

National Aeronautics and Space Administration



**Ames Research Center**  
Moffett Field, California 94035

December 14, 2023

Ms. Julianne Polanco  
State Historic Preservation Officer  
Office of Historic Preservation  
Department of Parks & Recreation  
1725 23rd Street, Suite 100  
Sacramento, CA 95816

Attn: Mr. Mark Beason

**Subject: Section 106 Consultation for Building 10 Roof Improvement and Safety Railing Project at Ames Research Center, Moffett Field, Santa Clara County, California**

Dear Ms. Polanco:

The National Aeronautics and Space Administration (NASA) Ames Research Center (ARC) requests Section 106 consultation on the Building 10 Roof Improvement and Safety Railing Project (project or undertaking) in the NASA Ames Research Park, Moffett Field, Santa Clara County (see Appendix A in attachment, Figures 1 and 2). NASA ARC has determined that this project constitutes an undertaking under Section 106 of the National Historic Preservation Act of 1966 (54 United States Code § 306108), as amended.

NASA ARC retained AECOM to conduct a technical study for this project. The study was conducted by cultural resources professional who meet the Secretary of the Interior's professional qualifications standards (36 CFR Part 62; 48 Federal Register 44738). The technical memo prepared by AECOM, dated December 8, 2023, which includes a description of the undertaking, the Area of Potential Effects (APE), identification efforts, and an assessment of potential effects resulting from the undertaking, is enclosed for your review. For further details on the following summary, see the attached report.

*Description of the Undertaking*

NASA proposes to improve the existing roof by removing the built-up roofing and gravel cap and installing a roofing membrane system. New folding safety railings will be installed at the parapet

where the height does not meet necessary safety standards. The existing concrete parapet will be cleaned and prepared for the new roofing membrane. Existing light fixtures will be removed and reinstalled.

The project proposes to install a single-ply roofing membrane. The existing built-up roofing system, including the gravel cap, will be removed in its entirety to the existing concrete deck. The existing concrete deck will be inspected and patched as necessary to provide for a smooth uniform surface. The roof hatch will be removed and replaced. Roof scuppers will be reconditioned, and the existing downspouts will be removed and replaced in kind. Mechanical vents will be removed and reinstalled. Existing pipes and venting stack locations will remain and penetration through the membrane will be resealed.

The folding safety railing will be installed where the existing parapet does not meet necessary safety standards. The railing will be galvanized steel top rails and midrails with a maximum 19" gap between and the top of the railing will be installed at a uniform elevation throughout. The railing's 8.5" x 5" mounting brackets will be installed on the interior of the parapet. The existing concrete parapet is a minimalist Spanish Colonial Revival/Mission-style with a stepped detail at the center of each façade. Because this stepped detail meets the necessary height safety requirements, the railing will not be installed at these locations.

See Appendix B in the attachment for exhibits related to the project.

#### *Area of Potential Effects*

The APE is defined to address both direct and indirect impacts on known and potential historic properties and encompasses areas that may be affected by both temporary and permanent construction activities. The APE overlaps with the National Register of Historic Places (NRHP)-listed Naval Air Station (NAS) Sunnyvale Historic District and accounts for potential effects on the entire district. However, because the project proposes installation of rooftop safety railings that would result in limited visual impacts to the immediate surroundings of the buildings, the APE focuses on Building 10 and includes a 50' buffer around its building footprint to encompass any associated historic properties. No below-grade activities are proposed for this project, so consideration of archaeological resources is not included. (see Appendix A in attachment, Figure 3).

#### *Identification Efforts*

The APE is contained in the NAS Sunnyvale Historic District and encompasses one contributor, Building 10, previously listed in the NRHP in 1994. No ground-disturbing activities are proposed; therefore, archaeological resources were not considered as part of this study. For more details on the study's methodology, please see the attached memorandum provided for your review.

#### *Affected Historic Properties*

The APE is contained within the NAS Sunnyvale Historic District, which was listed in the NRHP in 1994, and includes Building 10. The District is significant under NRHP Criteria A and C, and originally included only the earliest Spanish Colonial campus buildings around Shenandoah Plaza

and Hangars 1, 2, and 3, including Building 10. The original periods of significance of the district were identified as 1930 through 1935 and 1942 through 1946. The utilitarian style of later buildings was noted in the NRHP nomination; however, at the time of the nomination, several buildings were not yet 50 years old and were not considered contributing under the statement of significance that focused on Spanish Colonial Revival-style architecture and the engineering feat related to the airfield hangars.

### *Effects Assessment*

In accordance with the Secretary of the Interior's Standards, the roof improvements and new railings would not destroy historic materials, features, or the spatial relationships that characterize the property, and would be differentiated but compatible and reversible. The criteria of adverse effect were applied to the project and its proposed alteration of Building 10. In summary, the project would meet the Secretary of the Interior's Standards for Rehabilitation (see attachment for full assessment of effects), and Building 10 would retain integrity of location, design, setting, materials, workmanship, feeling, and association after implementation of the project. The proposed undertaking would not alter, directly or indirectly, any of the characteristics of a historic property that qualify it for inclusion in the NRHP.

### *Finding of Effect*

Based on the assessment conducted by a qualified architectural historian, NASA ARC has made a finding of No Adverse Effect for this undertaking, per 36 CFR 800.5(b).


### *Consultation Efforts*

Due to the limited scope of the project and its limited potential to cause effects on Building 10, NASA ARC has not identified additional consulting parties for this Section 106 review. However, NASA ARC is making these findings available to the public via the NASA ARC Historic Preservation Office website (<https://historicproperties.arc.nasa.gov/section106.html>).

NASA ARC requests the State Historic Preservation Officer's concurrence on NASA's finding of No Adverse Effect for this undertaking pursuant to 36 CFR 800.5(b). Please provide a response within 30 days of receipt of this letter, as specified in 36 CFR 800.5(c).

Please contact me at [jonathan.d.ikan@nasa.gov](mailto:jonathan.d.ikan@nasa.gov) or at (650) 604-6859 with your comments or questions.

Sincerely,



Jonathan Ikan  
Center Cultural Resources Manager



Ames Research Center, MS 213-8  
Moffett Field, California 94035

**cc:**

HQ/EMD/Dr. Rebecca Klein, Ph.D., RPA

**Enclosures**

Technical Memorandum for the Building 10 Roof Improvement and Safety Railing Project, prepared by AECOM, dated December 8, 2023