therefore will not cause an adverse effect to historic properties located in the identified APE.

Criterion iii. Removal of the property from its historic location.

The Undertaking will not involve the removal of any historic property from its historic location and therefore will not cause an adverse effect to historic properties under this criterion.

Criterion iv. Change of the character of the property’s use or of physical features within the property’s setting that contribute to its historic significance.

The Undertaking does not involve changing the existing use of any of the identified historic properties located in the APE. The Undertaking seeks to upgrade the existing accessibility to Building 158, as well as the HVAC system, most notably the existing window-mounted air-conditioning units. The accessibility upgrades project involves the construction of a new accessibility ramp at the primary (west) entrance. As described previously, these new elements will have no effect on the ongoing use of the property as an airfield operations and air traffic control building.

Above-ground components have the potential to affect the visual relationships and other spatial characteristics of historic properties that are associated with the Expanded NAS Sunnyvale Historic District and located within the APE. However, the nature of the project is limited in size and scale with a complete focus on Building 158. As such, it will have no physical effects on any of the historic properties within the identified APE, nor will it present an intrusive visual element within the most significant of viewsheds within the district, namely those between Hangar 1 and Hangars 2 and 3, as well as from the north end of the airfield to the south. The proposed accessibility ramp and window-mounted air-conditioning units at the primary (west) façade will be visible at Building 158, but not from any other historic property within the APE, which are separated by large distances and several other buildings and structures. As described previously, the ramp and HVAC units will be a clearly contemporary intervention, but will be also compatible with the historic character of Building 158. Therefore, this aspect of the project would not change the physical character within the setting of Building 158. At the rear (east) façade, new elements include the window-mounted units and the two

compressor units located at the ground floor. These are all utilitarian and industrial in appearance, which is consistent with the setting of the airfield and the various contributing elements located therein. Similarly, these units are relatively small and minimal in relation to the monumentally expansive qualities of the west Aircraft Parking Apron (MF1002), the West Parallel Connecting Taxiway (MF1016), Connecting Taxiway B (MF1016), and Building 106. As such, the physical elements being introduced at the rear (east) façade of Building 158 will have little to no impact on the overall setting of the airfield and the contributing historic properties within the APE.

Therefore, the Undertaking will not cause an adverse effect under this criterion.

Criterion v. Introduction of visual, atmospheric or audible elements that diminish the integrity of the property's significant historic features.

As described in the Identification of Historic Properties section of this report, the Undertaking's APE has been found to contain historic properties that could potentially experience indirect effects, such as the introduction of visual, atmospheric, or audible elements that diminish the integrity of the property's historic features, as a result of the Undertaking.

Visual Effects:

The preceding discussion explains that the proposed work associated with the Undertaking is generally consistent with and would not detract from the visual character of the Expanded NAS Sunnyvale Historic District and its aviation-specific properties. Additionally, the work is limited to Building 158 and would not affect any of the significant view corridors throughout the district. As described previously, the accessibility ramp will not be visible from the vantage point of the airfield, nor any other contributing property within the identified APE. As for the HVAC units, these units are visually consistent with the existing conditions, although they will be 6" wider and extend 6" further from both the primary (west) and rear (east) facades. Overall, these changes are minimal in relation to the expansive setting of the airfield, particularly at the east façade where these changes will be technically within view of historic properties, although from great distances. As such, the increase in profile of the new units will not have an increased visual affect that would diminish the integrity of the setting for the historic properties at the airfield side. Additionally, the window-mounted units will have an increasingly consistent pattern at the façade through the installation at the top corner lites of the windows throughout, instead of including sporadic center-lite mounted units. This increase in regularity will reduce the visual impacts of the proposed units in relation to the aspects of setting for the airfield properties.

Specific to the setting of Building 158, the new accessibility ramp is the largest visual introduction associated with the Undertaking. As described previously, the design of the ramp is both compatible with Building 158 through its placement, scale, and materiality, while also being differentiated through its contemporary construction and detailing. Additionally, the two-thirds majority of the original concrete stairs will remain in place and will continue to contribute to the character of the property. The compatible and differentiated design of the ramp and overall retention of character-defining features on the façade will allow the building to retain integrity. Regarding the HVAC upgrades portion of the Undertaking, the replacement window-mounted air-conditioning units will be comparable to the existing units at Building 158, although wider 6" wider and 6" longer. As a result, these replacement units will have a larger profile than the existing units, albeit by an increase of 6" to the width and depth of the units; however, this change in appearance will be minimal and visually imperceptible from most vantage points near Building 158, especially in relation to the expansive and monumental qualities of the setting. In summation, the visual aspects of the Undertaking will have an effect on the setting of Building 158, but the overall retention of character-

defining features coupled with the careful design of the new ramp and HVAC units would not reduce the integrity of setting to point where it is no longer retained.

Therefore, no visual elements of the Undertaking would have any adverse effect on the historic setting of any properties that would greatly diminish the historic integrity.

Atmospheric Effects:

Under the conditions described for the Undertaking, an increase in atmospheric effects would largely be related to construction. This would be temporary in nature and not have any long-term effects on the integrity of setting of any historic properties. As such, the Undertaking would not result in any adverse atmospheric effects that would affect the historic integrity of any historic properties.

Audible Effects:

Under the conditions described for the Undertaking, the majority of audible elements to be introduced will occur during the construction phase of the project. These audible aspects will be temporary in nature and will have no lasting effect on the integrity of any of the identified historic properties. As for longer term audible effects, the only expected audible impacts would result from the installation of the new window mounted air-conditioning units. However, as described previously, most of these units are replacements for existing units, which will have no net new impact. Where new units are being installed, the level of noise created would not affect the setting of Building 158, which is inherently loud as the center for airfield operations and air traffic control at the airfield. Similarly, the placement of the new condenser units at the airfield (east) side of Building 158 will have no audible impact in comparison to the ongoing activity of the airfield and use of the building. Therefore, the Undertaking would not cause any adverse audible effect to the historic integrity of any historic properties.

In summation, the Undertaking would not cause an adverse effect to historic properties under this criterion.

Criterion vi. Neglect of a property which causes its deterioration, except where such neglect and deterioration are recognized qualities of a property of religious and cultural significance to an Indian tribe or Native Hawaiian organization.

The Undertaking will not involve the neglect of a property that causes its deterioration and therefore will not cause an adverse effect to historic properties under this criterion.

Criterion vii. Transfer, lease, or sale of property out of Federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance.

The Undertaking will not involve the transfer, lease, or sale of property out of Federal ownership or control and therefore will not cause an adverse effect to historic properties under this criterion.

Summary of Finding of Effect Analysis

The analysis provided in this section demonstrates that the proposed Building 158 Renovations Project would have no direct adverse effects. Building 158 is the only property located within the identified ADI and all proposed work complies with the Secretary of the Interior's Standards for Rehabilitation, the other Section 800.5(a)(2) criterion, and will not adversely affect the overall

character, historic integrity, and ability to convey significance. The identified APE contains additional historic properties, but the project will not result in any change to the character of a property's use or of physical features within a property's setting that contribute to its historic significance, and will not introduce visual, atmospheric, or audible elements that will diminish the integrity of a property's significant historic features.

V. CONCLUSION

The Undertaking will not have the potential to alter, directly or indirectly, any of the characteristics that qualify a historic property for inclusion in the National Register. After consideration of the criteria of adverse effect, pursuant to 36 CFR Part 800.5(b), this analysis concludes that the Undertaking will result in no adverse effects on historic properties. As such, Page & Turnbull recommends a finding of No Adverse Effect.

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APPENDIX A: MAPS

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Figure A-1: Map of the proposed Undertaking. Source: Page & Turnbull, 2017.

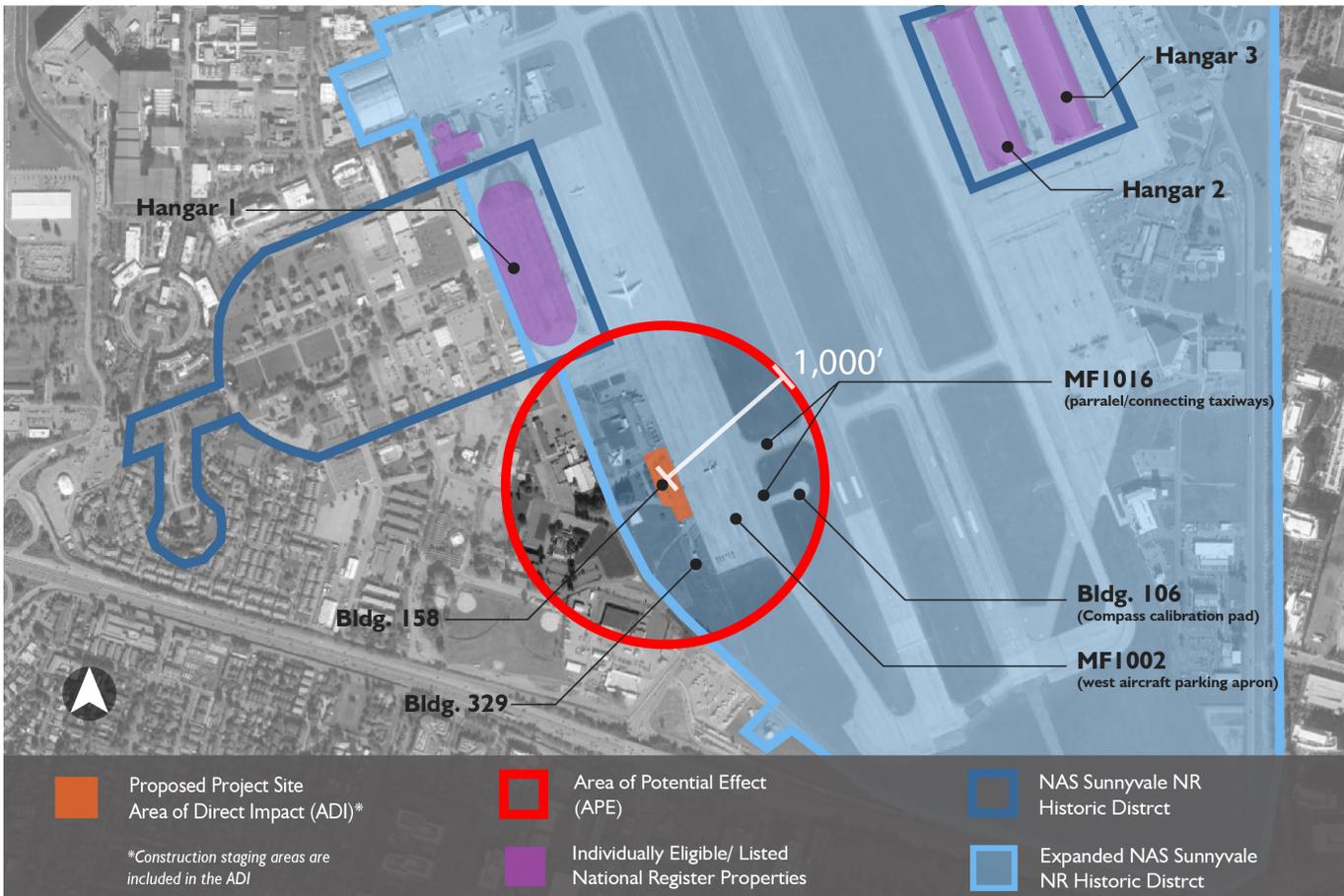


Figure A-2: The Undertaking's Area of Potential Effects (APE) and identified historic properties. Source: Page & Trunbull, 2017.

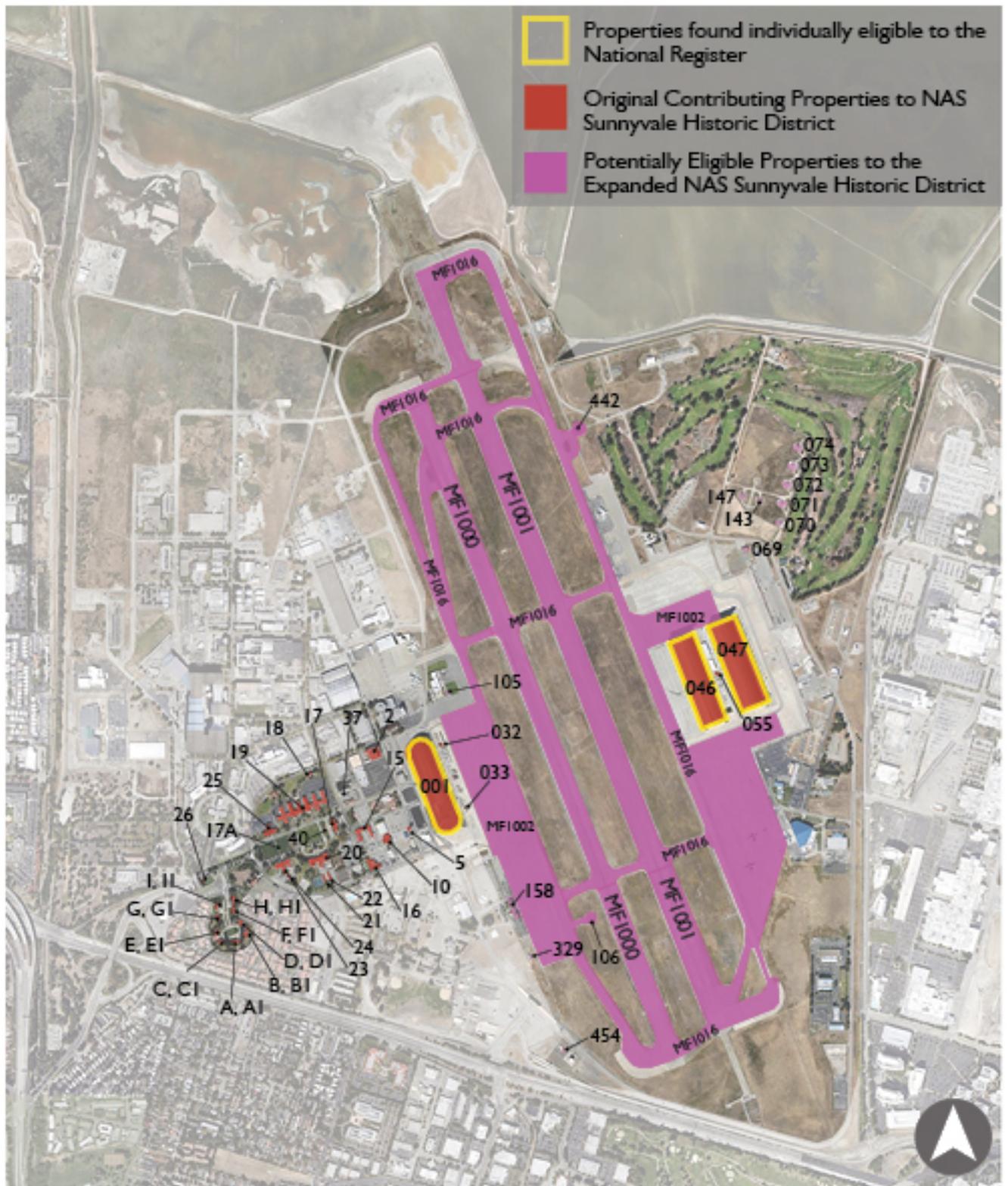


Figure A-3: Historic properties located within the Expanded NAS Sunnyvale Historic District at Moffett Federal Airfield (MFA).
Source: Page & Turnbull, 2016.

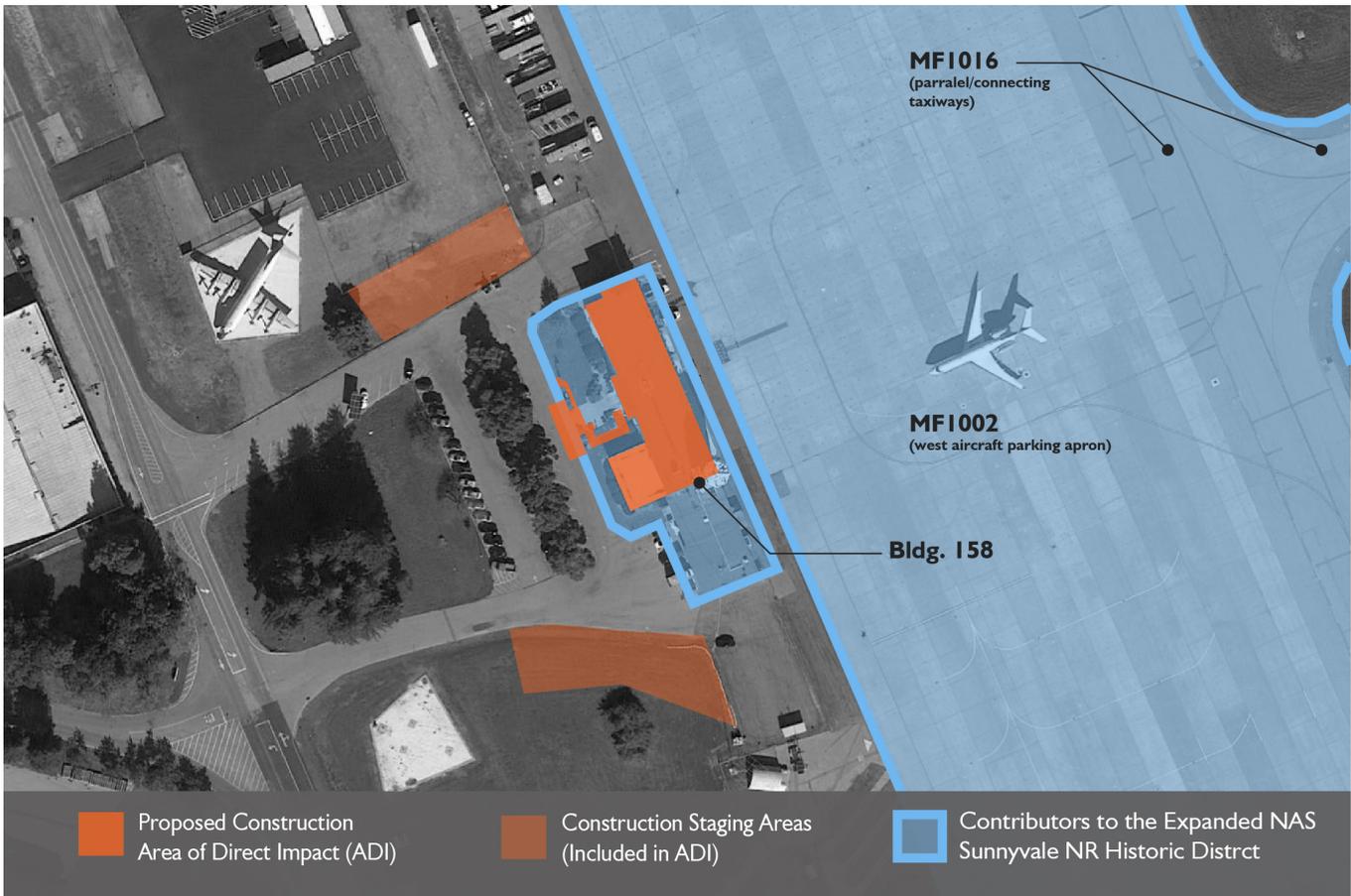


Figure A-4: Map of the Undertaking's Area of Direct Impacts (ADI). Source: Page & turnbull, 2017.

APPENDIX B: EXISTING CONDITIONS | SITE PHOTOGRAPHS

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Figure B-1: Primary (west) facade of Building 158 with entrance and primary concrete walkway, looking south-east. Source: Page & Turnbull, 2017.



Figure B-2: Rear (east) facade of Building 158, looking south. Source: Page & Turnbull, 2017.



Figure B-3: Primary entrance and front yard of Building 158 - the approximate accessibility ramp project area, looking southeast. Source: Page & Turnbull, 2017.



Figure B-4: Primary entrance of Building 158 with existing stairs and main doors at center and center-left, looking east. Source: Page & Turnbull, 2017.



Figure B-5: Location of proposed accessibility ramp at primary entrance of Building 158 with landing location at left, looking southeast. Source: Page & Turnbull, 2017.

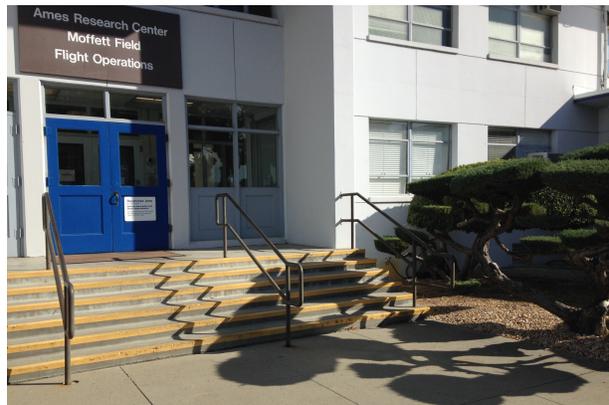


Figure B-6: Primary entrance and stairs of Building 158. Top landing of the proposed accessibility ramp will be located at southern portion (center-right) of the stairs, looking southeast. Source: Page & Turnbull, 2017.



Figure B-7: Temporary accessibility ramp at the primary entrance stairs and location of proposed accessibility ramp and top landing, looking south. Source: Page & Turnbull, 2017.



Figure B-8: Walkway leading to primary entrance and location of the proposed accessibility ramp entrance and first landing, looking southwest. Source: Page & Turnbull, 2017.



Figure B-9: Walkway to primary entrance of Building 158 and west-adjacent parking, looking west. Source: Page & Turnbull, 2017.



Figure B-10: Northwest landscaping of Building 158 at the primary facade and proposed location of bioswale grading, looking northeast. Source: Page & Turnbull, 2017.

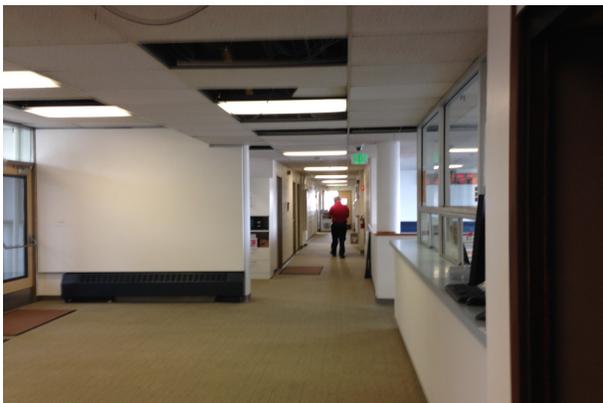


Figure B-11: Entrance lobby of Building 158, looking north down the central corridor. Existing unisex restroom first door on the left (center). Source: Page & Turnbull, 2017.



Figure B-12: East interior elevation of the first floor unisex restroom, looking west. Source: Page & Turnbull, 2017.



Figure B-13: West interior elevation of the first floor unisex restroom, looking west. Source: Page & Turnbull, 2017.



Figure B-14: North elevation and existing features of first floor unisex restroom, looking northwest. Source: Page & Turnbull, 2017.



Figure B-15: North portion of the primary (west) facade of Building 158, looking east. Note the existing window mounted units. Source: Page & Turnbull, 2017.



Figure B-16: Existing window mounted units at second floor of the primary (west) facade of Building 158, looking west. Source: Page & Turnbull, 2017.



Figure B-17: Rear (east) facade of Building 158 with existing window mounted units throughout, looking northwest. Source: Page & Turnbull, 2017.



Figure B-18: Typical existing window mounted unit at first floor of the rear (east) facade of Building 158, mounted at corner lite, leaving center lite operable. Source: Page & Turnbull, 2017.



Figure B-19: Typical existing window mounted unit at second floor of the rear (east) facade of Building 158. Source: Page & Turnbull, 2017.



Figure B-20: Detail of a typical window mounted unit at Building 158. Source: Page & Turnbull, 2017



Figure B-21: Detail of a typical window mounted unit at Building 158 and mounting plate. Source: Page & Turnbull, 2017



Figure B-22: Detail of a window mounted unit set in the center lite rather than corner. Source: Page & Turnbull, 2017.



Figure B-23: Atypical existing window mounted unit with distinct bracket system at the first floor of the primary (west) facade. Source: Page & Turnbull, 2017.



Figure B-24: Interior view of the atypical window mounted unit. Source: Page & Turnbull, 2017.



Figure B-25: Interior view of a typical window mounted unit at the corner lite. Source: Page & Turnbull, 2017.



Figure B-26: Interior detail of a typical window mounted unit. Source: Page & Turnbull, 2017.

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APPENDIX C: STRUCTURAL INTEGRITY MEMORANDUM

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December 19, 2016
BKF Job #20130141-24

cc: Mark Beason
cc via e-mail: ruthodd@page-turnbull.com
pmoonach@google.com

Julianne Polanco
State Historic Preservation Officer
Office of Historic Preservation
Department of Parks & Recreation
1725 23rd Street, Suite 100
Sacramento, CA 85816

**Moffett Federal Airfield – Building 158 ADA Improvements
Stair Demolition to Accommodate ADA Ramp Installation**

Dear Ms. Polanco,

BKF has been retained by Planetary Ventures to design an accessible ramp at the main entrance to Building 158 at Moffett Field, California. The ramp will improve access to the building entrance as part of large package of accessibility improvements at the building, which is subject to review by the Office of Historic Preservation.

The initial design concept for the ramp connection called for placement of concrete fill directly onto the existing stairs; however, record drawings for the building (attached) show that the existing stairs were constructed over a void space. Therefore, placement of additional fill would likely cause the existing stairs to fail.

To mitigate this failure potential, BKF recommends sawcutting and removal of the existing stairs 4" from the existing stair railing. This will allow construction of a footing to provide structural support for the proposed ramp. The proposed footing will be doweled into the existing stairs per the attached detail. This proposed design will minimize the impact to the existing stairs while allowing construction of the proposed ramp.

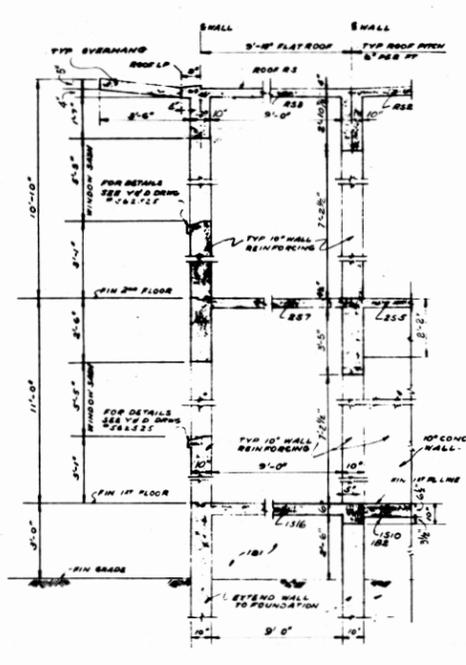
Thank you,
BKF Engineers



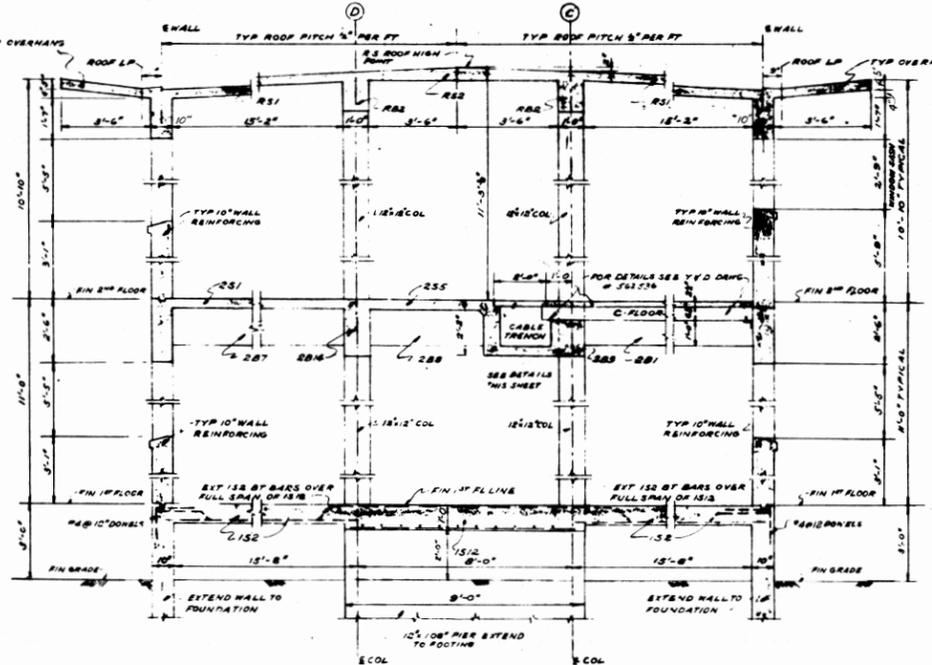
Charles J. Humpal, P.E.
Associate / Project Manager

Attachments: Building 158 Stair Plan (record)
Proposed Ramp Connection

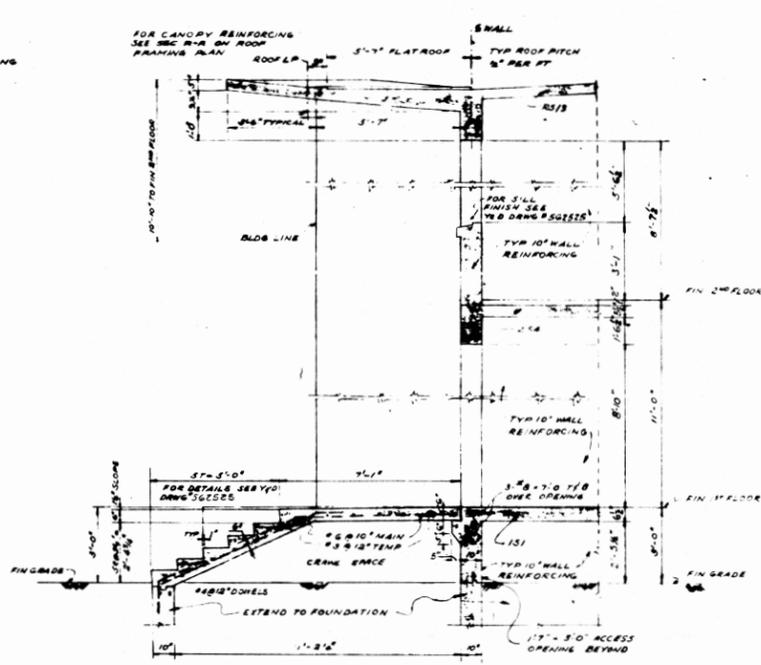
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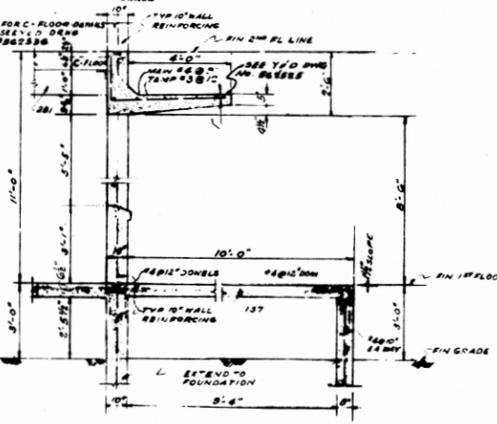
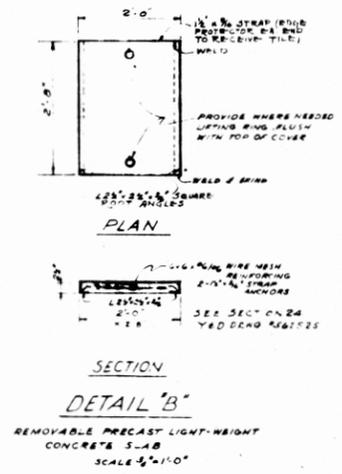
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SCALE 1/4" = 1'-0"



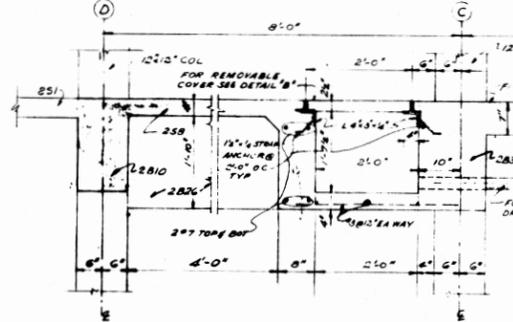
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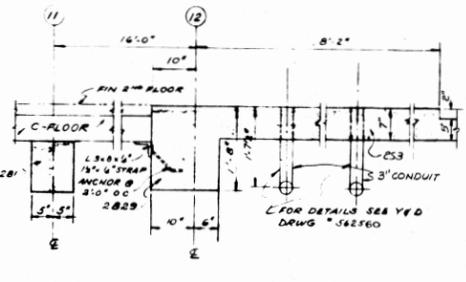
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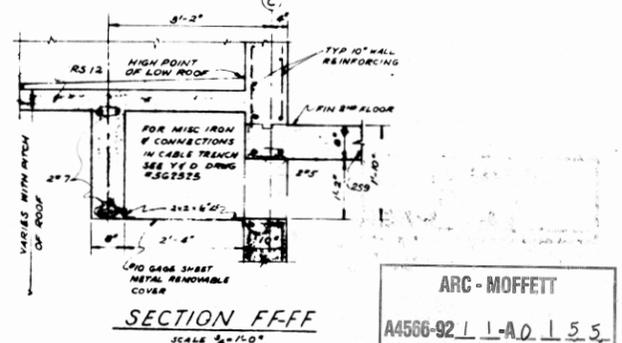
SECTION Z-Z
SCALE 1/4" = 1'-0"



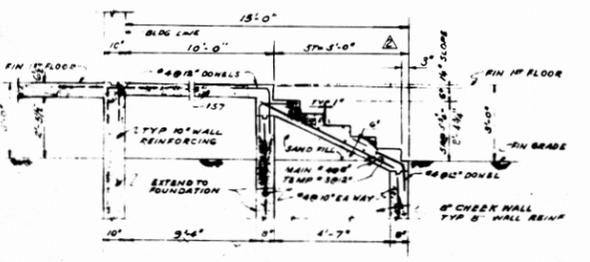
SECTION CC-CC
SCALE 1/4" = 1'-0"



SECTION DD-DD
SCALE 1/4" = 1'-0"



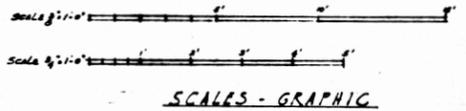
SECTION FFFF
SCALE 1/4" = 1'-0"



SECTION AA-AA
SECTION A.A.-A.A. SIMILAR
SCALE 1/4" = 1'-0"

RECORD DRAWING
SHEET 39 OF 49
SEE LETTER NO. 27855 DATED 9/25/54

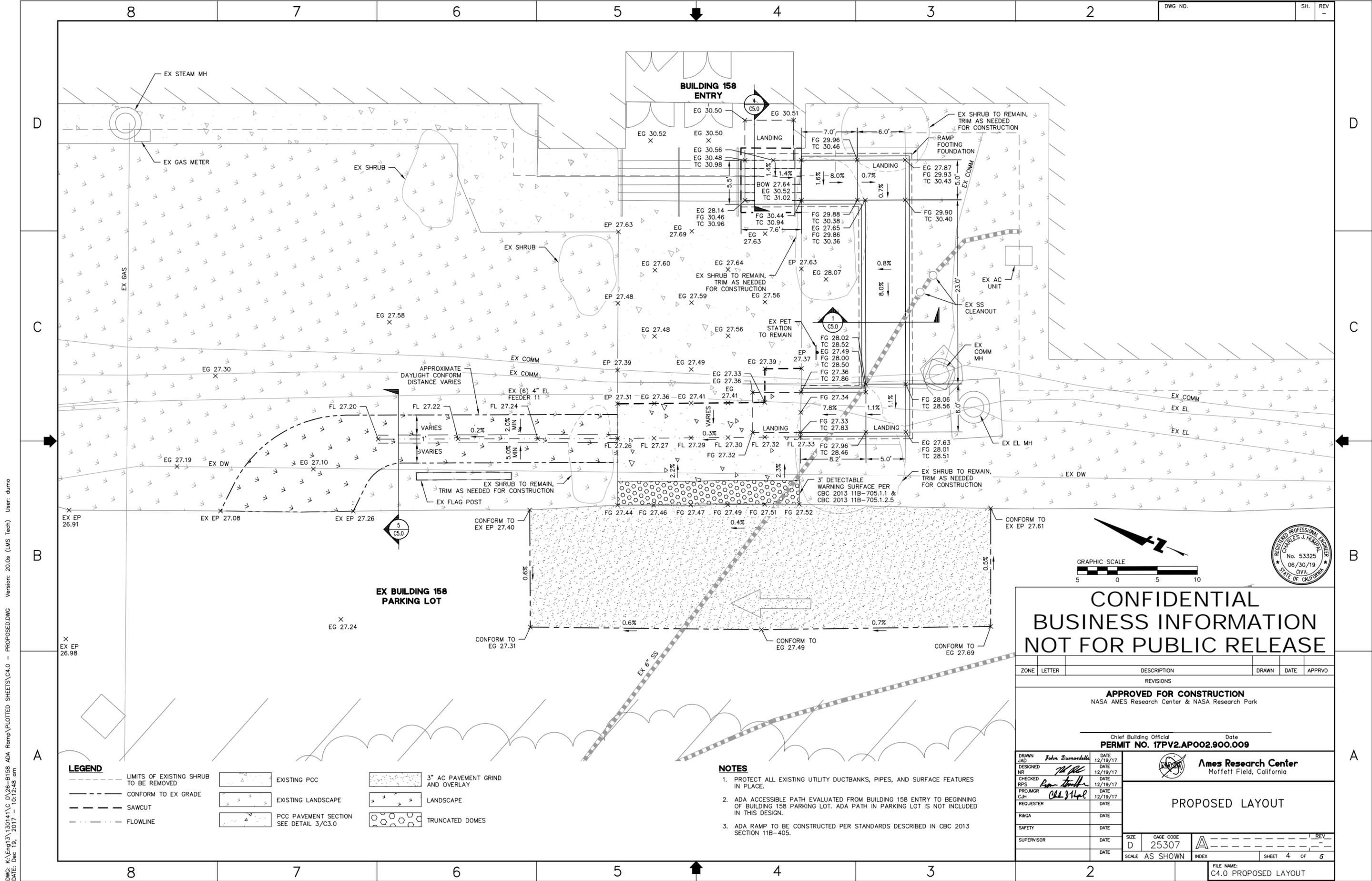
ARC - MOFFETT
A4566-92.1 1-A.0 1.5.5



REVISIONS			
SYMBOL	DESCRIPTION	DATE	APPROVAL
	AS BUILT		
	GENERAL REVISIONS		

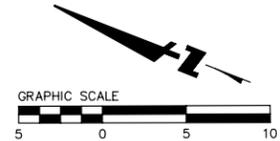
DEPARTMENT OF THE NAVY BUREAU YARDS & DOCKS MAYES, SEAT, MATTHEW & MATTHEW ROANOKE, VIRGINIA ARCHITECTS & ENGINEERS	APPROVED: <i>[Signature]</i> DATE: 11-19-54 OFFICER IN CHARGE
NATIONAL AERONAUTICS AND SPACE ADMINISTRATION Ames Research Center Moffett Field, California	APPROVED FOR BUREAU OF YARDS & DOCKS: <i>[Signature]</i> DATE: 11-19-54 FOR CHIEF OF BUREAU: <i>[Signature]</i> DATE: 11-19-54

STANDARD
OPERATIONS BUILDING & CONTROL TOWER
SECTIONS & DETAILS
SCHEME 'A'
SHEET 22 OF 48
Y&B DRAWING NO. 56254I



DWG: K:\Eng\13\130141\C D\26-B158 ADA Ramp\FLOTTED SHEETS\C4.0 - PROPOSED.DWG Version: 20.0s (LMS Tech) User: durmo
 DATE: Dec 19, 2017 - 10:12:48 am

DWG NO. SH. REV



**CONFIDENTIAL
BUSINESS INFORMATION
NOT FOR PUBLIC RELEASE**

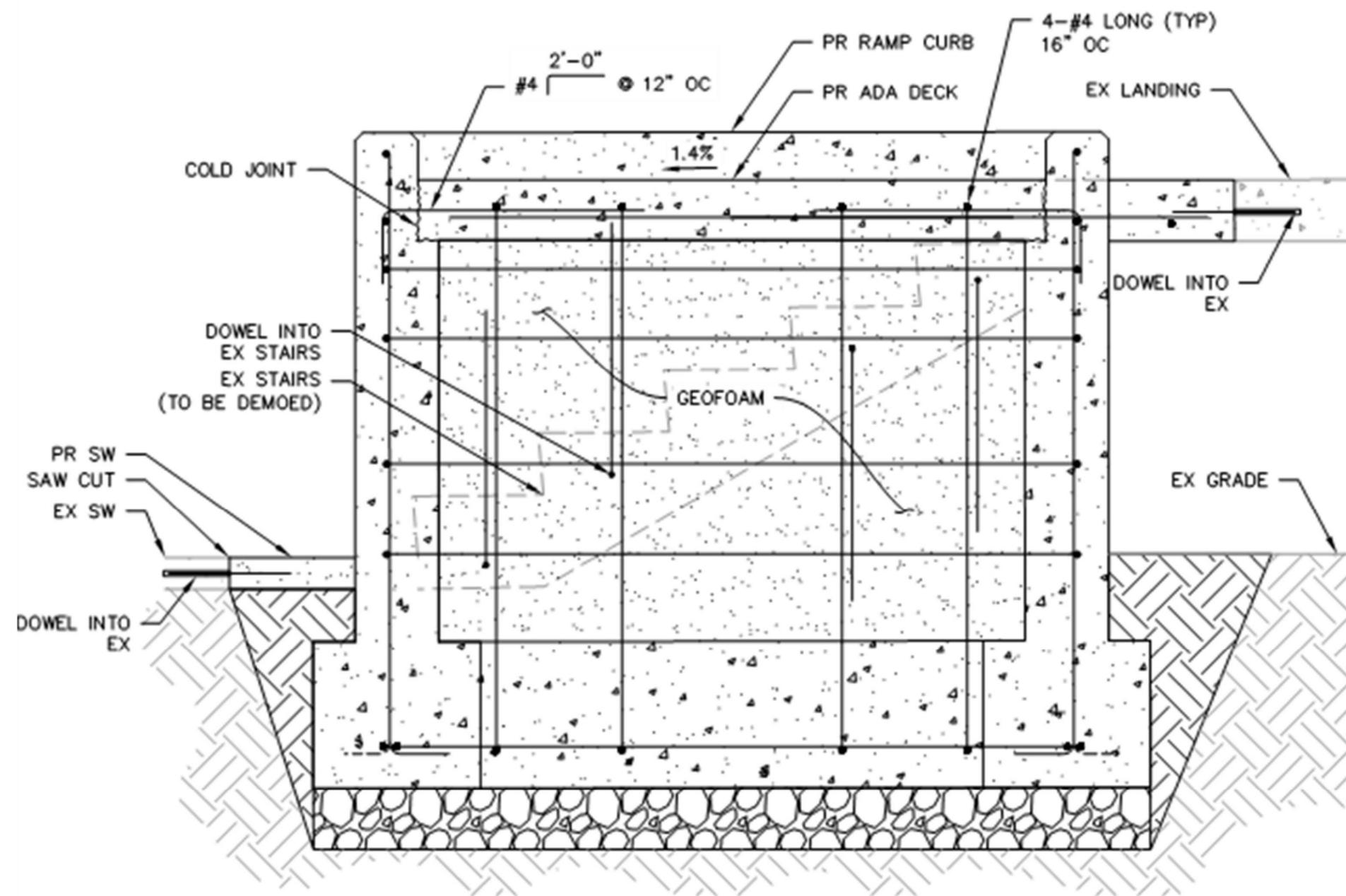
ZONE	LETTER	DESCRIPTION	DRAWN	DATE	APPRVD
APPROVED FOR CONSTRUCTION NASA AMES Research Center & NASA Research Park					
Chief Building Official _____ Date _____ PERMIT NO. 17PV2.APO02.900.009					
DRAWN: <i>John Dumonella</i> DESIGNED: <i>NR</i> CHECKED: <i>Ben Miller</i> PROJ MGR: <i>Chad Hapel</i> REQUESTER: _____		DATE: 12/19/17 DATE: 12/19/17 DATE: 12/19/17 DATE: 12/19/17			
R/O/A: _____ SAFETY: _____ SUPERVISOR: _____		DATE: _____ DATE: _____ DATE: _____			
SIZE: D SCALE: AS SHOWN		CAGE CODE: 25307 INDEX: _____		REV: _____ SHEET 4 OF 5	
PROPOSED LAYOUT					
FILE NAME: C4.0 PROPOSED LAYOUT					

LEGEND

--- LIMITS OF EXISTING SHRUB TO BE REMOVED	[Pattern] EXISTING PCC	[Pattern] 3" AC PAVEMENT GRIND AND OVERLAY
--- CONFORM TO EX GRADE	[Pattern] EXISTING LANDSCAPE	[Pattern] LANDSCAPE
--- SAWCUT	[Pattern] PCC PAVEMENT SECTION SEE DETAIL 3/C3.0	[Pattern] TRUNCATED DOMES
--- FLOWLINE		

- NOTES**
- PROTECT ALL EXISTING UTILITY DUCTBANKS, PIPES, AND SURFACE FEATURES IN PLACE.
 - ADA ACCESSIBLE PATH EVALUATED FROM BUILDING 158 ENTRY TO BEGINNING OF BUILDING 158 PARKING LOT. ADA PATH IN PARKING LOT IS NOT INCLUDED IN THIS DESIGN.
 - ADA RAMP TO BE CONSTRUCTED PER STANDARDS DESCRIBED IN CBC 2013 SECTION 11B-405.

ISSUE FOR PERMIT - 12/19/17



4

ADA RAMP CONNECTION TO B-158

NTS

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APPENDIX D: SELECTED DRAWINGS

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(E) FRONT ENTRY
(E) LANDSCAPED AREA - LOCATION OF NEW RAMP



(E) HVAC WINDOW UNIT, TYP.
(E) FRONT ENTRY
(E) FRONT STAIR - LOCATION OF NEW RAMP UPPER LANDING
(E) LANDSCAPED AREA - LOCATION OF NEW RAMP

BUILDING INFORMATION
ADDRESS: MOFFETT FEDERAL AIRFIELD - BUILDING 158
BUILDING OCCUPANCY: TYPE B (OFFICES) + AIR TRAFFIC CONTROL TOWER
TYPE OF CONSTRUCTION: TYPE II B
FIRE SPRINKLERS IN BLDG.: NO
NUMBER OF FLOORS (TL): 2 AT OFFICE BLDG., 5 @ CONTROL TOWER ONLY
TL. AREA - FLOOR 1: 12,126 SF
AREA OF WORK - INTERIOR: 115 SF, EXTERIOR: APPROX. 600 SF
GOVERNING CODES: 2016 CALIFORNIA CODE OF REGULATIONS (CCR) TITLE 24
NOTE: PROJECT COST IS < \$200,000 AND DOES NOT REQUIRE GREEN BUILDING CODE CHECKLISTS
YEAR OF ORIG. CONSTRUCTION: 1954

OCCUPANCY TYPE	FLOOR AREAS	OCCUPANT LOAD FACTOR
FLOOR 1 - (INTERIOR TL. AREA)		
OFFICE AREA	5305 SF	100 OLF = 54 OCCUPANTS
BREAK ROOM AREA	200 SF	15 OLF = 14 OCCUPANTS
LOBBY / WAITING ROOM	636 SF	15 OLF = 43 OCCUPANTS
STORAGE AREAS	420 SF	300 OLF = 2 OCCUPANTS
CIRCULATION/RESTROOMS	5565 SF	UNOCCUPIED
TOTALS:	12,126 SF	73 OCCUPANTS

EXIT REQUIREMENTS:	FLOOR AREAS	PROVIDED
CBC 1005, 11B-403.5.1		
CORRIDOR WIDTH: OCCUPANT LOAD X .02 IN (MIN. 44")	73 X .2 = 14.6"	64" MIN. - EXIST'G, NO CHANGE EXCEEDS REQUIREMENT (MIN. 44")
DOORS OCCUPANT LOAD X .02 (MIN. 36" WIDE/32" CLR.)	73 X .2 = 14.6"	VARIES, MIN. 36" REQ'D/ 32" CLR. (EXISTING MIN. 36"/ 32" CLR.)
STAIRS OCCUPANT LOAD X .03 (MIN. 44")	73 X .3 = 21.9"	12 EXISTING - EXIST'G, NO CHANGE EXCEEDS REQUIREMENT
NUMBER OF EXITS: PER CBC TABLE 1006.3.1	MIN. 2 REQD.	

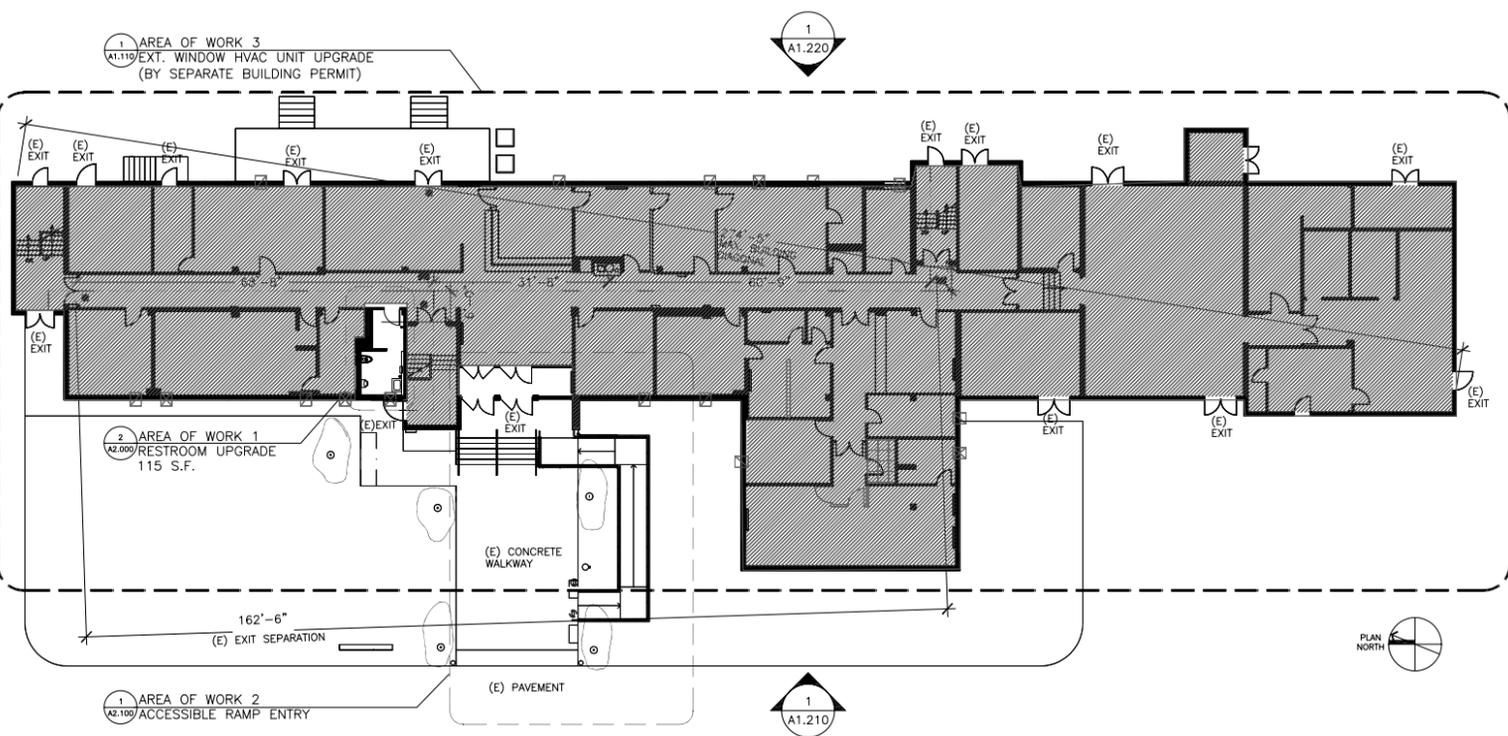
SCOPE OF WORK
VOLUNTARY ACCESSIBILITY UPGRADE TO EXISTING AIR CONTROL TOWER BLDG. 158. ADD ACCESSIBLE RAMP AT EXTERIOR FRONT ENTRY TO EXISTING BUILDING. UPGRADE ACCESSIBLE FEATURES AT EXISTING UNISEX RESTROOM.
NO CHANGE TO EXISTING EXIT DOOR WIDTHS, EXIT PATH OR EXISTING BUILDING ENVELOPE/AREA (OTHER THAN EXTERIOR RAMP ADDITION).
CBC 11B-202.4, EXCEPTION 3:
"ADDITIONS OR ALTERATIONS TO MEET ACCESSIBILITY REQUIREMENTS SHALL BE LIMITED TO THE ACTUAL SCOPE OF THE WORK OF THE PROJECT."

PROJECT DIRECTORY:
CLIENT: PLANETARY VENTURES LLC, GOOGLE INC
PROJECT MANAGEMENT: CBRE / CAPITAL PROJECT MANAGEMENT @ GOOGLE
1600 AMPHITHEATRE PARKWAY
MOUNTAIN VIEW, CA 94043
CONTACT: ANTHONY LAMARCA, ALAMARCA@GOOGLE.COM, 650.434.3330
PUNEET MOONACH, PMOONACH@GOOGLE.COM, 530.329.1288
ARCHITECT: PAGE & TURNBULL
417 MONTGOMERY ST., 8TH FLOOR
SAN FRANCISCO, CA, 94104
ARCHITECT: RUTH TODD
EMAIL: RUTHTODD@PAGE-TURNBULL.COM
CONTACT: LADA KOCHEROVSY, LARA CONTE
EMAIL: KOCHEROV@PAGE-TURNBULL.COM, CONTE@PAGE-TURNBULL.COM
PHONE: 415.593.3227, 415.362.5154
CIVIL ENGINEER: BKF ENGINEERS
255 SHORELINE DRIVE, SUITE 200
REDWOOD CITY, CA, 94065
CONTACT: RYAN STAUFFER, RSTAUFFER@BKF.COM
PHONE: 650.482.6478
NABIL RASHED, NRASHED@BKF.COM, 650.482.6475
GENERAL CONTRACTOR: DPR
1450 VETERANS BLVD.
REDWOOD CITY, CA 94063
CONTACT: KEVIN CHEN, KEVINCH@DPR.COM
650.474.1450

SHEET INDEX:

ARCHITECTURAL	GENERAL NOTES & PROJECT INFORMATION, VICINITY MAP TYPICAL ACCESSIBILITY DETAILS - RESTROOM TYPICAL ACCESSIBILITY DETAILS -RAMP
A0.000	
A0.100	
A0.101	
A1.100	
A1.110	
A1.200	
A1.210	
A1.220	
A2.000	
A2.100	
A9.000	
A9.100	
A9.200	
CIVIL	GENERAL NOTES GENERAL NOTES EXISTING CONDITIONS AND DEMOLITION PLAN PROPOSED LAYOUT DETAILS
C 1.0	
C 2.0	
C 3.0	
C 4.0	
C 5.0	

3 EXISTING FRONT ELEVATION - AREA OF WORK
SCALE: NTS



2 FLOOR PLAN BUILDING 158 - AREAS OF WORK
SCALE: 1/16"=1'-0"



1 VICINITY MAP - BUILDING 158
SCALE: NTS

PROJECT
MOFFETT FEDERAL AIRFIELD - BUILDING 158
MOUNTAIN VIEW, CA. 94305
CLIENT
Planetary Ventures LLC
1842 N SHORELINE BLVD.
MOUNTAIN VIEW, CA 94043

ARCHITECT
PAGE & TURNBULL
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CONSULTANT

APPROVED FOR CONSTRUCTION
NASA AMES RESEARCH CENTER
&
NASA RESEARCH PARK

CHIEF BUILDING OFFICIAL _____ DATE _____

BUILDING PERMIT PACKAGE #: 18PV2.500.007

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SEAL & SIGNATURE



ISSUE 12.18.2017 DATE SIGNED
10/26/17 ISSUE FOR 90% REVIEW
12.18.2017 ISSUE FOR PERMIT REVIEW

TITLE
MFA BUILDING 158 - ACCESSIBILITY UPGRADE

Project Status
ISSUE DATE 09/11/2017
SCALE 1/8" = 1'-0"
DRAWN BY _____
CHECKED BY _____
JOB NUMBER 13140J.7 & 13140L
MFA - BLD.158 A0.000



TYPICAL WINDOW TYPES
 (SEE Y2 D SHEET FOR 2ND FLOOR)
 ALL WINDOWS ARE COMMERCIAL PROJECTED

DOOR TYPES
 ALL FLOORS
 NOTE: ALL LOCKERS METAL OF SAME TYPE.
 NOT TO SCALE

FIRST FLOOR FINISH SCHEDULE

ROOM NUMBER	ROOM NAME	FLOOR	WALLS	CEILING	BASE	REMARKS
101	VESTIBULE	1ST	CONCRETE	CONCRETE	CONCRETE	SEE Y2 D SHEET FOR DETAILS
102	AEROLGY	1ST	CONCRETE	CONCRETE	CONCRETE	DETAIL METAL PART ON Y2 D SHEET
103	RADIO SOUND RM	1ST	CONCRETE	CONCRETE	CONCRETE	
104	STORAGE	1ST	CONCRETE	CONCRETE	CONCRETE	
105	TELETYPE RM	1ST	CONCRETE	CONCRETE	CONCRETE	SEE Y2 D SHEET FOR DETAIL
106	WORK ROOM	1ST	CONCRETE	CONCRETE	CONCRETE	
107/108	OFFICE	1ST	CONCRETE	CONCRETE	CONCRETE	
109	PILOTS READY RM	1ST	CONCRETE	CONCRETE	CONCRETE	SEE TYPICAL LOCKER DETAIL Y2 D SHEET
110	OFFICERS SHOWER	1ST	CONCRETE	CONCRETE	CONCRETE	SEE TOILET DETAIL Y2 D SHEET
111	GENERAL STOR	1ST	CONCRETE	CONCRETE	CONCRETE	
112	FLIGHT GEAR	1ST	CONCRETE	CONCRETE	CONCRETE	SEE DETAIL STEEL CLOSURE Y2 D SHEET
113	TRANSFORMERS	1ST	CONCRETE	CONCRETE	CONCRETE	
114	HEAVY STORAGE	1ST	CONCRETE	CONCRETE	CONCRETE	
115	ENGINE RM	1ST	CONCRETE	CONCRETE	CONCRETE	
116	OFFICERS TOILET	1ST	CONCRETE	CONCRETE	CONCRETE	SEE TOILET ON Y2 D SHEET
117	MAP STORAGE	1ST	CONCRETE	CONCRETE	CONCRETE	
118	CLEANING GEAR	1ST	CONCRETE	CONCRETE	CONCRETE	
119	MAPS	1ST	CONCRETE	CONCRETE	CONCRETE	
120	OPERATIONS DW	1ST	CONCRETE	CONCRETE	CONCRETE	
121	OPER & CLEAR DW	1ST	CONCRETE	CONCRETE	CONCRETE	SEE DETAILS ON Y2 D SHEET
122-127	CORRIDOR	1ST	CONCRETE	CONCRETE	CONCRETE	
128	LOBBY & LOUNGE	1ST	CONCRETE	CONCRETE	CONCRETE	
129	EAT & SNACK RM	1ST	CONCRETE	CONCRETE	CONCRETE	
130	SNACK STORAGE	1ST	CONCRETE	CONCRETE	CONCRETE	
131	HEATING	1ST	CONCRETE	CONCRETE	CONCRETE	
132	CREW READY RM	1ST	CONCRETE	CONCRETE	CONCRETE	SEE TYPICAL LOCKER DETAIL Y2 D SHEET
133	EN TOILET	1ST	CONCRETE	CONCRETE	CONCRETE	SEE TOILET ON Y2 D SHEET
134	WOMEN'S TOILET	1ST	CONCRETE	CONCRETE </td <td>CONCRETE</td> <td>SEE TOILET ON Y2 D SHEET</td>	CONCRETE	SEE TOILET ON Y2 D SHEET
135	STAIRS #1	1ST	CONCRETE	CONCRETE	CONCRETE	SEE DETAILS ON Y2 D SHEET
136	STAIRS #2	1ST	CONCRETE	CONCRETE	CONCRETE	SEE DETAILS ON Y2 D SHEET

SUSPENDED CEILING TYPES
 SCALE 3/4" = 1'-0"

DETAIL OF MAT RECESS IN VESTIBULE 101
 SCALE 3/4" = 1'-0"

ACCESS PANEL
 SCALE 1/4" = 1'-0"
 SEE Y2 D SHEET FOR LOCATION

GRAPHIC SCALE
 SCALE 1/4" = 1'-0"

RECORD DRAWING
 SHEET 22 OF 47
 LETTER NOY 27955 DATED 3/25/54

FIRST FLOOR PLAN
 SCALE 1/4" = 1'-0"
 National Aeronautics and Space Administration
 Ames Research Center
 Moffett Field, California

FIRST FLOOR DOOR SCHEDULE

ROOM	SIZE	TYPE	MATERIAL	FRAME	FINISH	REMARKS
101	10'0" x 7'0"	D	WOOD	1B	NONE	
102	10'0" x 7'0"	D	WOOD	1B	NONE	
103	10'0" x 7'0"	D	WOOD	1B	NONE	
104	10'0" x 7'0"	D	WOOD	1B	NONE	
105	10'0" x 7'0"	D	WOOD	1B	NONE	
106	10'0" x 7'0"	D	WOOD	1B	NONE	
107	10'0" x 7'0"	D	WOOD	1B	NONE	
108	10'0" x 7'0"	D	WOOD	1B	NONE	
109	10'0" x 7'0"	D	WOOD	1B	NONE	
110	10'0" x 7'0"	D	WOOD	1B	NONE	
111	10'0" x 7'0"	D	WOOD	1B	NONE	
112	10'0" x 7'0"	D	WOOD	1B	NONE	
113	10'0" x 7'0"	D	WOOD	1B	NONE	
114	10'0" x 7'0"	D	WOOD	1B	NONE	
115	10'0" x 7'0"	D	WOOD	1B	NONE	
116	10'0" x 7'0"	D	WOOD	1B	NONE	
117	10'0" x 7'0"	D	WOOD	1B	NONE	
118	10'0" x 7'0"	D	WOOD	1B	NONE	
119	10'0" x 7'0"	D	WOOD	1B	NONE	
120	10'0" x 7'0"	D	WOOD	1B	NONE	
121	10'0" x 7'0"	D	WOOD	1B	NONE	
122	10'0" x 7'0"	D	WOOD	1B	NONE	
123	10'0" x 7'0"	D	WOOD	1B	NONE	
124	10'0" x 7'0"	D	WOOD	1B	NONE	
125	10'0" x 7'0"	D	WOOD	1B	NONE	
126	10'0" x 7'0"	D	WOOD	1B	NONE	
127	10'0" x 7'0"	D	WOOD	1B	NONE	
128	10'0" x 7'0"	D	WOOD	1B	NONE	
129	10'0" x 7'0"	D	WOOD	1B	NONE	
130	10'0" x 7'0"	D	WOOD	1B	NONE	
131	10'0" x 7'0"	D	WOOD	1B	NONE	
132	10'0" x 7'0"	D	WOOD	1B	NONE	
133	10'0" x 7'0"	D	WOOD	1B	NONE	
134	10'0" x 7'0"	D	WOOD	1B	NONE	
135	10'0" x 7'0"	D	WOOD	1B	NONE	
136	10'0" x 7'0"	D	WOOD	1B	NONE	
137	10'0" x 7'0"	D	WOOD	1B	NONE	
138	10'0" x 7'0"	D	WOOD	1B	NONE	
139	10'0" x 7'0"	D	WOOD	1B	NONE	
140	10'0" x 7'0"	D	WOOD	1B	NONE	
141	10'0" x 7'0"	D	WOOD	1B	NONE	
142	10'0" x 7'0"	D	WOOD	1B	NONE	
143	10'0" x 7'0"	D	WOOD	1B	NONE	
144	10'0" x 7'0"	D	WOOD	1B	NONE	

ORIGINAL 1954 AS BUILT 1ST FLOOR PLAN - ISSUED FOR REFERENCE ONLY
 NOT TO SCALE

CLIENT
Planetary Ventures LLC
 1842 N SHORELINE BLVD.
 MOUNTAIN VIEW, CA 94043

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 NASA AMES RESEARCH CENTER
 &
 NASA RESEARCH PARK

CHIEF BUILDING OFFICIAL _____ DATE _____

BUILDING PERMIT PACKAGE #: 18PV2.500.007

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SEAL & SIGNATURE


ISSUE 12.18.2017 DATE SIGNED

12.18.2017 ISSUE FOR PERMIT REVIEW

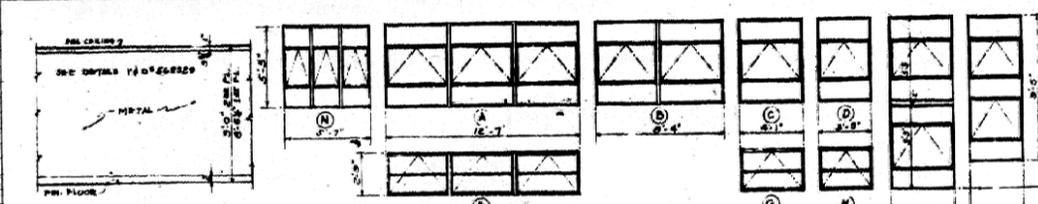
TITLE
BUILDING 158 HISTORIC FLR. PLAN 2

Project Status
 ISSUE DATE 10/25/17
 SCALE AS NOTED
 DRAWN BY
 CHECKED BY
 JOB NUMBER 13140J7 & 13140L
MFA-BLD.158 A1.101

ABBREVIATIONS

ASP	ASPHALT	L.P.	LOW POINT
ANCH	ANCHOR	M.M.P.	MOVABLE METAL PARTITION
BM	BEAM	MTL	METAL
BK	BLOCK	MET	METAL
CAB	CABINET	OZ	OUNCE
CI	CAST IRON		
CONC	CONCRETE	P.B.	PHONE BOOTH
COL	COLUMN	PLAS.	PLASTER
CMU	CONCRETE MASONRY UNITS		
C.C.	CENTER TO CENTER	REIN	REINFORCING
CEILING		RM	ROOM
C.S.K.	COUNTERSUNK	R.D.	ROOF DRAIN
DET	DETAIL	S.D.	SASH DIMENSION
DIA	DIAMETER	SUSP	SUSPENDED
DS	DOWNDRAFT	SECT	SECTION
DWG	DRAWING	SHT	STRUCTURAL FACING TILE
ELEV	ELEVATION	VERT	VERTICAL
EQ	EQUAL		
EW.C.	ELECTRIC WATER COOLER		
FL	FLOOR		
FIN	FINISHED		
FD	FLOOR DRAIN		
H.P.	HIGH POINT		

TYPICAL ELEVATION OF MOVABLE PARTITION
 SCALE 3/4" = 1'-0"



WINDOW TYPES
 ALL WINDOWS ARE COMMERCIAL PROJECTED.

SCHEDULE OF WINDOWS

SYMBOL	SIZE	TYPE	MATERIAL	GLAZING	SCREENS	REMARKS
A	3'-5" x 12'-7"	1	4-08" x 5'-5"	DO	DO	
B	3'-5" x 5'-4"	1	4-08" x 5'-5"	DO	DO	
C	3'-5" x 4'-11"	1	4-08" x 5'-5"	DO	DO	ONLY SCREENS IN REAR ROOM
D	3'-5" x 3'-5"	1	3-4 1/2" x 5'-5"	DO	DO	
E	3'-5" x 12'-7"	1	4-08" x 5'-5"	DO	DO	
G	3'-5" x 4'-11"	1	4-08" x 5'-5"	DO	DO	
H	2'-5" x 3'-5"	1	3-4 1/2" x 5'-5"	DO	DO	
J	3'-5" x 4'-11"	1	4-08" x 5'-5"	DO	DO	ONLY SCREENS AT REAR
K	3'-5" x 3'-5"	1	3-4 1/2" x 5'-5"	DO	DO	
L	3'-5" x 12'-7"	1	4-08" x 5'-5"	DO	DO	
M	3'-5" x 3'-5"	1	3-4 1/2" x 5'-5"	DO	DO	
N	3'-5" x 5'-4"	1	3-4 1/2" x 5'-5"	DO	DO	

SECOND FLOOR FINISH SCHEDULE

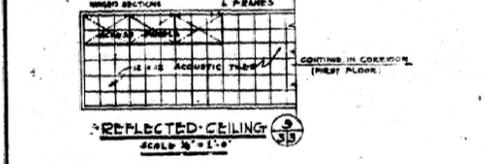
ROOM	ROOM NAME	FLOOR	WALLS	CEILING	BASE	REMARKS	CEILING HT.
201	WOMAN'S LOUNGE	2M	EXP MASONRY & ASPHALT TILE	EXP CONCR	EXP TUB CORR	FINISH VESTIBULE BATH AS LOUNGE	
202	STORAGE	2M	CONCRETE	DO	DO	DO	
203	WOMEN'S TOILET	2M	CERAMIC TILE	EXP MASONRY & ASPHALT TILE	EXP CORR	SEE TOILET Y&D #562528	
204	SM. SHOWER RM.	2M	DO	DO	DO	DO	
205	SM. BUNK RM.	2M	ASPHALT TILE	EXP MASONRY & ASPHALT TILE	EXP CORR	SEE BUNK DETAILS Y&D #562528	8'-9"
218	CORRIDOR	2M	DO	DO	TYPE CC	SEE DETAIL OF CABLE DUCT Y&D #562528	
219	ALCOHOL BOUR 2M	2M	CONCRETE	EXP CONG.	EXP CORR.	NONE	
214	OFFICERS TOILET	2M	CERAMIC TILE	EXP MASONRY & ASPHALT TILE	EXP CORR.	SEE TOILET Y&D #562528	
215	FRAME ROOM	2M	CONCRETE	EXP MASONRY & ASPHALT TILE	EXP CORR.	NONE	
216	OFFICERS SHOWER	2M	CERAMIC TILE	EXP MASONRY & ASPHALT TILE	EXP CORR.	SEE DETAILS Y&D #562528	
217	OFFICERS BUNK RM.	2M	ASPHALT TILE	EXP MASONRY & ASPHALT TILE	TYPE AC	ASPHALT TILE	
218	COMMUNICATIONS	2M	DO	EXP MASONRY & ASPHALT TILE	TYPE AC	DO	SEE DETAIL REMOVABLE METAL PART Y&D #562528
219	OPERATIONS RADIO	2M	DO	DO	DO	DO	
220	CYBER ROOM	2M	EXP CONCRETE & METAL	DO	DO	DO	
221	PASSAGE NO. 2	2M	DO	DO	DO	DO	
222	TELETYPE ROOM	2M	DO	DO	DO	DO	
223	CRYPTO ROOM	2M	DO	DO	DO	DO	
224	WING COMMUNICATIONS	2M	DO	DO	DO	DO	
225	WING STAFF OFFICES	2M	EXP MASONRY & ASPHALT TILE	TYPE CC	DO	DO	
226	OFFICE	2M	DO	DO	DO	DO	
227	OFFICE	2M	DO	DO	DO	DO	
228	OFFICE	2M	DO	DO	DO	DO	
229	OFFICE	2M	DO	DO	DO	DO	
229A	STAIR NO. 1	2M	CERAMIC	EXP CONCR	NONE	SEE TYPICAL STAIRS Y&D #562528	
229B	STAIRS NO. 2 & 3	2M	DO	DO	DO	DO	

NOTE: SEE Y&D #562521 FOR CEILING DETAIL

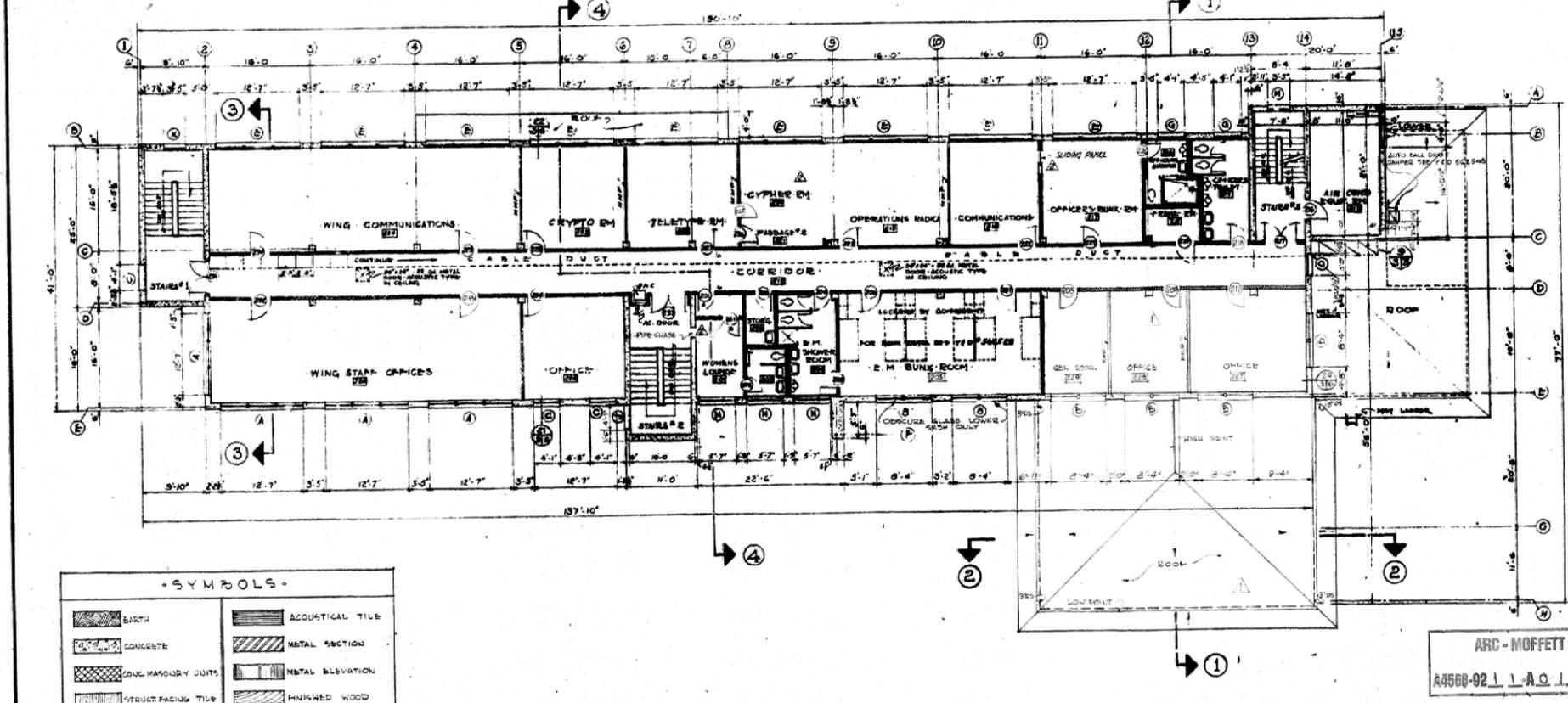
SECOND FLOOR DOOR SCHEDULE

SYMBOL	SIZE	TYPE	MATERIAL	FRAME	FINISH/INSTALLATION	REMARKS
201A	28" x 70" x 1 3/4"	A	WOOD	1B	TYPE C	
202	28" x 70" x 1 3/4"	B	DO	1B	TYPE B	
203	28" x 70" x 1 3/4"	A	DO	1B	TYPE C	
204	28" x 70" x 1 3/4"	E	DO	1A	DO	GLASS W/IR
206	30" x 70" x 1 3/4"	A	DO	1B	DO	LOUVER IN BOTTOM
207	30" x 70" x 1 3/4"	A	DO	1B	DO	
208	30" x 70" x 1 3/4"	F	DO	1B	DO	
209	30" x 70" x 1 3/4"	C	DO	1B	DO	
211	30" x 70" x 1 3/4"	D	DO	1B	DO	
216	30" x 70" x 1 3/4"	A	EXP CONCR	5	DO	
217	30" x 70" x 1 3/4"	E	DO	1B	TYPE B	GLASS W/IR
218	30" x 70" x 1 3/4"	A	WOOD	1A	TYPE C	
219	30" x 70" x 1 3/4"	A	DO	1B	TYPE B	
220	28" x 70" x 1 3/4"	E	DO	A	TYPE C	GLASS
221	30" x 70" x 1 3/4"	A	DO	1B	DO	LOUVER IN BOTTOM
222	30" x 70" x 1 3/4"	D	DO	1B	CLEAR	
223	30" x 70" x 1 3/4"	D	DO	1B	DO	
224	28" x 70" x 1 3/4"	D	METAL	4	DO	IN METAL PARTITION
225	28" x 70" x 1 3/4"	A	DO	4	DO	
226	28" x 70" x 1 3/4"	B	DO	4	DO	
227	30" x 70" x 1 3/4"	D	WOOD	1B	DO	
228	30" x 70" x 1 3/4"	D	DO	1B	DO	
229	30" x 70" x 1 3/4"	D	DO	1B	DO	
230	30" x 70" x 1 3/4"	C	DO	1B	DO	
231	30" x 70" x 1 3/4"	E	EXP CONCR	5	TYPE B	GLASS W/IR
232	30" x 70" x 1 3/4"	D	WOOD	1B	DO	
233	30" x 70" x 1 3/4"	D	DO	1B	CLEAR	
234	30" x 70" x 1 3/4"	D	DO	1B	DO	
235	30" x 70" x 1 3/4"	B	EXP CONCR	5	TYPE B	GLASS W/IR

REFLECTED CEILING
 SCALE 3/4" = 1'-0"



SECOND FLOOR PLAN
 SCALE 3/4" = 1'-0"



SYMBOLS

	Earth		Acoustical Tile
	Concrete		Metal Section
	Concrete Masonry Units		Metal Elevation
	Structural Facing Tile		Finished Wood
	Plaster		Rough Wood
	Insulation		

RECORD DRAWING
 SHEET 23 OF 49
 SEE LETTER NOY 22265 DATED 3/25/54

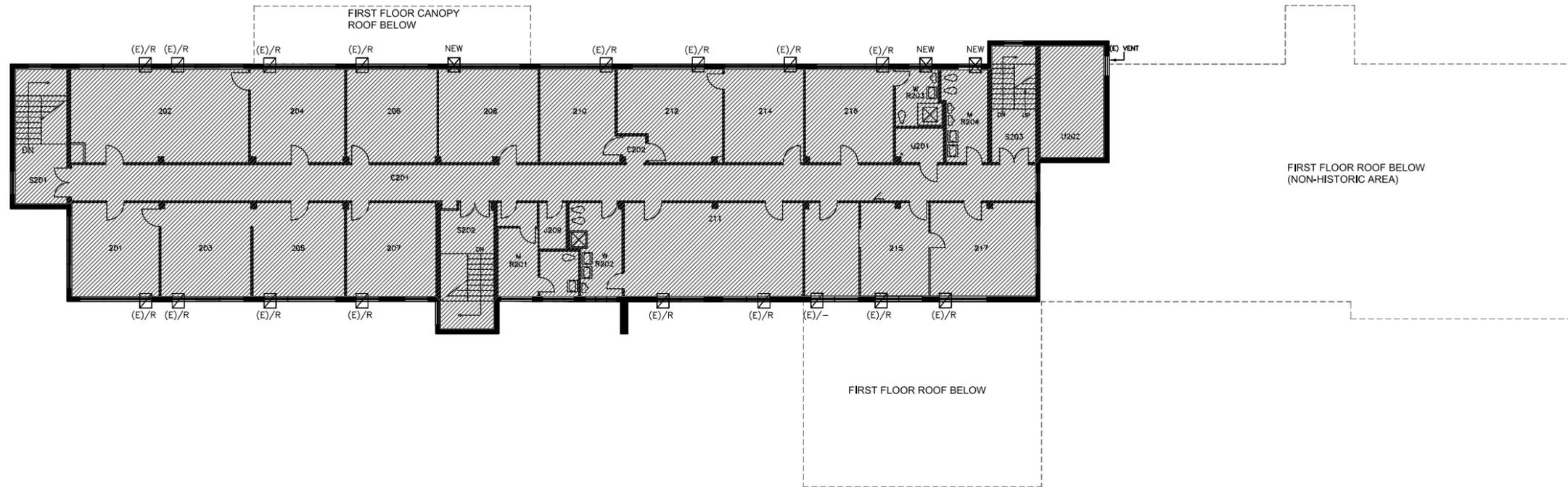
ARC-MOFFETT
 44568-92 1-1-A-01.3.1

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

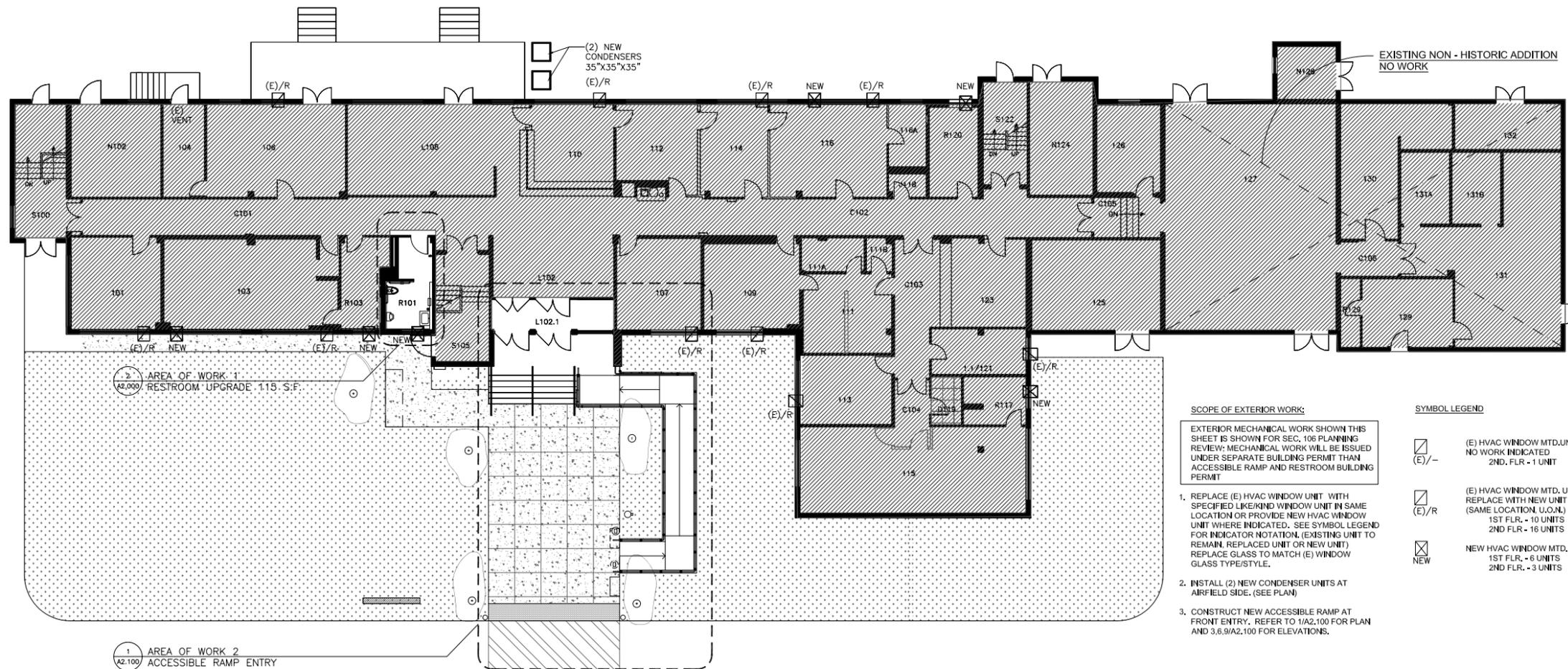
STANDARD
 OPERATIONS BUILDING & CONTROL TOWER
 SECOND FLOOR PLAN & SCHEDULE
 SCHEME 'A'

APPROVED FOR BUREAU OF WADSWORTH & CO. SCALE AS NOTED STD SPEC. 0-1
 SHEET 3 OF 46
 Y&D DRAWING NO. 562522

ORIGINAL 1954 AS BUILT 2ND FLOOR PLAN - ISSUED FOR REFERENCE ONLY
 NOT TO SCALE



2 SCOPING DIAGRAM / AREA OF WORK - FLOOR 2
SCALE: 3/32" = 1'-0"



1 SCOPING DIAGRAM / AREA OF WORK - FLOOR 1
SCALE: 3/32" = 1'-0"

SCOPE OF EXTERIOR WORK:

- REPLACE (E) HVAC WINDOW UNIT WITH SPECIFIED LIKE AND WINDOW UNIT IN SAME LOCATION OR PROVIDE NEW HVAC WINDOW UNIT WHERE INDICATED. SEE SYMBOL LEGEND FOR INDICATOR NOTATION. (EXISTING UNIT TO REMAIN, REPLACED UNIT OR NEW UNIT) REPLACE GLASS TO MATCH (E) WINDOW GLASS TYPE/STYLE.
- INSTALL (2) NEW CONDENSER UNITS AT AIRFIELD SIDE, (SEE PLAN)
- CONSTRUCT NEW ACCESSIBLE RAMP AT FRONT ENTRY. REFER TO 1/A2.100 FOR PLAN AND 3.6.9/A2.100 FOR ELEVATIONS.

SYMBOL LEGEND

	(E) HVAC WINDOW MTD. UNIT
	NO WORK INDICATED
	2ND. FLR. - 1 UNIT
	(E) HVAC WINDOW MTD. UNIT
	REPLACE WITH NEW UNIT (SAME LOCATION, U.O.N.)
	1ST FLR. - 10 UNITS
	2ND FLR. - 16 UNITS
	NEW HVAC WINDOW MTD. UNIT
	1ST FLR. - 6 UNITS
	2ND FLR. - 3 UNITS

PROJECT
MOFFETT FEDERAL AIRFIELD - BUILDING 158
MOUNTAIN VIEW, CA. 94305

CLIENT
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1842 N SHORELINE BLVD.
MOUNTAIN VIEW, CA 94043

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TITLE
BUILDING 158 PLAN DIAGRAMS AREA OF WORK

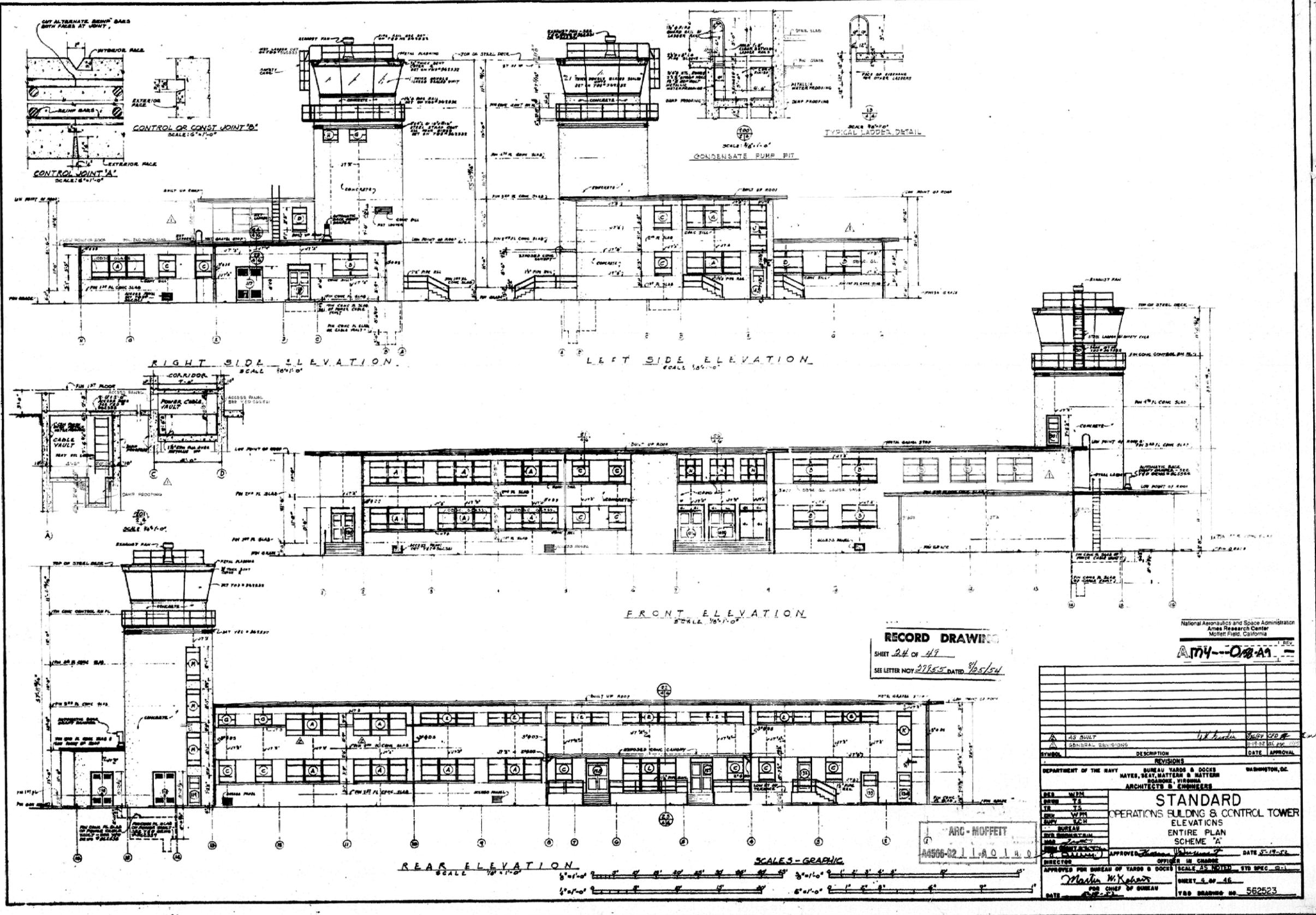
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JOB NUMBER 13140J.7 & 13140L
MFA-BLD.158 A1.110

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RECORD DRAWING
 SHEET 24 OF 47
 SEE LETTER NOY 27855 DATED 8/25/54

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

AMY O'BRIEN



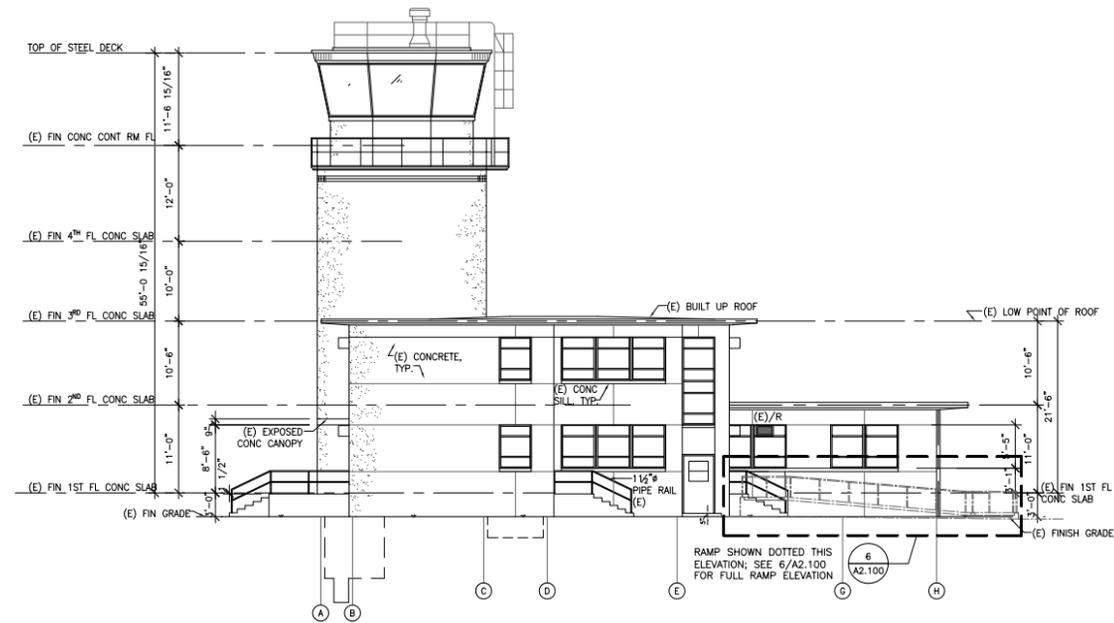
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SYMBOL	DESCRIPTION	DATE	APPROVAL
AS BUILT			
REVISIONS			
DEPARTMENT OF THE NAVY BUREAU YARDS & DOCKS WASHINGTON, DC MAYHE, SEAT, HATTEN & MATTHEW ARCHITECTS & ENGINEERS STANDARD OPERATIONS BUILDING & CONTROL TOWER ELEVATIONS ENTIRE PLAN SCHEME 'A'			
APPROVED	OFFICER IN CHARGE	DATE	
APPROVED FOR BUREAU OF YARDS & DOCK	SCALE AS NOTED STD SPEC. 011	SHEET 24 OF 46	V&D DRAWING NO. 562523

ORIGINAL 1954 AS BUILT ELEVATION - ISSUED FOR REFERENCE ONLY
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MFA-BLD.158 A1.200



2 SCOPING DIAGRAM / AREA OF WORK - SIDE ELEVATION (NORTH)
SCALE: 3/32" = 1'-0"



2A. SIDE ELEVATION - NORTH (GRID LINE B TO E)



2B. SIDE ELEVATION - NORTH (GRID LINES H TO E)

SCOPE OF EXTERIOR WORK:

NOTE: EXTERIOR MECHANICAL WORK SHOWN THIS SHEET IS SHOWN FOR SEC. 106 PLANNING REVIEW: MECHANICAL WORK WILL BE ISSUED UNDER SEPARATE BUILDING PERMIT THAN ACCESSIBLE RAMP AND RESTROOM BUILDING PERMIT

1. REPLACE (E) HVAC WINDOW UNIT WITH SPECIFIED SIMILAR WINDOW UNIT IN SAME LOCATION OR PROVIDE NEW HVAC WINDOW UNIT WHERE INDICATED. SEE SYMBOL LEGEND BELOW FOR INDICATOR NOTATION. (EXISTING UNIT TO REMAIN, REPLACED UNIT OR NEW UNIT) REPLACE GLASS TO MATCH (E) WINDOW GLASS TYPE/STYLE.
2. INSTALL (2) NEW CONDENSER UNITS AT AIRFIELD SIDE.
3. CONSTRUCT NEW ACCESSIBLE RAMP AT FRONT ENTRY. REFER TO 1/A2.100 FOR PLAN AND 3.6,9/A2.100 FOR ELEVATIONS.

SYMBOL LEGEND

- (E)/- (E) HVAC WINDOW MTD.UNIT TO REMAIN (NO WORK) 2ND. FLR - 1 UNIT
- (E)/R (E) HVAC WINDOW MTD. UNIT REPLACE WITH NEW UNIT (SAME LOCATION, U.O.N.) 1ST FLR. - 10 UNITS 2ND FLR - 16 UNITS
- NEW NEW HVAC WINDOW MTD. UNIT 1ST FLR. - 6 UNITS 2ND FLR. - 3 UNITS

(E) WINDOW AC UNIT TO REPLACE, TYP. (SEE ELEVATION 2/-)

(E) EXTERIOR AC UNIT TO REMAIN



1A. REAR ELEVATION - EAST (GRID LINES 2 TO 15)



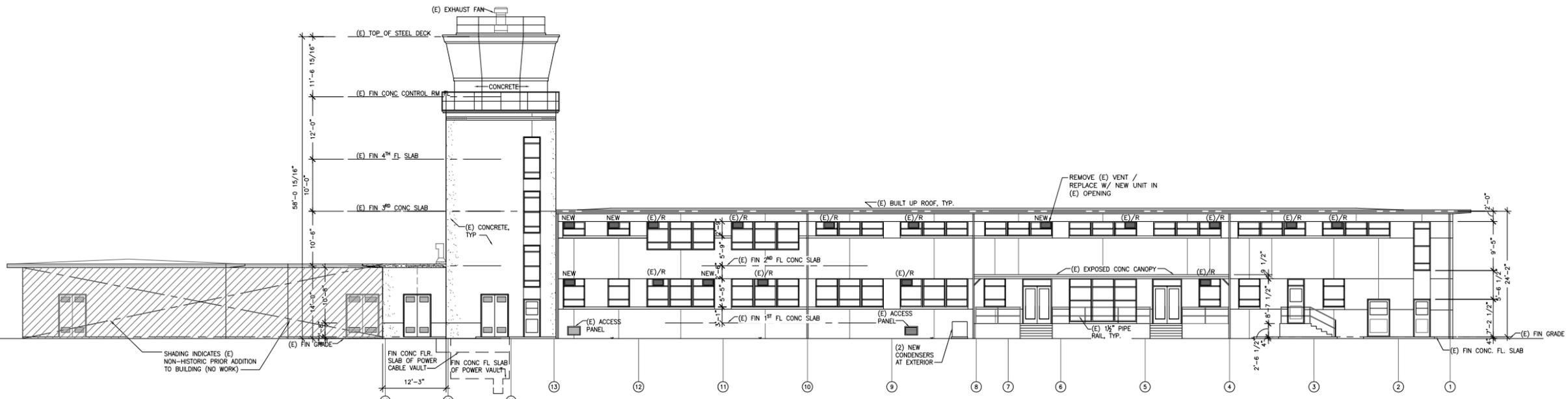
1B. REAR ELEVATION AT AIRFIELD ENTRY - EAST (GRID LINES 4 TO 9)



1B. REAR ELEVATION AT AIRFIELD ENTRY - EAST (GRID LINES 1 TO 3)



1D. REAR ELEVATION - EAST (VIEW FROM AIRFIELD)



1 SCOPING DIAGRAM / AREA OF WORK - FRONT ELEVATION (WEST)
SCALE: 3/32" = 1'-0"

PROJECT
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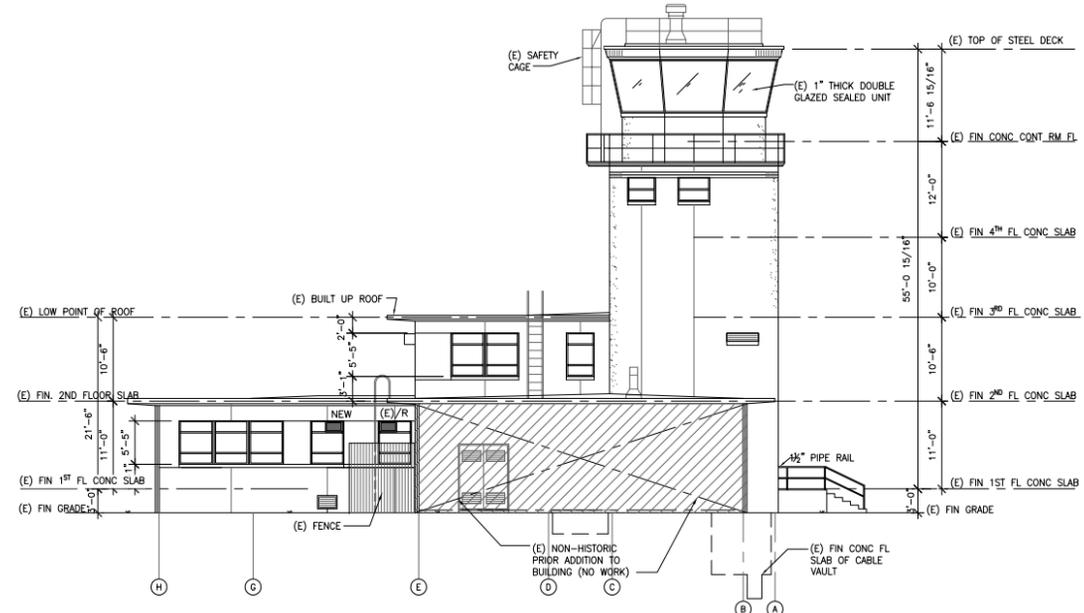


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BUILDING 158 ELEVATION DIAGRAMS AREA OF WORK

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MFA-BLD.158 A1.210



2 SCOPING DIAGRAM / AREA OF WORK - SIDE ELEVATION (SOUTH)
SCALE: 3/32" = 1'-0"



2A. SIDE & FRONT ELEVATIONS - SOUTH/WEST CORNER



2B. SIDE ELEVATION - SOUTH - WEST (GRID LINES H TO E)

SCOPE OF EXTERIOR WORK:

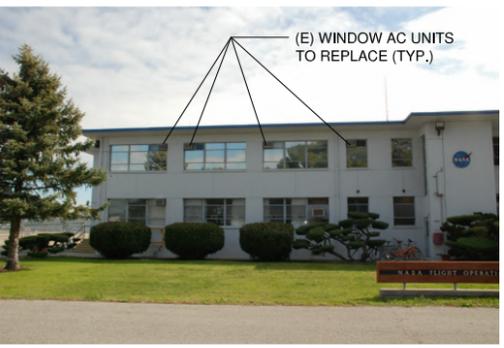
NOTE: EXTERIOR MECHANICAL WORK SHOWN THIS SHEET IS SHOWN FOR SEC. 106 PLANNING REVIEW; MECHANICAL WORK WILL BE ISSUED UNDER SEPARATE BUILDING PERMIT THAN ACCESSIBLE RAMP AND RESTROOM BUILDING PERMIT

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2. INSTALL (2) NEW CONDENSER UNITS AT AIRFIELD SIDE.
3. CONSTRUCT NEW ACCESSIBLE RAMP AT FRONT ENTRY. REFER TO 1/A2.100 FOR PLAN AND 3.6, 9/A2.100 FOR ELEVATIONS.

SYMBOL LEGEND

- (E)/- (E) HVAC WINDOW MTD. UNIT TO REMAIN (NO WORK) 2ND. FLR - 1 UNIT
- (E)/R (E) HVAC WINDOW MTD. UNIT REPLACE WITH NEW UNIT (SAME LOCATION, U.O.N.) 1ST FLR. - 10 UNITS 2ND FLR. - 16 UNITS
- NEW NEW HVAC WINDOW MTD. UNIT 1ST FLR. - 6 UNITS 2ND FLR. - 3 UNITS

(E) WINDOW AC UNIT TO REPLACE, TYP.



1A. FRONT ELEVATION - WEST (GRID LINES 1 TO 6)



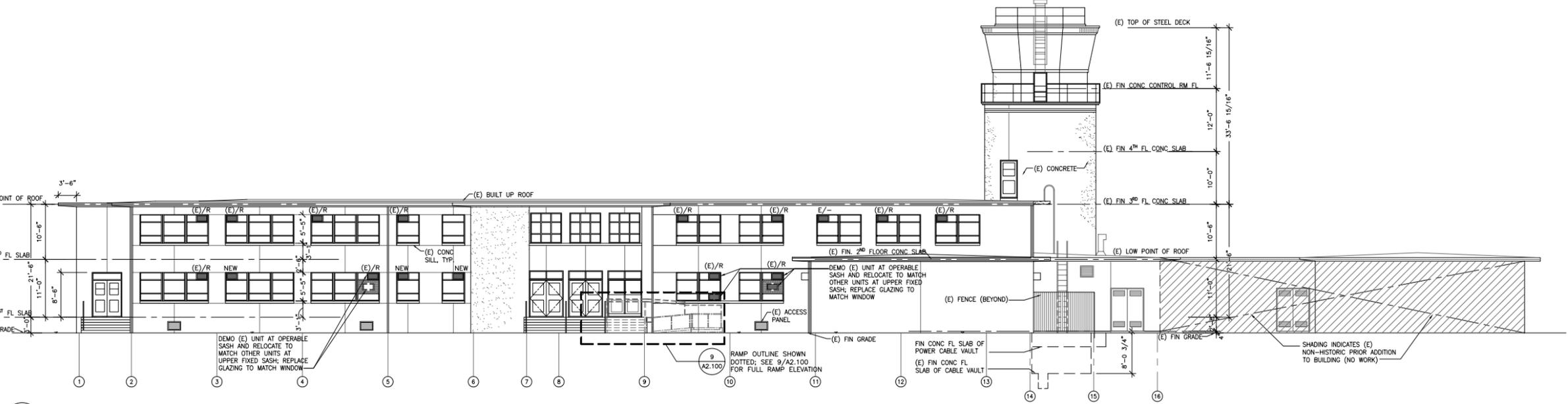
1B. FRONT ELEVATION AT ENTRY - WEST (GRID LINES 6 TO 9)



1C. FRONT ELEVATION VIEW FROM PARKING- WEST (GRID LINES 9 TO 14)



1D. FRONT ELEVATION - WEST (NORTHWEST CORNER GRID LINES 0 TO 18)



1 SCOPING DIAGRAM / AREA OF WORK - REAR ELEVATION (EAST)
SCALE: 3/32" = 1'-0"

MOFFETT FEDERAL AIRFIELD - BUILDING 158

MOUNTAIN VIEW, CA. 94305

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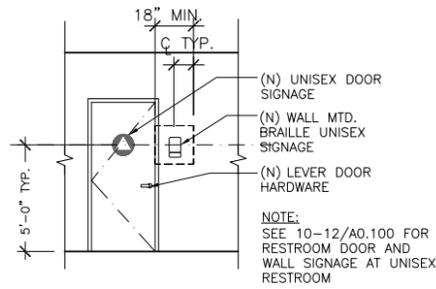
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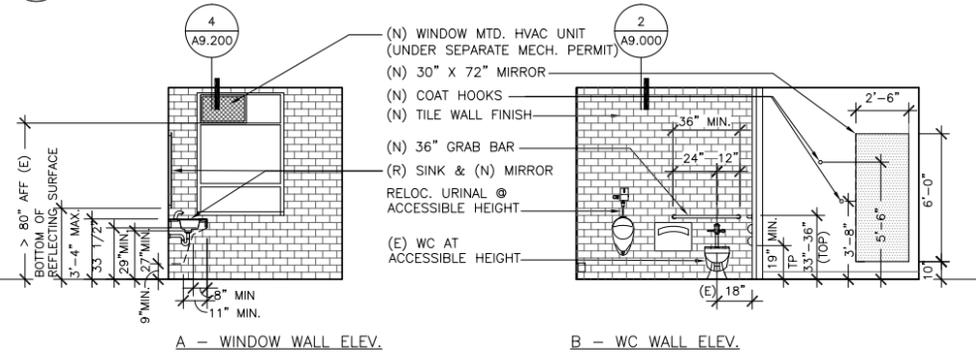
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BUILDING 158 ELEVATION DIAGRAMS AREA OF WORK

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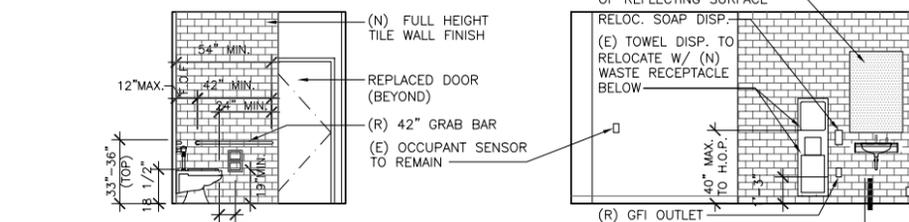


4 INTERIOR ELEVATION AT (E) HALL
 SCALE: 1/4" = 1'-0"



A - WINDOW WALL ELEV.

B - WC WALL ELEV.

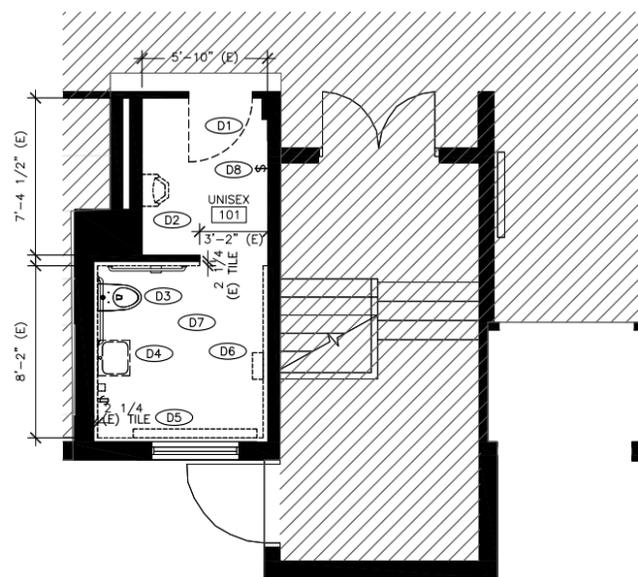


C - GRAB BAR ELEV.

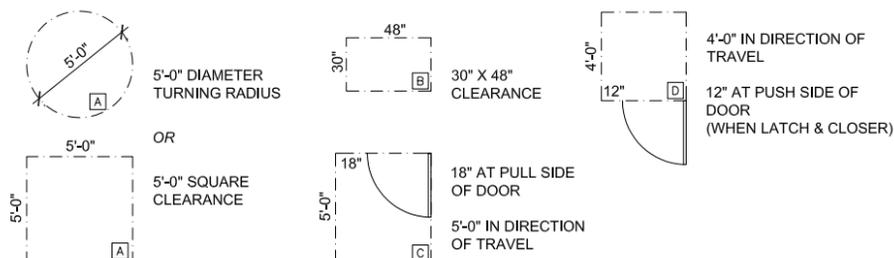
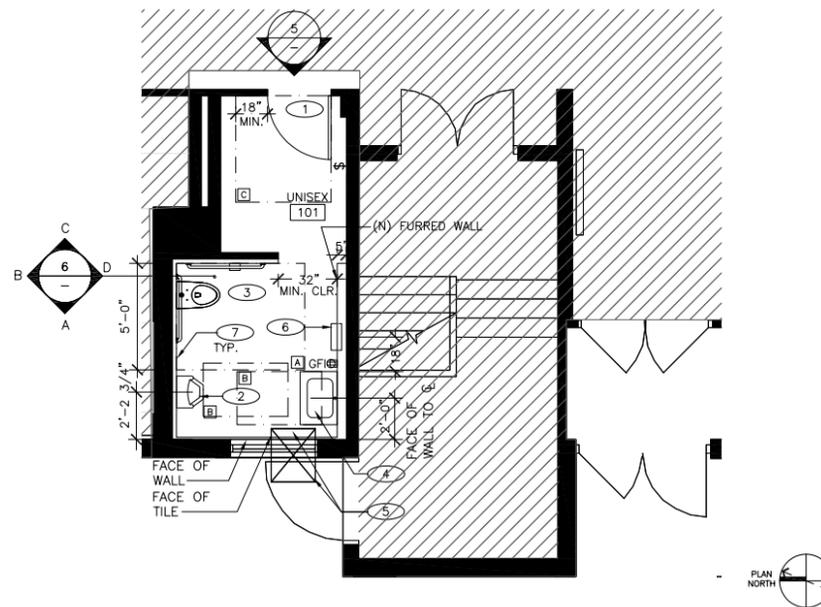
D - SINK WALL ELEV.

6 BATHROOM ELEVATIONS
 SCALE: 1/4" = 1'-0"

1 DEMO PLAN - BLDG. 158 UNISEX RESTROOM
 SCALE: 1/4" = 1'-0"



2 CONSTRUCTION PLAN - BLDG. 158 UNISEX RESTROOM
 SCALE: 1/4" = 1'-0"



ACCESSIBILITY INFORMATION:
 SEE SHEET A0.100 FOR TYPICAL REQUIRED ACCESSIBLE CLEARANCES, DIMENSIONS, AND MOUNTING HEIGHTS AT RESTROOMS

ACCESSIBILITY NOTES & SYMBOLS

SPECIFIC SHEET NOTES- DEMO PLAN:

- (D1) REMOVE (E) DOOR AND RETURN TO BUILDING INVENTORY. EVALUATE (E) DOOR FRAME FOR RE-USE WITH REVISED DOOR SWING.
- (D2) REMOVE (E) URINAL. EVALUATE FOR RE-USE. RE-USE AS POSSIBLE IF MEETS CURRENT EFFICIENCY STANDARDS AND IN GOOD WORKING CONDITION.
- (D3) (E) TOILET AND TOILET PAPER DISPENSER TO REMAIN. REMOVE (E) TOILET ACCESSORIES (GRAB BARS & SEAT COVER DISPENSER) AND SAVE FOR RE-USE.
- (D4) REMOVE (E) SINK & FAUCETS AND SAVE FOR RE-USE. REMOVE (E) SOAP DISPENSER AND SAVE FOR RE-USE. DISPOSE OF (E) WALL MOUNTED LIGHT FIXTURE AND MIRROR. RE-ROUTE (E) GFI OUTLET WIRING TO NEW FURRED WALL LOCATION AND INSTALL PER CONSTRUCTION PLAN / ELEVATIONS.
- (D5) COORD. W/ MECH. FOR DEMO OF (E) LINEAL WALL HEATER & CAP OFF OF SUPPLY. (MECHANICAL WORK IS DESIGN-BUILD UNDER SEPARATE BUILDING PERMIT)
- (D6) REMOVE (E) HAND TOWEL DISPENSER AND SALVAGE FOR RE-USE.
- (D7) REMOVE (E) WALL TILE FINISH AND PLASTIC LAMINATE FINISH THROUGHOUT. (E) FLOOR TILE TO REMAIN.
- (D8) (E) OCCUPANT SENSOR TO REMAIN.

SPECIFIC SHEET NOTES- CONSTRUCTION PLAN:

- (1) REVERSE DOOR SWING AS SHOWN FOR DOOR CLEARANCES REQUIRED PER 20/A0.101. EVALUATE (E) FRAME FOR RE-USE AND SWITCH W/ AVAILABLE BUILDING DOOR IF POSSIBLE. IF NOT FEASIBLE, PROVIDE NEW DOOR AND FRAME TO MATCH (E) SIZE AND STYLE, WITH NEW DOOR SWING AND LEVER PRIVACY HARDWARE. RE-USE (E) DOOR MOUNTED SIGN, AND PROVIDE (N) WALL MOUNTED SIGNAGE PER ELEVATION.
- (2) EVALUATE (E) URINAL FOR RE-USE. RE-USE AS POSSIBLE IF MEETS CURRENT EFFICIENCY STANDARDS (0.125 DBP & MAX. 0.5 LPF) AND IN GOOD WORKING CONDITION. CLEAN AND INSTALL W/ CLEARANCES INDICATED ON ELEVATIONS AND 9/A0.100.
- (3) CONFIRM (E) TOILET AND TOILET PAPER DISPENSER MEET (E) REQUIRED CLEARANCES PER 6 & 9/A0.100, AND ADJUST IF NEEDED. CONFIRM (E) TOILET MEETS CURRENT EFFICIENCY STANDARDS (1.28 GPF MAX). RE-USE (E) 42" GRAB BAR, AND PROVIDE (N) 36" GRAB BAR BEHIND TOILET. REFER TO ELEVATIONS AND 8 & 9/ A0.100 FOR MOUNTING HEIGHTS.
- (4) EVALUATE AND RE-USE (E) SINK, FAUCETS, AND SOAP DISPENSER AS POSSIBLE. OR REVIEW WITH ARCHITECT FOR REPLACEMENT. PROVIDE (N) MIRRORS (ABOVE SINK AND AT ENTRY PER ELEVATIONS. REFER TO ELEVATIONS AND 6 & 8/A0.100 FOR MOUNTING REQUIREMENTS. INSULATE EXPOSED PIPES.
- (5) COORDINATE W/ MECH. CONTRACTOR FOR REMOVAL OF (E) LINEAL HTR AND INSTALLATION OF NEW HVAC WINDOW UNIT. MECHANICAL IS DESIGN BUILD UNDER SEPARATE BUILDING PERMIT. MAINTAIN REQUIRED CLEARANCES AT SINK AND URINAL.
- (6) RE-INSTALL (E) HAND TOWEL DISPENSER PER ELEVATIONS. INSTALL NEW COORDINATING WALL MOUNTED TRASH RECEPTACLE BELOW.
- (7) INSTALL NEW WALL TILE PER ELEVATIONS. REPAINT RESTROOM WALLS, DOOR AND TRIM

TOILET:
 MAX. 1.28 GPF, OPEN FRONT TOILET SEAT, SEAT HEIGHT BTWN. 17"-19"

URINAL:
 0.125 DBP / MAX. 0.5 LPF

SINK FAUCET:
 MAX. 0.5 GPM FLOW RATE AT 60 PSI

SINK MIRROR:
 BOBRICK B-1656 24"W X 36"H

WASTE RECEPTACLE:
 COORDINATING RECESSED TRASH FOR CURRENT GEORGIA PACIFIC ENMOTION HAND TOWEL DISPENSER

TILE:
 DAL TILE
 ARCTIC WHITE 0790 - MATTE
 4-1/4" X 8 3/4"
 W/ COORDINATING TRIM PIECES WHERE APPLICABLE

PROJECT

MOFFETT FEDERAL AIRFIELD - BUILDING 158

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ISSUE 12.18.2017 DATE SIGNED

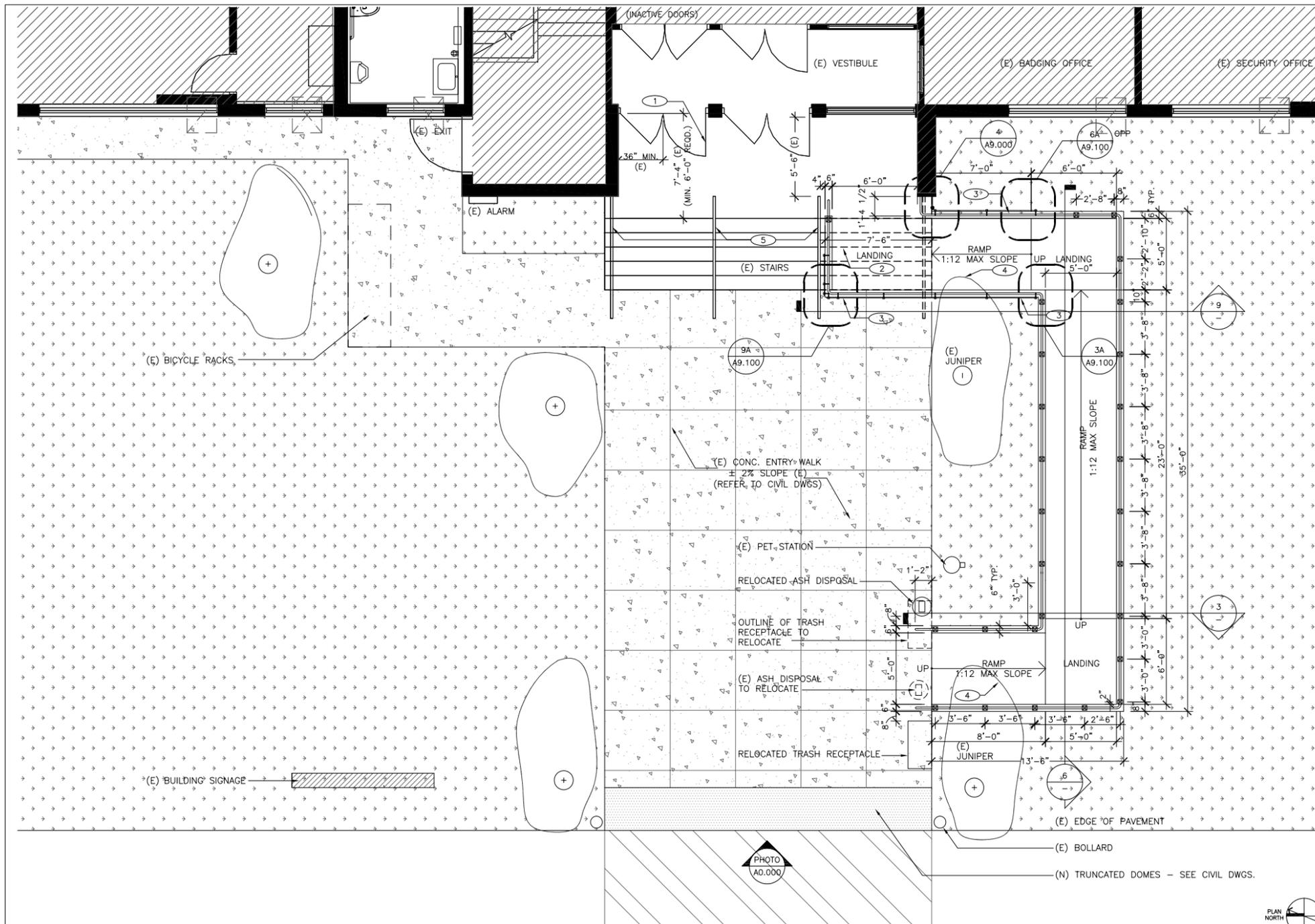
10.26.2017 ISSUE FOR 90% REVIEW

12.18.2017 ISSUE FOR PERMIT REVIEW

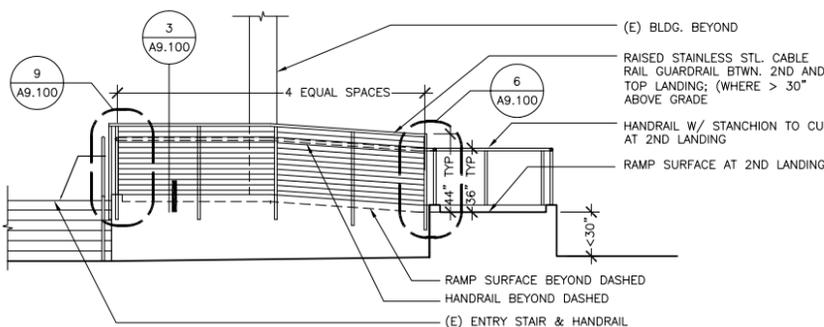
TITLE
BUILDING 158 RESTROOM UPGRADE CONSTRUCTION PLAN

Project Status
 ISSUE DATE 10/25/17
 SCALE AS NOTED
 DRAWN BY _____
 CHECKED BY _____
 JOB NUMBER 13140J.7 & 13140L

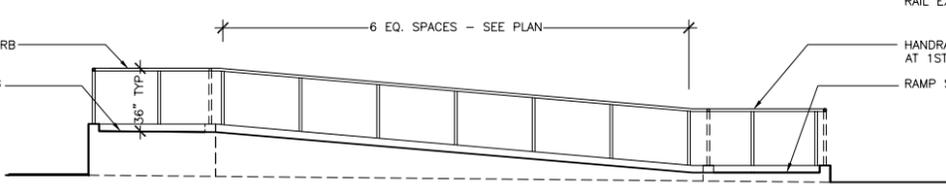
MFA- BLD.158 A2.000



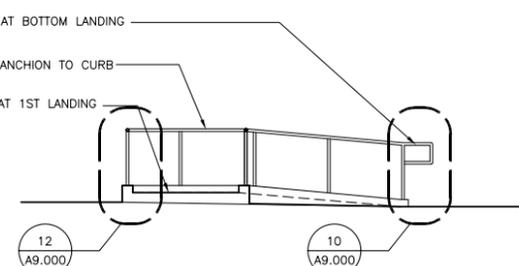
1 SITE PLAN AT ENTRY RAMP - BLDG. 158
SCALE: 1/4" = 1'-0"



9 RAMP ELEVATION / SECTION @ UPPER LANDING
SCALE: 1/4" = 1'-0"



6 RAMP ELEVATION / SECTION @ UPPER LANDING
SCALE: 1/4" = 1'-0"



3 RAMP SECTION @ LOWER LANDING
SCALE: 1/4" = 1'-0"

APPLICABLE CODE SECTIONS

11B-405. RAMPS -

SLOPE
RAMP RUNS SHALL HAVE A RUNNING SLOPE NOT STEEPER THAN 1:12 CROSS SLOPE SHALL NOT BE STEEPER THAN 1:48

WIDTH
CLEAR WIDTH OF A RAMP RUN SHALL BE 48" MINIMUM.

HANDRAILS MAY PROJECT INTO THE REQUIRED CLEAR WIDTH OF THE RAMP AT EACH SIDE BY 3/2" MAXIMUM AT THE HANDRAIL HEIGHT

RISE
THE RISE FOR ANY RAMP RUN SHALL BE 30" MAXIMUM.

LANDINGS:
RAMPS SHALL HAVE LANDINGS AT THE TOP AND BOTTOM OF EACH RAMP RUN

LANDINGS SHALL NOT HAVE A SLOPE STEEPER THAN 1:48

TOP LANDINGS SHALL BE 60" WIDE MIN. THE LANDING CLEAR WIDTH SHALL BE AT LEAST AS WIDE AS THE WIDEST RAMP LEADING TO THE LANDING.

LANDING CLEAR LENGTH SHALL BE 60" MIN. BOTTOM LANDINGS SHALL EXTEND 72" MIN IN THE DIRECTION OF RAMP RUN

RAMPS THAT CHANGE DIRECTION BETWEEN RUNS AT LANDINGS SHALL HAVE A CLEAR LANDING 60" MIN. X 72" MIN IN THE DIRECTION OF DOWNWARD TRAVEL FROM THE UPPER RAMP RUN.

WHERE DOORS ARE LOCATED ADJACENT TO A RAMP LANDING, DOORS WHEN FULLY OPEN SHALL NOT REDUCE THE REQUIRED RAMP LANDING WIDTH BY MORE THAN 3 INCHES. DOORS IN ANY POSITION, SHALL NOT REDUCE THE MINIMUM DIMENSION OF THE RAMP LANDING TO LESS THAN 42"

HANDRAILS
RAMP RUNS SHALL HAVE HANDRAILS COMPLYING WITH 11B-505

EDGE PROTECTION - CURB OR BARRIER
A CURB 2 INCHES HIGH MINIMUM OR BARRIER SHALL BE PROVIDED THAT PREVENTS THE PASSAGE OF A 4 INCH SPHERE WHERE ANY PORTION OF THE SPHERE IS WITHIN 4 INCHES OF THE FINISH FLOOR OR GROUND SURFACE. TO PREVENT WHEEL ENTRAPMENT, THE CURB OR BARRIERS SHALL PROVIDE A CONTINUOUS AND UNINTERRUPTED BARRIER ALONG THE LENGTH OF THE RAMP.

WET CONDITIONS
LANDINGS SUBJECT TO WET CONDITIONS SHALL BE DESIGNED TO PREVENT THE ACCUMULATION OF WATER.

- SPECIFIC SHEET NOTES- CONSTRUCTION PLAN:**
- ADD ACCESSIBILITY SYMBOL (4" DECAL) TO (E) DOOR LITE AT ACTIVE LEAF, REFER TO 23/A0.101 ADJUST DOOR CLOSER FOR MAX. 5 LB. OPENING PRESSURE OR PROVIDE NEW CLOSER IF UNABLE TO ADJUST WITHIN RANGE.
 - NEW ACCESSIBLE RAMP OVER (E) STAIRS (SHOWN DOTTED). REFER TO CIVIL DRAWINGS.
 - GUARDRAIL AND HANDRAIL REQUIRED WHERE RAMP IS 30" OR GREATER ABOVE GRADE. HANDRAIL ONLY REQUIRED <30" ABOVE GRADE.
 - TRIM BACK (E) SHRUBS TO CLEAR NEW RAMP. COORDINATE WITH BUILDING MAINTENANCE/LANDSCAPING FOR PRUNING.
 - PAINT ALL (E) FRONT ENTRY HANDRAILS TO MATCH NEW HANDRAIL AND STANCHIONS. SEE DETAIL SHEET A9.100.

PROJECT
MOFFETT FEDERAL AIRFIELD - BUILDING 158
MOUNTAIN VIEW, CA. 94305

CLIENT
Planetary Ventures LLC
1842 N SHORELINE BLVD.
MOUNTAIN VIEW, CA 94043

ARCHITECT
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CONSULTANT

APPROVED FOR CONSTRUCTION
NASA AMES RESEARCH CENTER
&
NASA RESEARCH PARK

CHIEF BUILDING OFFICIAL _____ DATE _____

BUILDING PERMIT PACKAGE #: 18PV2.500.007

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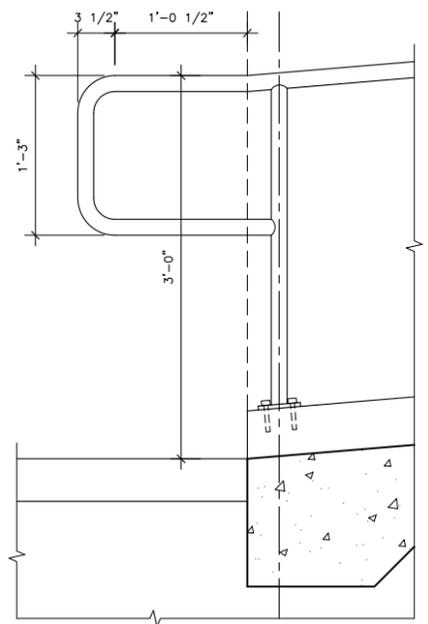
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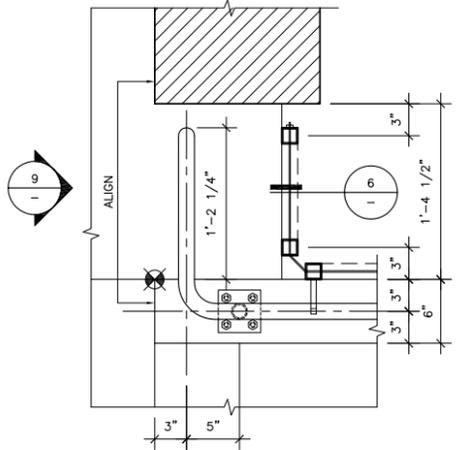
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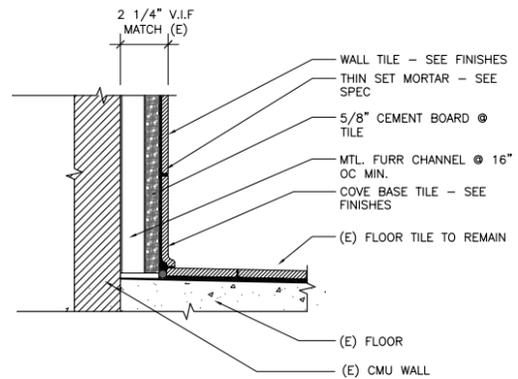


10 ELEVATION AT HANDRAIL EXTENSION
 SCALE: 1 1/2" = 1'-0"

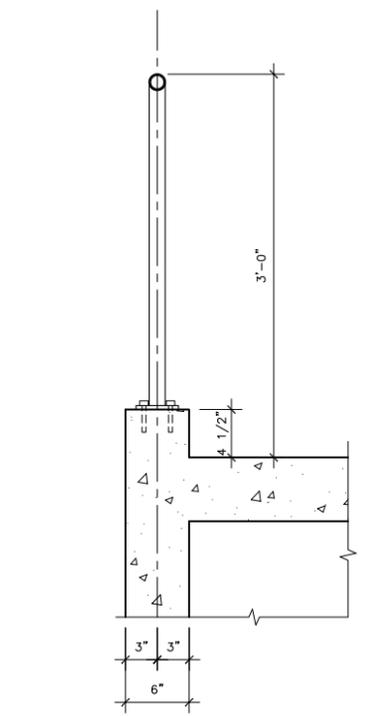
TYPICAL FINISHES AT RAMP & HANDRAIL:
 STANCHION AND HANDRAIL: GALVANIZED STEEL TO PAINT (BLACK)
 CABLE RAIL - STAINLESS STEEL; SEPARATE FROM GALV. STANCHION W/ NEOPRENE WASHERS
 CONCRETE AT RAMP WALL AND CURB - SACK FINISH
 CONCRETE WALKING SURFACE AT RAMP - MATCH (E) B158 LANDING & STAIR FINISH



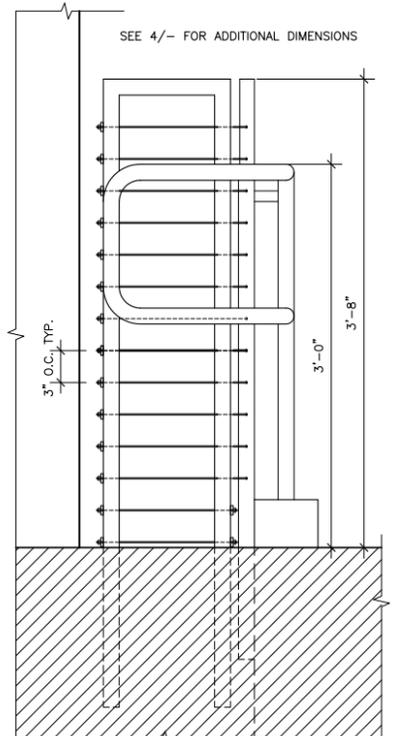
4 GUARDRAIL/HANDRAIL PLAN AT TERMINATION
 SCALE: 1 1/2" = 1'-0"



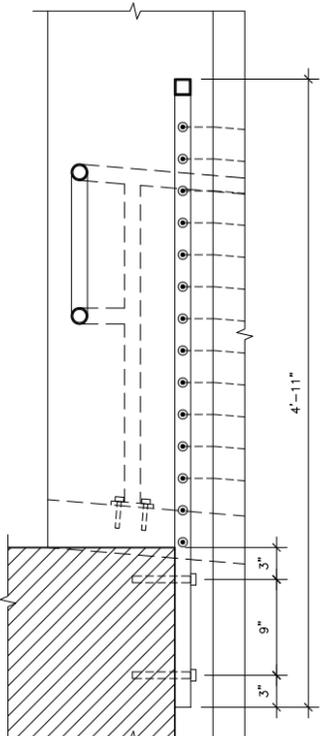
2 WALL SECTION AT WALL TILE
 SCALE: 3" = 1'-0"



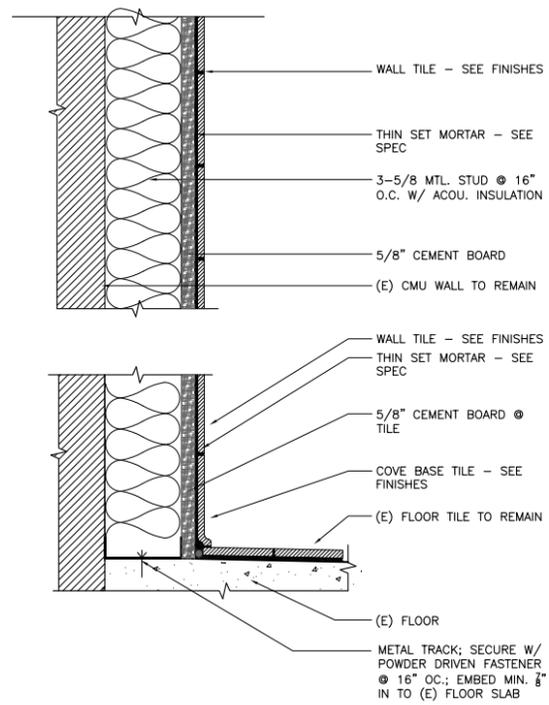
12 SECTION THROUGH RAMP & HANDRAIL
 SCALE: 1 1/2" = 1'-0"



9 ELEVATION AT GUARDRAIL @ BLDG.
 SCALE: 1 1/2" = 1'-0"

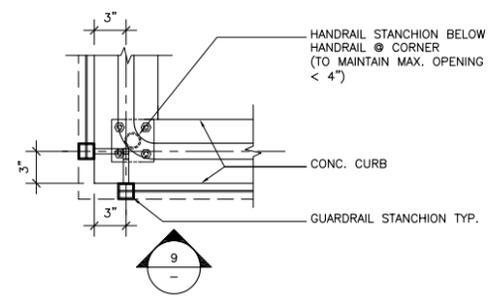


6 SECTION THROUGH GUARDRAIL @ BLDG.
 SCALE: 1 1/2" = 1'-0"

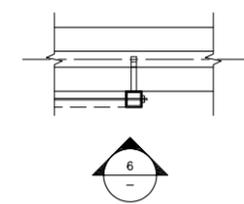


3 WALL SECTION AT FURRED TILE WALL
 SCALE: 3" = 1'-0"

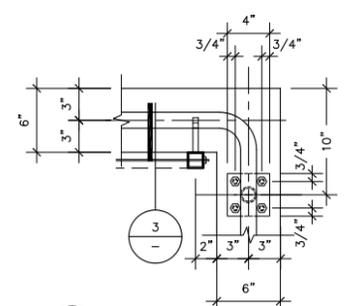
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CABLE RAIL - STAINLESS STEEL; SEPARATE FROM GALV. STANCHION W/ NEOPRENE WASHERS
CONCRETE AT RAMP WALL AND CURB - SACK FINISH
CONCRETE WALKING SURFACE AT RAMP - MATCH (E) B158 LANDING & STAIR FINISH



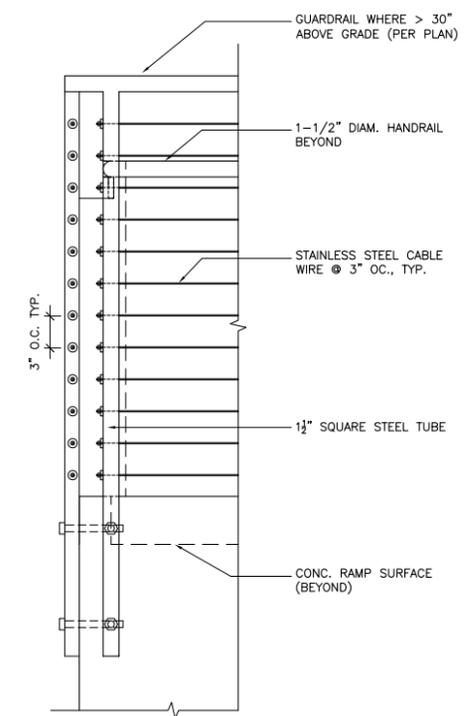
9A PLAN / SECT. @ GUARDRAIL CORNER
 SCALE: 1 1/2" = 1'-0"



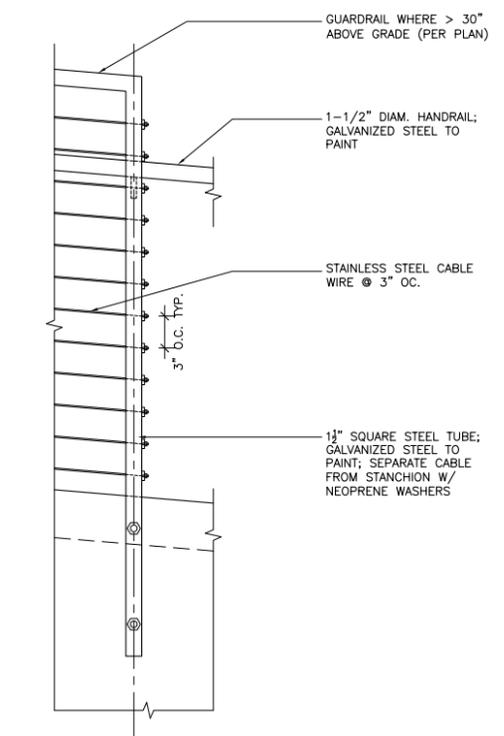
6A PLAN / SECT. @ GUARDRAIL END
 SCALE: 1 1/2" = 1'-0"



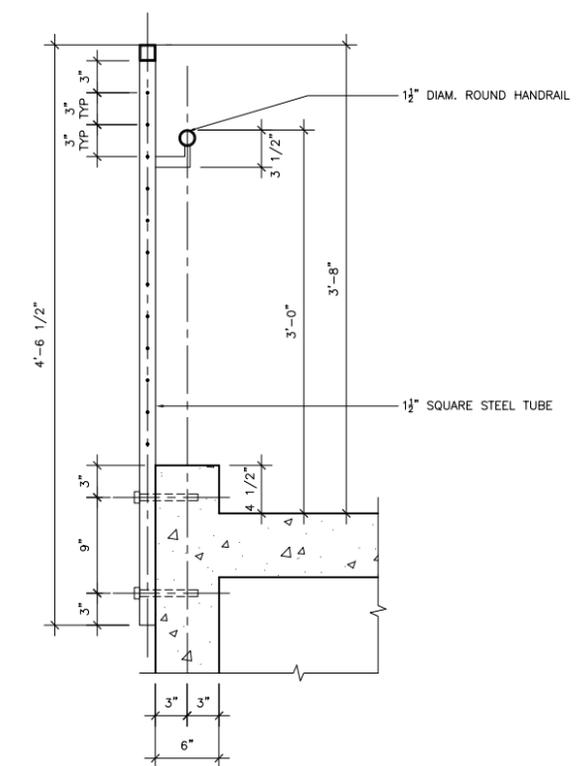
3A PLAN / SECT. @ HANDRAIL CORNER
 SCALE: 1 1/2" = 1'-0"



9 ELEVATION AT GUARDRAIL CORNER
 SCALE: 1 1/2" = 1'-0"



6 ELEVATION AT RAMP CURB & GUARDRAIL
 SCALE: 1 1/2" = 1'-0"



3 SECTION AT RAMP CURB & GUARDRAIL
 SCALE: 1 1/2" = 1'-0"

APPROVED FOR CONSTRUCTION
 NASA AMES RESEARCH CENTER
 &
 NASA RESEARCH PARK

CHIEF BUILDING OFFICIAL _____ DATE _____

BUILDING PERMIT PACKAGE #: 18PV2.500.007

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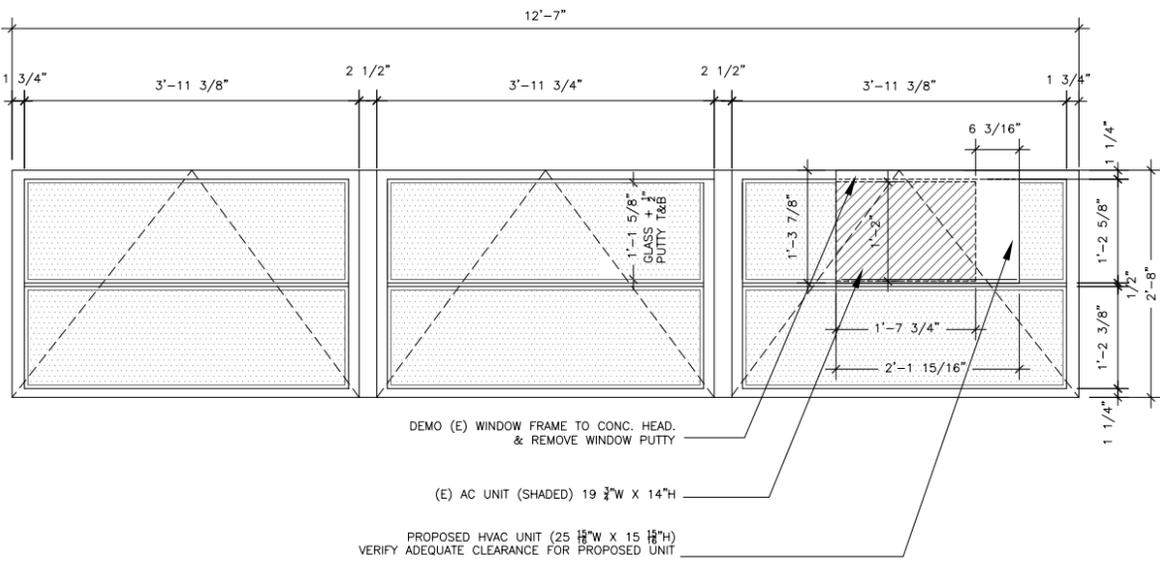
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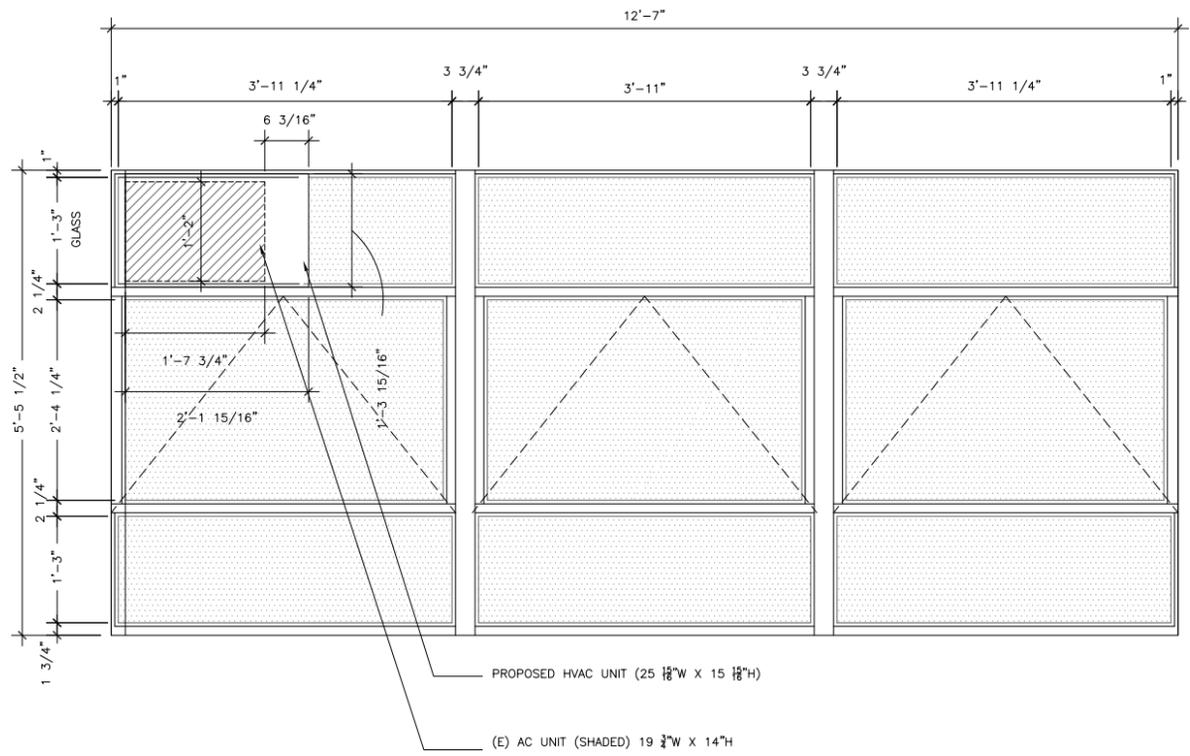
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BUILDING 158 RAMP DETAILS

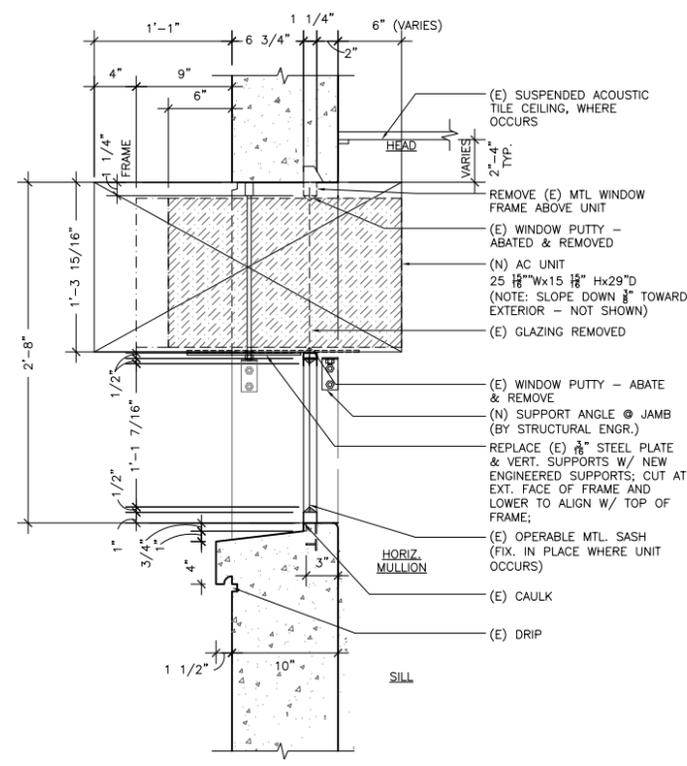
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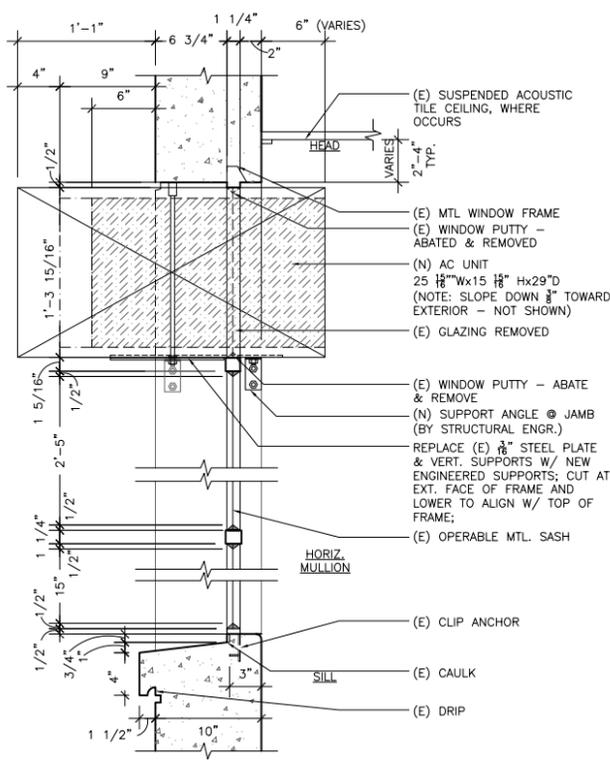
8 2ND . FLR WINDOW ELEVATION @ 2-HIGH WINDOW.
 SCALE: 1" = 1'-0"



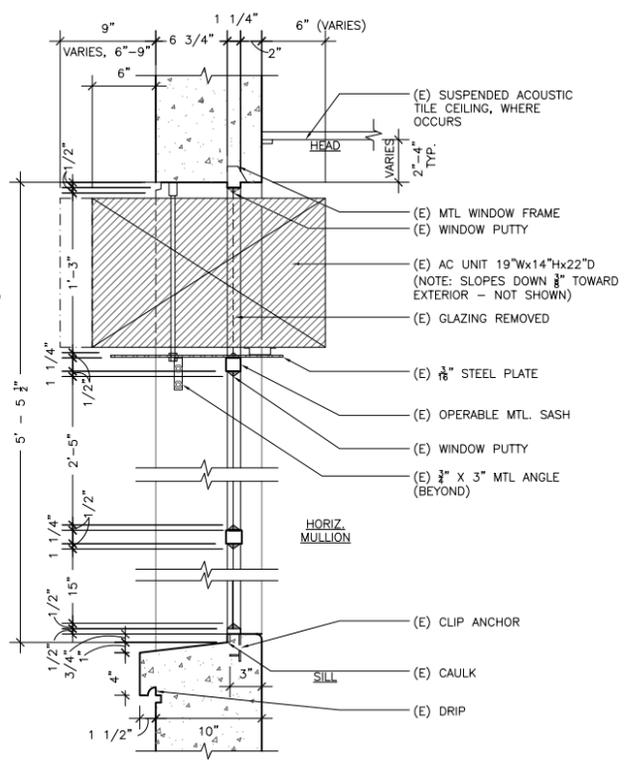
5 TYPICAL 1ST FLR WINDOW ELEVATION - PROPOSED
 SCALE: 1" = 1'-0"



7 TYPICAL 2-HIGH WINDOW SECT. - PROPOSED
 SCALE: 1 1/2" = 1'-0"

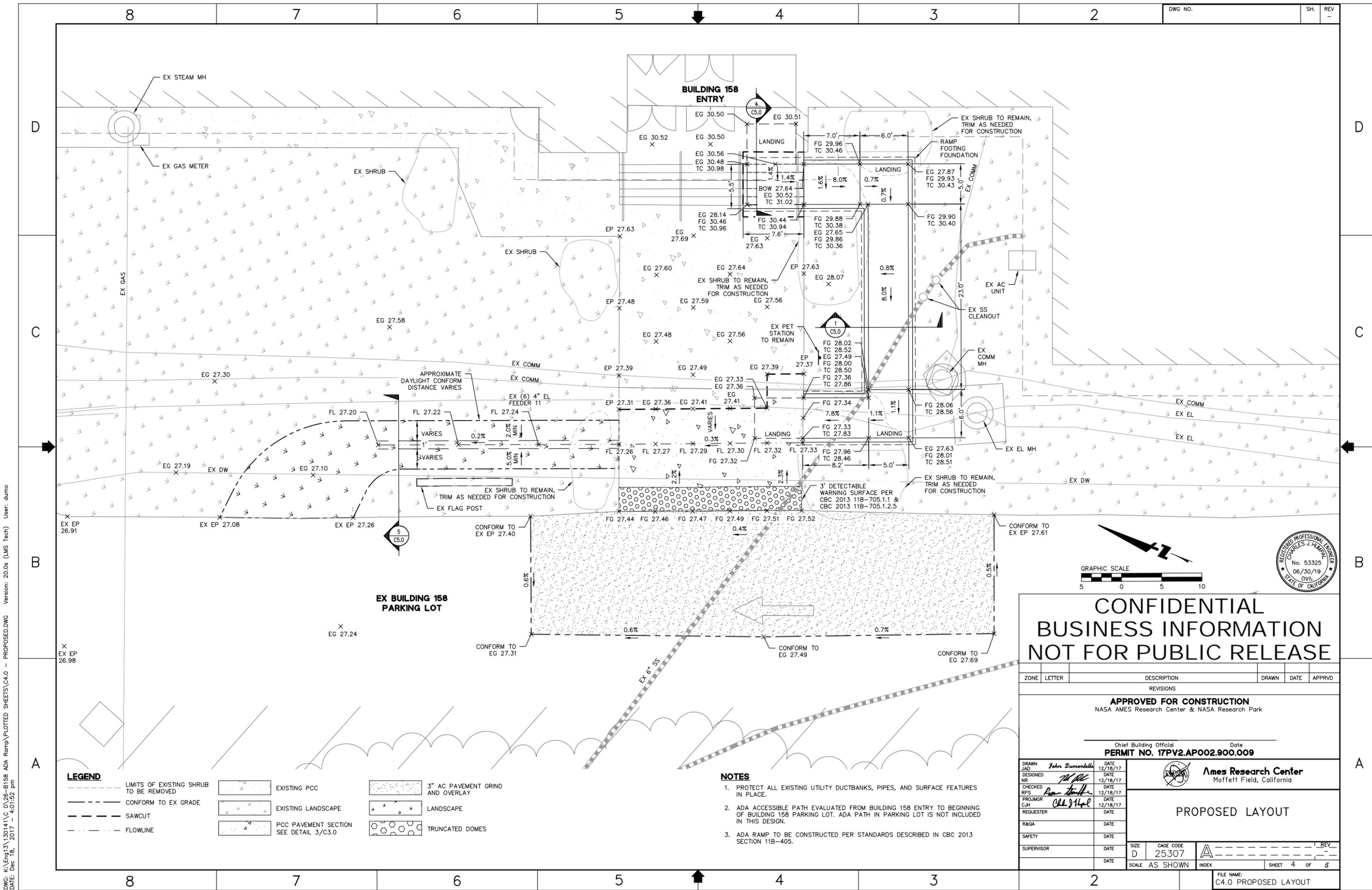


4 TYPICAL 3-HIGH WINDOW SECT. - PROPOSED
 SCALE: 1 1/2" = 1'-0"



1 TYPICAL 3-HIGH WINDOW SECT. - EXISTING
 SCALE: 1 1/2" = 1'-0"

NOTE: EXTERIOR MECHANICAL WORK SHOWN THIS SHEET IS SHOWN FOR SEC. 106 PLANNING REVIEW; MECHANICAL WORK WILL BE ISSUED UNDER SEPARATE BUILDING PERMIT THAN ACCESSIBLE RAMP AND RESTROOM BUILDING PERMIT



DWG: K:\Eng\13\130141\C D\26-B158 ADA Ramp\PLOTTED SHEETS\C4.0 - PROPOSED.DWG Version: 20.06 (LMS Tech) User: dumo
 DATE: Dec 18, 2017 - 4:01:52 pm

ISSUE FOR PERMIT - 12/18/17

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APPROVED FOR CONSTRUCTION					
NASA AMES Research Center & NASA Research Park					
Chief Building Official			Date		
PERMIT NO. 17PV2.APO02.900.009					
DRAWN	<i>John Dumontello</i>	DATE	12/18/17	 Ames Research Center Moffett Field, California PROPOSED LAYOUT	
DESIGNED	<i>JM</i>	DATE	12/18/17		
CHECKED	<i>RPS</i>	DATE	12/18/17		
PROJ MGR	<i>Chh Jha</i>	DATE	12/18/17		
REQUESTER		DATE			
RAQA		DATE			
SAFETY		DATE			
SUPERVISOR		DATE			
		SIZE	D	CAGE CODE	25307
		SCALE	AS SHOWN	INDEX	
				SHEET	4 of 5
FILE NAME: C4.0 PROPOSED LAYOUT					



LEGEND

	LIMITS OF EXISTING SHRUB TO BE REMOVED		EXISTING PCC		3" AC PAVEMENT GRIND AND OVERLAY
	CONFORM TO EX GRADE		EXISTING LANDSCAPE		LANDSCAPE
	SAWCUT		PCC PAVEMENT SECTION SEE DETAIL 3/C3.0		TRUNCATED DOMES
	FLOWLINE				

- NOTES**
- PROTECT ALL EXISTING UTILITY DUCTBANKS, PIPES, AND SURFACE FEATURES IN PLACE.
 - ADA ACCESSIBLE PATH EVALUATED FROM BUILDING 158 ENTRY TO BEGINNING OF BUILDING 158 PARKING LOT. ADA PATH IN PARKING LOT IS NOT INCLUDED IN THIS DESIGN.
 - ADA RAMP TO BE CONSTRUCTED PER STANDARDS DESCRIBED IN CBC 2013 SECTION 11B-405.

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