



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

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February 22, 2022

VIA Email

In reply, refer to: NASA\_2020\_1206\_001

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

Subject: Hangar 1 Rehabilitation, NASA Ames Research Center

Dear Mr. Ikan:

The California State Historic Preservation Officer (SHPO) has received the December 9, 2021, letter continuing 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.

In previous correspondence, NASA and the SHPO consulted regarding the undertaking to remove the PCB- and lead-impacted paint coating on the existing Hangar 1 superstructure and to install a metal skin, glazing systems, and roofing system to ensure that the hangar is enclosed and that past performance issues are addressed. In a letter dated June 22, 2020, the SHPO offered no objection to NASA's proposed Finding of No Adverse Effect for this undertaking. With the 2021 letter, NASA informed the SHPO that the scope of work has been modified to include the following changes to the exterior rehabilitation / re-cladding of Hangar 1:


- The perimeter stem wall is in overall better condition than originally anticipated. Therefore, it is possible for selective patch and repair as needed, and there are no sections of the stem wall that will need to be replaced.
- The previous project design included the retention and rehabilitation of the monitor walk at the apex of the roof, elevating it to provide the required clearance for the new roof below, installing non-combustible metal deck in lieu of the original wood planking, and raising the existing guard rails to meet current safety codes. This has proven infeasible, so instead, the monitor walk will be removed prior to the installation of the new roof, and a compatible new monitor walk will be installed. The new roofing system, including insulation, is a substantial

improvement from the historic condition that will ensure long-term protection and usability of the historic Hangar.

- The previous project design included enlarging the Tier Three windows on the airfield (east) side of Hangar 1 to increase solar heat gain in the building interior and provide additional natural light. Additional study determined that this modification to the historic condition is not required to meet performance goals. It is possible to replicate the historic size and configuration of the Tier Three windows, so they will be replaced within the existing openings with the same new aluminum industrial window systems as the rest of the building.
- The original scope of work included fixing the north clamshell door in a closed position and returning the south clamshell door to full operational condition. The revised project omits the full mechanical rehabilitation of the south clamshell door, as it is not needed to accommodate new uses within the Hangar. Instead, the trunnion pins will be rehabilitated so that the south clamshell door can be pushed into place. Both the north and south clamshell doors and the associated mechanical and structural elements of the operating machinery will be retained in place so that both doors can be returned to full mechanical operational condition in the future.
- The previous project design included new in-ground uplighting around the perimeter of the building and on the roof monitor which has been removed from the project scope. This lighting is an added feature that did not exist historically and was designed for aesthetic, not functional, reasons.
- The previous project specified the installation of a new lightning protection system for the Hangar, but this has been removed from the project because of the small likelihood of a significant lightning strike in the area and because the building did not include a lightning protection system historically.

NASA determined that these modifications to the scope of work do not alter the proposed Finding of No Adverse Effect. After reviewing this information, the SHPO has no objection to this determination. If you have any questions or concerns, please contact Mark Beason, State Historian, at (916) 445-4047 or [mark.beason@parks.ca.gov](mailto:mark.beason@parks.ca.gov).

Sincerely,



Julianne Polanco  
State Historic Preservation Officer