



**DEPARTMENT OF PARKS AND RECREATION  
OFFICE OF HISTORIC PRESERVATION**

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August 24, 2022

VIA Email

In reply, refer to: NASA\_2022\_0718\_001

Mr. Jonathan Ikan  
Center Cultural Resources Manager  
NASA Ames Research Center  
Mail Stop 213-8  
Moffett Field, CA 94035

Subject: Building N226 Motor Pool Relocation Project, NASA Ames Research Center,  
Moffett Field, Santa Clara County

Dear Mr. Ikan:

The California State Historic Preservation Officer (SHPO) has received the July 15, 2022, letter initiating consultation regarding an undertaking at NASA Ames Research Center (ARC). NASA is consulting with the State Historic Preservation Officer (SHPO) to comply with Section 106 of the National Historic Preservation Act of 1966 (54 U.S.C. §306108), as amended, and its implementing regulations at 36 CFR Part 800. Along with the letter, NASA submitted project maps and a memorandum dated May 31, 2022, prepared by AECOM that provides Section 106 consultation information.

NASA proposes to rehabilitate Building N226 for use the motor pool program. NASA identified Building N226, built in 1948 as the 6' x 6' Supersonic Wind Tunnel building, as the optimal spot to relocate the Motor Pool, because it is on the NASA Ames Campus within the secure area of ARC, is currently vacant, and has a compatible layout with existing bay doors that can accommodate large vehicles and equipment.

The project would modify the interior of the north wing of Building N226 to accommodate the Motor Pool. Two sections of the existing 6"-thick first floor concrete slab in the north wing would be removed and replaced with 1'-thick concrete slabs for auto lift foundations. One section of concrete measures 14' by 5', and the other is 13' by 4'. Other first floor modifications include the installation of two new hydraulic auto lifts and other maintenance equipment, and the removal of an existing rollup door on the south wall of the north wing. The door opening would be infilled with a 2-hour wall to separate occupancies in the building. Modification of the second floor of the north wing is limited to the enclosure of an exhaust shaft that would extend from the first-floor facility to the roof of the north wing.

Alterations to the exterior of Building N226 envelope are limited to the modification of a multi-lite metal sash window north of the primary entrance in the center section on the façade. One panel of the window would be replaced with a louvered vent. Vertical elements that imitate the window mullions of the removed window would be affixed to the vent to retain visual cohesion.

The project would construct a new fuel station and car wash rack northwest of Building N226 in a paved area south of Parsons Avenue. This includes removal of a sewer line and associated cleanouts; a waterline; a storm drain inlet; a curb on the west side; and asphalt and the underlying base. Project work at this location consists of new concrete pavement in the fuel station and car wash rack; a concrete curb along the east side of a paved area immediately south of the fuel station; a gutter along the north side of the new paved area; and a 12'-tall and 12"-thick concrete masonry unit (CMU) fireproof wall between the fuel station and the car wash rack. The fuel station would include two new 2,000-gallon fuel tanks and diesel and gasoline fueling pumps on a 1'-thick concrete slab surrounded by a 6'-tall security fence. The car wash rack structure would be immediately adjacent to the new fuel station and separated by the fireproof wall. The car wash rack would consist of a steel-frame canopy measuring 25'-long by 22'-wide by 16'-tall on a 1'-thick concrete slab, plastic drop sheet siding, a water hose bib, electrical outlets, and drainage. New lighting would be installed for the fuel station and the car wash rack. The project would include approximately 170' of trenching up to 30" deep from the northeast side of Building N226 along Parsons Avenue for utility lines to connect the car wash and rack and fuel station, and approximately 140' of excavation up to 40" deep for sewer, storm drain, and water lines.

The project would also provide Americans with Disabilities Act (ADA)-compliant parking, sidewalk, and ramp improvements at the north, east, and south sides of Building N226. The parking area along the north side of Parsons Avenue would be re-stripped and feature new site lighting and low-voltage electric vehicle (EV) charging stations. Approximately 1,330 square feet of sidewalks on the east side of Building N226 along DeFrance Avenue and on the south side to the parking lot would be replaced. The new sidewalks would match existing grades at tie-in points. Two detectable warning strips would be installed on the east side near the primary entrance on the façade (east side) and an ADA-compliant parking space and ramp would be installed on the south side. Minimal ground disturbance (6" to 12" deep) for the sidewalk replacement and installation of EV charging stations is anticipated.

NASA identified the Area of Potential Effects (APE) for the undertaking that extends to a 75' buffer around the project area due to the relative scale and location of the project improvements. Any potential visual, audible, or atmospheric effects resulting from the project are unlikely to affect historic properties beyond Building N226's immediate surroundings. Above-ground activities include temporary staging, which is unlikely to have indirect impacts on historic properties; construction of the fuel station, car wash

rack, and ADA-compliant sidewalk and parking improvements; interior rehabilitation of the north wing of Building N226; and replacement of a window panel in the center section on the façade of Building N226. Potential ground disturbance and the vertical APE extend to a maximum depth of 40" below grade to install utilities and new foundations for the fuel station, car wash rack, hydraulic lifts, and EV stations, and sidewalk replacement.

NASA identified Building N226 as individually eligible for listing in the National Register of Historic Places (NRHP) as the former 6'X6' Supersonic Wind Tunnel. The APE also overlaps the NASA Ames Wind Tunnel Historic District, which is listed in the NRHP, and the proposed NACA District, which NASA has determined eligible for the NRHP, and contains Building N226, which is a contributor to both districts.

Based upon the 2017 AECOM archaeological investigation, the proposed work is in an area of low archaeological sensitivity and was not identified as sensitive for either prehistoric or historic-period resources.

NASA determined the undertaking would not adversely affect Building N226 or the overlapping historic districts. Therefore, NASA proposes a Finding of No Adverse Effect for this undertaking. After reviewing the information submitted, the SHPO offers the following comments.

- This project qualifies as an undertaking with the potential to affect historic properties.
- The APE is sufficient to take direct and indirect effects of the undertaking into account.
- Identification and evaluation efforts are sufficient.
- Based upon the information submitted, the SHPO has no objection to the proposed Finding of No Adverse Effect for this undertaking.
- Please be advised that under certain circumstances, such as unanticipated discovery or a change in project description, NASA may have additional future responsibilities for this undertaking under 36 CFR Part 800.

If there are any questions or concerns, please contact State Historian Mark Beason, at (916) 445-7047 or [mark.beason@parks.ca.gov](mailto:mark.beason@parks.ca.gov).

Sincerely,



Julianne Polanco  
State Historic Preservation Officer