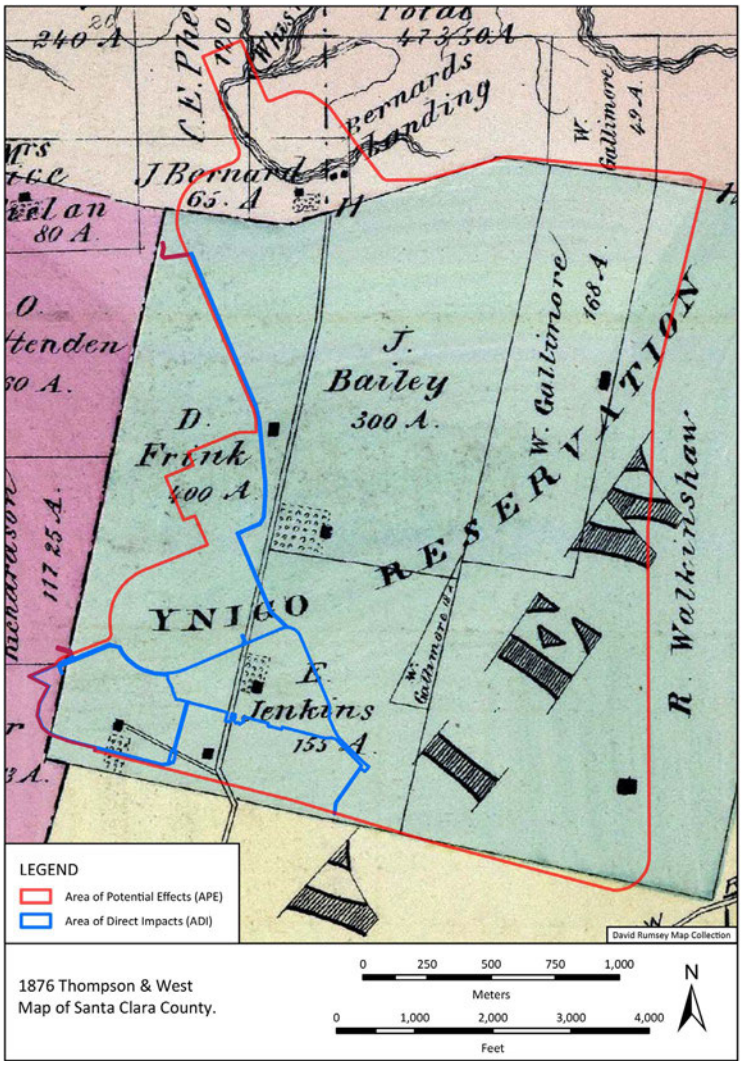
Appendix 3.5-1

Cultural Resource Inventory Report

Cultural Resource Inventory Report

for the Berkeley Space Center at NASA Research Park Project, Santa Clara County, California

Prepared for University of California, Berkeley and National Aeronautics and Space Administration Ames Research Center



1876 Thompson & West Map of Santa Clara County.

ALBION & Architectural Resources Group

April 2026 Revision 005

Cultural Resource Inventory Report for the Berkeley Space Center at NASA Research Park Project, Santa Clara County, California

April 2026 Revision 005
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Executive Summary

PROJECT DESCRIPTION

Moffett Partners, LLC (Project Proponent), a joint venture of The Regents of the University of California (UC Regents) and SKSP NRP, LLC, is proposing a master-planned mixed-use academic and research project, referred to as the Berkeley Space Center at the National Aeronautics and Space Administration (NASA) Research Park (NRP) (proposed project/proposed action).[1] The Project Proponent will require authorization from the UC Regents under the California Environmental Quality Act (CEQA) to proceed with the proposed project, and NASA's approval to proceed following analysis consistent with the National Environmental Policy Act (NEPA). NASA is the NEPA Lead Agency for the proposed action and, as the Authority Having Jurisdiction, NASA would issue building permits and monitor applicable mitigation measures related to development and operation of the proposed project. The UC Regents is the CEQA Lead Agency for the proposed project and would provide authorization before the proposed action is submitted for NASA's approval.[2]

The University of California, Berkeley (UC Berkeley) (on behalf of UC Regents) and NASA are preparing a joint environmental impact report/environmental impact statement (joint EIR/EIS) for the proposed project that evaluates the following: [3]

- CEQA Proposed Project (NEPA Build Alternative 1)
- CEQA Reduced Density Alternative (NEPA Build Alternative 2)
- CEQA Reduced Height Alternative
- CEQA No-Project/Existing Conditions Alternative
- NEPA No-Action Alternative

REGULATORY ENVIRONMENT

The proposed project is subject to federal regulations, including NEPA (42 United States Code Section 4321 et seq.) and the National Historic Preservation Act (NHPA) of 1966 (54 United States Code, Section 300101 et seq.). NEPA and NHPA mandate that Federal agencies consider the effects of projects on cultural resources and historic properties, respectively. The proposed project constitutes an undertaking under Section 106 of the NHPA (54 United States Code, Section 306108)

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1 Throughout this report, *proposed project* refers to both the proposed project (under the California Environmental Quality Act) and the proposed action (under the National Environmental Policy Act).

2 UC Regents is a legal entity that includes all of the University of California campuses.

3 Throughout this report, the discussion of the CEQA Proposed Project and the CEQA Reduced Density Alternative also applies to the corresponding Build Alternative under NEPA.

and its implementing regulations (36 Code of Federal Regulations Part 800), which define historic properties as resources eligible for or listed in the National Register of Historic Places (NRHP).

Amendments to the NHPA in 1992 (Section 101[d][6][A]) specify that "[p]roperty of traditional religious and cultural importance to an Indian tribe . . . may be determined to be eligible for inclusion on the National Register." These properties may be determined eligible for inclusion in the NRHP because of their "association with cultural practices or beliefs of a living community that are: (1) rooted in that community's history; and (2) are important in maintaining the continuing cultural identity of the community" (Parker and King 1998). In order to be eligible for listing in the NRHP, a Traditional Cultural Place (TCP) must still meet one of the four basic Criteria for Evaluation, as outlined in 36 CFR Part 60.4 (a, b, c, d) and must retain integrity (see National Register Bulletin 15, Chapter VIII).

NASA, in consultation with the Advisory Council on Historic Preservation, the National Conference of State Historic Preservation Officers, and other consulting parties, developed the NASA-Wide Programmatic Agreement (NPA) as a Section 106 program alternative pursuant 36 CFR 800.14(b). Executed in October 2025, the NPA governs NASA's implementation of alternate procedures for project review and the resolution of adverse effects on historic properties under Section 106. The NPA applies to this undertaking.

The proposed project is also subject to the California Environmental Quality Act (CEQA) Sections 21083.2 and 21084.1 (California Public Resources Code, Section 21000, et seq.) and the CEQA guidelines for implementing the statute (14 California Code of Regulations, Section 15000, et seq.). CEQA requires that lead agencies consider the impacts of discretionary projects on historical resources (i.e., resources eligible for or listed on the California Register of Historical Resources (CRHR), listed in a local inventory of significant cultural resources, or identified as significant in a qualifying survey). In 2015 the CEQA regulations were revised to incorporate the requirements to consult with California Native American tribes and to consider project impacts to Tribal Cultural Resources (TCRs) per legislation that was passed in 2014 as Assembly Bill 52. These CEQA requirements for consultation with tribes and consideration of TCRs are commonly referred to as "AB 52" requirements.

SUMMARY OF WORK

Albion Environmental, Inc. (Albion) and Architectural Resources Group (ARG) performed a comprehensive cultural resources inventory within the proposed project's Area of Potential Effects (APE) and Area of Direct Impact (ADI) (see Figure A-9. APE and ADI map with depths of impact). The comprehensive study includes: 1) archival and background research; 2) a review of records at the California Historical Resources Information System, Northwest Information Center at Sonoma State University (NWIC); 3) archaeological survey of the proposed project ADI; 4) survey of the built environment within the Built Environment Study Area (see Figure A-9. APE and ADI map with depths of impact); 5) Canine Forensic Survey; 6) consultation with Native Americans and other interested parties; and 7) a report of findings. The study was conducted for a joint EIR/EIS as required by CEQA and NEPA, AB 52 consultation, and consultation with interested stakeholders under Section 106 of the NHPA. Albion and ARG are contracted by ICF Jones & Stokes for this study.

RECORDS SEARCH RESULTS

According to the NWIC, 58 cultural resource studies have been previously conducted within the proposed project APE, and 62 cultural resource studies have been previously conducted within a half mile radius. Additionally, according to the records search, 155 previously recorded cultural resources are located within the APE. Ten of these are archaeological resources including precontact sites P-43-000034 (CA-SCL-14), P-43-000035 (CA-SCL-15), P-43-000036 (CA-SCL-16), P-43-000037 (CA-SCL-17), P-43-000038 (CA-SCL-18), P-43-000039 (CA-SCL-19), P-43-000040 (CA-SCL-20), P-43-000041 (CA-SCL-21), and P-43-000044 (CA-SCL-24) and multi-component site P-43-001825 (CA-SCL-864/H). Additionally, a review of previous cultural resources studies conducted for NASA ARC (AECOM 2025) identified two recently recorded precontact archaeological sites P-43-004487 (CA-SCL-1145) and P-43-004488 (CA-SCL-1146), and four isolates (RP-ISO-01–04). Three of these (P-43-004487, P-43-004488, and RP-ISO-03) are located within the ADI. Sites P-43-004487 and P-43-004488 are low density shell scatters, while RP-ISO-03 consists of a single faunal rib bone fragment.

BUILT ENVIRONMENT RESULTS

ARG reviewed the NWIC records search results and additional documentation associated with past cultural resource investigations available from NASA ARC. The Built Environment Study Area — which is the portion of the APE in which the proposed project has the greatest likelihood of causing effects to built environment resources — contains Hangar One and Hangar Two, both of which have been evaluated as individually eligible for NRHP listing. Furthermore, the Built Environment Study Area contains 49 resources that previously have been identified as contributors to the NRHP-listed U.S. Naval Air Station Sunnyvale, California Historic District (NAS Sunnyvale Historic District). Numerous additional resources have previously been evaluated as ineligible for NRHP listing. ARG identified 28 built environment resources in the study area that appear to lack valid historical register evaluations.

In May and July 2025, ARG staff conducted field surveys to document resources within the Built Environment Study Area, with a focus on those that required new or updated evaluations. ARG then documented NRHP and CRHR evaluations of these resources on Department of Parks and Recreation (DPR) 523-series inventory forms. As a result of the evaluations, ARG recommends that three additional built environment resources should be considered contributors to the NAS Sunnyvale Historic District: Building 86 (Moffett Field Chapel), Building 87 (Moffett Field Chapel Boiler House), and the Shenandoah Plaza Streetlights. Therefore, the Built Environment Study Area contains two individually eligible buildings and 52 contributors to the NAS Sunnyvale Historic District; these qualify as historic properties under Section 106.

The remaining 25 surveyed resources received new or updated evaluations that concluded they do not appear to meet the eligibility requirements of the NRHP and CRHR. Twelve additional previously documented resources in the Built Environment Study Area have been demolished; ARG completed DPR update forms to document that these resources are no longer extant.

ARCHAEOLOGICAL RESOURCES RESULTS

Albion conducted an archaeological survey of the ADI on May 14, 2025. Constraints during the survey included areas of poor surface visibility due to paved roadways, walkways, parking lots,

buildings, and concrete pads obscuring 80% of the ADI. Due to restricted access, Albion was unable to survey approximately 0.12-miles of Zook Road between Hall Road and the NASA Ames Fire Department and the entire 0.25-miles of Cummins Avenue. In addition, after Albion had completed the pedestrian survey, the project expanded the Limits of Work along Cody Road. However, the survey conducted by AECOM between October 2023 and January 2024 encompassed all areas Albion was not able to survey as part of the current study, as detailed in AECOM 2025:37-38. The methodologies employed by AECOM were comparable to those used in our own inventory, including inspection of all unpaved and undeveloped areas. Given the scope and rigor of the recent prior study, we regard it as a dependable reference for our inventory and assessment.

During the pedestrian archaeological survey, Albion revisited precontact sites CA-SCL-1145 (P-43-004487) and CA-SCL-1146 (P-43-004488). The team also identified an isolated scatter of clam shells (Albion-BSC-ISO-01). Based on the taxa represented, depositional context, and condition of the specimens, Albion determined that the scatter does not constitute an intact archaeological deposit — precontact or historic — and was most likely introduced inadvertently through the placement of imported fill. Previously recorded isolate RP-ISO-03 was not relocated. These findings confirm that the proposed project ADI contains archaeological resources.

Background research indicates that the APE and ADI are sensitive for historic-era archaeological resources. Historic artifacts were identified at CA-SCL-864/H (P-43-001825) within the APE about 250 m southwest of the Project Site. No previously recorded historic-era archaeological resources are documented in the ADI and none were found during the pedestrian survey for this study. However, the ADI is sensitive for pre-1931 agricultural resources based on a series of archival maps showing the locations of historic farmsteads in the area between the 1850s and 1920s. In particular, one farmstead associated with Evan Jenkins and other known owners overlaps with the ADI on historic maps from the 1870s and 1890s. Historic-era agricultural resources may inform important research themes such as Site Structure and Land Use Patterns, Economic Strategies, Ethnic and Cultural Adaptation, Agricultural Technology and Science, Household Composition and Lifeways, and Labor History.

On March 16 and 17, 2026, a Canine Forensic Survey was also conducted on the Project Site, and the results were positive. The canine team alerted at several locations, suggesting that human remains are likely located within the Project Site. During the Canine Forensic Survey, the field team also identified one isolated artifact scatter (Albion-BSC-ISO-02), located [redacted]. The scatter comprised 16 shell fragments and a chert flake. Heavy weathering and disturbed surface context indicate the scatter does not represent an in-situ archaeological deposit.

In addition to the inventory of archaeological resources, Albion also conducted a buried sites assessment and determined that most areas within the APE and the entire ADI are only moderately sensitive for deeply buried precontact archaeological sites, which may be obscured by natural geomorphic processes. Sensitivity for deeply buried resources is primarily confined to the northern boundary of the APE.

Albion's analysis indicates that archaeological cultural resources potentially eligible for the NRHP and the CRHR are located within the proposed project ADI. Currently, neither of the sites identified in the ADI have undergone evaluation for eligibility under CEQA or the NHPA. These sites include CA-SCL-1145 and CA-SCL-1146, and will be treated as eligible for the CRHR and NRHP, for CEQA purposes, as discussed below. NASA will continue to assess the presence of NRHP-eligible historic properties in

the APE and potential adverse effects under the Section 106 process informed by these identification efforts.

AB52 AND SECTION 106 CONSULTATION RESULTS

NASA ARC and UC Berkeley (on behalf of the UC Regents) are conducting formal consultation with Native American representatives pursuant Section 106 of NHPA and California Assembly Bill 52 (AB 52), respectively, with assistance from Albion. Albion requested a search of the Sacred Lands Files (SLF) from the Native American Heritage Commission (NAHC) in June 2024 and received a response in July 2024, indicating that the Sacred Lands File search was negative and identifying 19 interested Native American parties. UC Berkeley sent AB 52 consultation letters to the tribes on August 16, 2024. No federally recognized Tribes were identified in association with the Project Site; NASA as the federal agency invited the non-federally recognized tribes to participate in the Section 106 process as "additional consulting parties" due to their documented interests and knowledge of potential historic properties in the APE that should be considered in the Section 106 Process. NASA sent Section 106 letters to the tribes on August 22, 2024. On behalf of the lead agencies, Albion sent follow-up emails on August 22 and 30, 2024. In April 2025, NASA sent a second SLF request to the NAHC. On April 15, 2025, the NAHC responded that the SLF search was negative, and again provided a list of tribal representatives. NASA sent updated consultation letters to tribes on April 18, 2025. Three tribes, The Muwekma Ohlone Tribe of the San Francisco Bay Area (Muwekma), Costanoan Rumsen Carmel Tribe (CRCT), and the Tamien Nation (Tamien) responded to the request to consult.

To date, there have been a total of nine (9) consultation meetings, three (3) with the Muwekma, three (3) with the CRCT, and three (3) with the Tamien. The tribes have also all participated in a site visit, and all requested information has been shared with the tribes. In addition, a Canine Forensic Survey was completed at the request of the Tamien Nation and five members from the Tamien Nation monitored the completion of that survey. The tribes have raised concerns about the potential impact of the project to tribal resources.

Through consultation with the tribes, multiple tribes identified the twelve (12) known tribal archaeological sites in the APE as potential Traditional Cultural Places (TCPs) / Tribal Cultural Resources (TCRs) (i.e., P-43-000034 (CA-SCL-14), P-43-000035 (CA-SCL-15), P-43-000036 (CA-SCL-16), P-43-000037 (CA-SCL-17), P-43-000038 (CA-SCL-18), P-43-000039 (CA-SCL-19), P-43-000040 (CA-SCL-20), P-43-000041 (CA-SCL-21), P-43-000044 (CA-SCL-24), P-43-001825 (CA-SCL-864/H), CA-SCL-1145, and CA-SCL-1146); these archaeological sites have not been formally evaluated for eligibility under the CRHR or NRHP criteria.

The Tamien Nation identified the [redacted] Cultural Landscape ([redacted]CL) and its multiple contributing components as potential TCPs/TCRs within the APE. The Tamien Nation has identified multiple contributing components of the [redacted] The [redacted]CL has not been formally evaluated for eligibility

under the CRHR or NRHP criteria, although the Tamien Nation indicated significance under NRHP Criteria A and D.

Under PRC Section 21074(a)(1)(2), the [redacted] CL, and its contributing components, identified by the tribes as TCRs within the APE, have been determined by the CEQA lead agency, in its discretion and supported by substantial evidence, to be significant.

Under Section 106 of the NHPA, NASA acknowledges that the tribes identified archaeological sites, the [redacted] CL, and [redacted] in the APE as TCPs. NASA will continue to assess the presence of NRHP-eligible TCPs in the APE and potential adverse effects under the Section 106 process informed by these identification efforts. NASA has determined that NRHP evaluation of the entire [redacted] CL (which encompasses a vast area of approximately 22 square miles, or 14,000 acres) as identified by the tribe, is beyond the scope of the proposed project (which has an APE of approximately 1,280 acres and ADI of 45 acres). Further consultation with the tribes will seek to clarify the presence of contributing components to the [redacted] CL, including [redacted], in the APE.

AB 52 and Section 106 consultation is active and ongoing.

NASA invited eight additional potentially interested organizations to consult on the proposed project through the Section 106 process. The Moffett Field Historical Society, City of Mountain View, Mountain View Historical Association, and County of Santa Clara Historical Heritage Commission have accepted the consultation request, and representatives of these organizations attended consultation meetings with NASA on June 25, 2025, and January 30, 2026. Section 106 consultation is ongoing.

RECOMMENDATIONS

BUILT ENVIRONMENT RESOURCES

At the current level of design, the project has the potential to diminish the integrity of built environment resources that meet the definition of a Section 106 historic property and CEQA historical resource. Construction of the project has the potential to cause construction- and vibration-related damage to nearby contributors to the NAS Sunnyvale Historic District, including the Shenandoah Plaza Streetlights and Hangar One. (A detailed analysis of the project's potential for vibration-related damage is available in the *Noise and Vibration Technical Report*.) Construction of the project would also introduce new building masses in the immediate vicinity of the NAS Sunnyvale Historic District that are taller than many of the district's contributing properties and would be visible from vantage points within the district's boundaries. The proposed project, in tandem with other projects completed or proposed at NASA ARC, would discernibly lessen the NAS Sunnyvale Historic District's integrity of setting. For these reasons, ARG recommends that the project would have an adverse effect on built environment historic properties for the purposes of Section 106 review; it would also cause a significant impact under CEQA.

ARG recommends several mitigation measures to lessen or avoid the identified impacts to significant built environment resources. These measures should be incorporated into the EIR/EIS that is

currently being developed to comply with the requirements of CEQA and NEPA. The mitigation measures would protect historic district contributors from inadvertent damage during project construction, as well as require ongoing review of project building designs to ensure the greatest possible degree of adherence to the Secretary of the Interior's Standards relative to the NAS Sunnyvale Historic District. Furthermore, the proposed measures would require an interpretive program that produces public-facing materials documenting the original setting of the historic district.

ARCHAEOLOGICAL RESOURCES

Due to the complex logistical challenges associated with carrying out pre-construction subsurface archaeological investigations in urban areas (e.g., limitations on accessing original ground because of existing pavement and structures), it is recommended that the known archeological resources within the ADI be treated as eligible for the CRHR and NRHP, for CEQA purposes, and subject to mitigation. We recommend that this process be documented in the CEQA impact analysis and that a Cultural Resources Treatment and Monitoring Plan (CRTMP) focused on archaeological resources be included as a CEQA mitigation. Under Section 106 of the NHPA, NASA will continue to assess the presence of NRHP-eligible archaeological resources and TCPs in the APE and potential adverse effects under the Section 106 process informed by these identification efforts. Albion recommends that the CRTMP be developed in consultation with ARC Center Consulting Parties under the NASA-Wide Programmatic Agreement, as appropriate. The CRTMP should specify the procedures to be used to implement the project's required mitigation measures or conditions of approval in the field, and the standards that will be appropriate given the locations and kinds of unanticipated cultural properties identified.

The CRTMP will include a Monitoring Plan that defines the Cultural Resources Monitoring Area (CRMA), requirements for cultural resources sensitivity training, monitoring schedules, procedures for addressing archaeological discoveries made during construction, documentation requirements, etc. The CRTMP will also include a tribal ethnographic study for each consulting tribe developed in partnership with the tribes that incorporates tribal realities. It will also require public interpretation, as determined through consultation with consulting parties, as appropriate, and designed as part of the interpretive program.

The CRTMP will include a plan for conducting subsurface archaeological assessment/evaluation of a sample of the archaeologically sensitive areas and Canine Forensic Survey Alert locations, with sample locations focused on areas of clustered Canine Forensic Survey Alerts and/or areas where the archaeological sensitivity overlaps with the Canine Forensic Survey Alert results. The sample testing locations would be determined through continued consultation with ARC Center Consulting Parties under the NASA-Wide Programmatic Agreement, as appropriate. The plan should include subsurface testing through a combination of non-invasive methods (e.g., ground-penetrating radar), mechanical trenching, and hand excavation to allow the qualified Archaeologist and tribal monitor to observe subsurface conditions and locate any buried cultural deposits, features, or artifacts. If the subsurface investigation identifies archaeological resources, the Archaeologist should conduct hand excavation to evaluate the find to recommend its eligibility under the NHPA Section 106 (36 CFR Part 800). The plan would include research themes and eligibility criteria to guide the evaluation of archaeological resources under the NRHP. The qualified Archaeologist should document any findings and subsurface conditions in a report that should be submitted to NASA. The draft technical report would be shared with the SHPO and all ARC Center Consulting Parties under the NASA-Wide

Programmatic Agreement, as appropriate, for review and comment. This plan should be developed and implemented after demolition, but prior to any other ground-disturbing activity (e.g., grading, trenching) for each construction phase.

The CRTMP will include a plan for documenting the data potential and integrity of CA-SCL-1145 and CA-SCL-1146. The plan should include subsurface testing through a combination of non-invasive methods (e.g., ground-penetrating radar), mechanical trenching, and hand excavation to allow the qualified Archaeologist and Native American monitor to observe subsurface conditions and locate any buried cultural deposits, features, or artifacts. The project will develop and implement treatments commensurate with the data potential and integrity of archaeological resources CA-SCL-1145 and CA-SCL-1146, and any additional NRHP eligible resources identified through the subsurface archaeological assessment/evaluation study (see above), which would include data recovery guided by a data recovery plan; the amount of data recovery may be scaled based on the data potential and integrity of the resources. The data recovery plan should include controlled subsurface excavations at archaeological resources CA-SCL-1145 and CA-SCL-1146, archival research, and detailed analysis of artifacts and organic remains recovered during excavation, per protocols outlined in this CRTMP. The qualified archaeologist would document the findings and subsurface conditions in a data recovery report, which should be submitted to NASA. The draft data recovery report would be shared with the SHPO and ARC Center Consulting Parties under the NASA-Wide Programmatic Agreement, as appropriate, for review and comment. The final data recovery report would be submitted to Northwest Information Center (NWIC) and ARC Center Consulting Parties under the NASA-Wide Programmatic Agreement, as appropriate. This plan will be developed and implemented after demolition, but prior to any other ground-disturbing activity (e.g., grading, trenching) that includes archaeological resources CA-SCL-1145 and CA-SCL-1146.

The CRTMP will also include treatment plans to reduce project impacts / minimize or offset adverse effects on NRHP eligible resources, including protecting sites or portions of sites from intrusion where practical and feasible, archaeological data recovery, and public interpretation. It will include requirements for the curation and/or reburial for non-human remains and non-funerary objects, reporting requirements, and conflict resolution protocols.

The qualified Archaeologist will oversee an archaeological monitor who should be present during ground disturbing activities (e.g., demolition activities that involve ground disturbance, clearing/grubbing, grading, trenching) within the Cultural Resources Monitoring Area (CRMA), as defined the CRTMP. Native American tribal representatives from the Costanoan Rumsen Carmel Tribe, Muwekma Ohlone of the San Francisco Bay Area, and Tamien Nation should also monitor ground disturbing activities in the CRMA on a rotating basis. Tribal monitoring should also be required for all archaeological testing and data recovery. In addition, cultural resources sensitivity training will be pre-recorded for presentation to all construction personnel. The training will be prepared by the qualified Archaeologist and representatives from the Native American tribes, focusing on how to identify cultural resources that may be encountered during earthmoving activities and the procedures to be followed in such an event. The pre-recorded training materials and a sign-in sheet from the training should be provided to the Project Proponent to ensure compliance with this mitigation measure. The qualified Archaeologist should prepare a monitoring report at the conclusion of archaeological monitoring. Tribal representatives from the Costanoan Rumsen Carmel Tribe, Muwekma Ohlone of the San Francisco Bay Area, and Tamien Nation will review and provide comments on the monitoring report. The final monitoring report would be

submitted to Northwest Information Center (NWIC) and ARC Center Consulting Parties under the NASA-Wide Programmatic Agreement, as appropriate.

In the event that unforeseen precontact (e.g., hearths, stone tools, shell and faunal bone remains, etc.) or historic-era (e.g., bottles, foundations, refuse dumps/privies, etc.) archaeological resources are unearthed, ground-disturbing activities within 100-foot radius of the discovery should be halted or diverted. Work should be allowed to continue outside of the 100-ft buffer area. All archaeological resources unearthed by project construction activities should be evaluated by a qualified Archaeologist, in consultation with tribal representatives from the Costanoan Rumsen Carmel Tribe, Muwekma Ohlone of the San Francisco Bay Area, and Tamien Nation, using methods outlined in the CRTMP. If a resource is determined by NASA, in consultation with the qualified Archaeologist and tribes, to constitute a "historic property" pursuant to Section 106 of the NHPA, the qualified Archaeologist, in consultation with the tribes, should mitigate impacts to the resource using methods outlined in the CRTMP.

If human remains are encountered unexpectedly during implementation of the project, NASA's Protective Services and ARC's Cultural Resources Manager will be immediately notified. If it is determined that the human remains are recent, then the issue becomes a matter for law enforcement officials and there are no further cultural resource responsibilities. If it is determined that the remains are archaeological in nature, NASA will immediately notify the SHPO and ARC Center Consulting Parties under the NASA-Wide Programmatic Agreement. If it is determined that the human remains are not of Native American origin, they will be considered archaeological in nature. Consultation will be initiated pursuant to mitigation outlined in the CRTMP. If it is determined that the human remains are of Native American origin, NASA will initiate consultation with the appropriate Tribe(s) per the Native American Graves Protection and Repatriation Act, 43 CRF Part 10, which will include a draft plan of action. NASA, UC Berkeley, and the Project Proponent will assist the appropriate Tribe(s) to implement the plan of action, as necessary.

TRIBAL CULTURAL RESOURCES

As part of the AB 52 Consultation process with the tribes, the CEQA lead agency has taken into consideration that the tribes have identified fifteen (15) Tribal Cultural Resources (TCRs) within the APE.

The twelve (12) known precontact archaeological sites located within the APE were identified by multiple tribes as TCPs/TCRs (i.e., P-43-000034 (CA-SCL-14), P-43-000035 (CA-SCL-15), P-43-000036 (CA-SCL-16), P-43-000037 (CA-SCL-17), P-43-000038 (CA-SCL-18), P-43-000039 (CA-SCL-19), P-43-000040 (CA-SCL-20), P-43-000041 (CA-SCL-21), P-43-000044 (CA-SCL-24), P-43-001825 (CA-SCL-864/H), CA-SCL-1145, and CA-SCL-1146).

The Tamien Nation identified the [redacted] Cultural Landscape ([redacted]CL) within the APE, and they have also identified specific contributing components of the [redacted]CL that overlap with the APE, including [redacted].

The CEQA lead agency has assumed that the [redacted]CL and the contributing components identified within the APE are TCRs, and that the project will result in a substantial adverse change in the significance of a TCR, as defined in Public Resources Code Section 21074. We recommend that the AB 52 process be documented in the CEQA impact analysis, and that the CEQA lead agency continue AB 52 Consultation.

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Several staff at Albion were instrumental in the successful completion of this study, and we extend our appreciation to each of them. Project Manager Dr. Sarah Peelo helped coordinate various aspects of the study. Ms. Stella D'Oro prepared the maps and figures, and Mr. Andrew Nicchitta formatted the report. Dr. Jennifer Farquhar, Dr. Doug Ross, Dr. James Sarmento, and Mr. Jon Rusch were the Principal Investigators and primary report authors.

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K Consultation with the Muwekma Ohlone Tribe of the SF Bay Area – Confidential
L Consultation with the Northern Valley Yokut / Ohlone Tribe – Confidential
M Consultation with Tamien Nation – Confidential
N Consultation with The Ohlone Indian Tribe – Confidential
O Consultation with the Wuksachi Indian Tribe/Eshom Valley Band – Confidential
P Interested Party Communication – Confidential
Q DPR Forms-Archaeological – Confidential
R DPR Forms-Built Environment
DPR Forms Documenting New Evaluations
DPR Forms Documenting Updated Evaluations
DPR Forms Documenting Demolitions
S Glossary

Introduction 1

Moffett Partners, LLC (Project Proponent), a joint venture of The Regents of the University of California (UC Regents) and SKSP NRP, LLC, is proposing a master-planned mixed-use academic and research project, referred to as the Berkeley Space Center at the National Aeronautics and Space Administration (NASA) Research Park (NRP) (proposed project/proposed action).[4] The Project Proponent will require authorization from the UC Regents under the California Environmental Quality Act (CEQA) to proceed with the proposed project, and NASA's approval to proceed following analysis consistent with the National Environmental Policy Act (NEPA). NASA is the NEPA Lead Agency for the proposed action and, as the Authority Having Jurisdiction, NASA would issue building permits and monitor applicable mitigation measures related to development and operation of the proposed project. The UC Regents is the CEQA Lead Agency for the proposed project and would provide authorization before the proposed action is submitted for NASA's approval.[5]

The University of California, Berkeley (UC Berkeley) (on behalf of UC Regents) and NASA are preparing a joint environmental impact report/environmental impact statement (joint EIR/EIS) for the proposed project that evaluates the following: [6]

- CEQA Proposed Project (NEPA Build Alternative 1)
- CEQA Reduced Density Alternative (NEPA Build Alternative 2)
- CEQA Reduced Height Alternative
- CEQA No-Project/Existing Conditions Alternative
- NEPA No-Action Alternative

As the lead Federal agency, NASA has determined that this proposed project constitutes an undertaking under Section 106 of the National Historic Preservation Act (NHPA) of 1966 (54 United States Code, Section 306108). As such, NASA is implementing regulations (36 Code of Federal Regulations 800) to complete the identification of historic properties. Furthermore, the proposed project is subject to the National Environmental Policy Act (NEPA). These Federal regulations mandate that Federal agencies consider the effects of projects on historic properties—i.e., resources eligible for or listed on the National Register of Historic Places (NRHP). Amendments to the NHPA in 1992 (Section 101[d][6][A]) specify that properties of traditional religious and cultural importance to a tribe may be determined eligible for inclusion in the NRHP, and recommended as a Traditional

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4 Throughout this report, *proposed project* refers to both the proposed project (under the California Environmental Quality Act) and the proposed action (under the National Environmental Policy Act).

5 UC Regents is a legal entity that includes all of the University of California campuses.

6 Throughout this report, the discussion of the CEQA Proposed Project and the CEQA Reduced Density Alternative also applies to the corresponding Build Alternative under NEPA.

Cultural Place (TCP), because of their "association with cultural practices or beliefs of a living community that are: (1) rooted in that community's history; and (2) are important in maintaining the continuing cultural identity of the community" (Parker and King 1998).

At the state level, the proposed project is subject to compliance with the California Environmental Quality Act (CEQA) Sections 21083.2 and 21084.1 (California Public Resources Code, Section 21000, et seq.) and the CEQA guidelines for implementing the statute (14 California Code of Regulations, Section 15000, et seq.). In 2015, the CEQA regulations were revised to incorporate the requirements to consult with California Native American tribes and to consider project impacts to Tribal Cultural Resources (TCR) per legislation that was passed in 2014 as Assembly Bill 52. These CEQA requirements for consultation with tribes and consideration of TCRs are commonly referred to as "AB 52" requirements. UC Regents is the Lead Agency for CEQA review. [7]

Albion Environmental, Inc. (Albion) and Architectural Resources Group (ARG) have been subcontracted through ICF Jones & Stokes, Inc. to perform a comprehensive cultural resources inventory (inclusive of built environment, archaeological resources, and tribal resources) of resources that may be impacted by the proposed project.

This report documents the results of archival research and cultural resource surveys for the proposed project. This study included: 1) archival and background research; 2) a review of records at the California Historical Resources Information System, Northwest Information Center at Sonoma State University (NWIC); 3) archaeological survey of the survey of the proposed project Area of Direct Impact (ADI); 4) survey of the built environment within the Built Environment Study Area; 5) consultation with Native Americans and other interested parties; and 6) a report of findings.

ARG staff conducted field surveys of the Built Environment Study Area on May 15, May 16, and July 7, 2025. ARG associate and preservation planner Jon Rusch led the field survey and was assisted by Isabel Scanlon. Mr. Rusch also directed the preparation of DPR 523-series inventory forms for all built environment resources requiring new or updated documentation and evaluation. Mr. Rusch holds an MA degree in historic preservation planning, has worked in the field of cultural resources management for 13 years, and meets the Secretary of the Interior's Professional Qualifications Standards for Architectural History (Federal Register, Vo. 48, 1983). ARG staff Kiara Hosseinion, Isabel Scanlon, and Brannon Smithwick contributed to the preparation of the DPR inventory forms. Ms. Hosseinion and Ms. Scanlon hold BA degrees in Art History and Architecture, respectively; Ms. Smithwick holds a MHC degree in Heritage Conservation.

Albion staff conducted the archaeological pedestrian survey of the ADI on May 14, 2025, by Brittney Biasi and Claire Allen. Ms. Biasi holds a BA in Anthropology and has been working in California archaeology for 10 years. Ms. Allen holds a BA in Anthropology and has three years of experience in California archaeology. The archaeological field effort was supervised by Jennifer Farquhar, who holds a doctorate in Anthropology from the University of Pittsburgh. Dr. Farquhar is a Principal Archaeologist at Albion and has 35 years of experience working in California archaeology. Dr. Farquhar meets requirements set forth in the Secretary of the Interior's Professional Qualifications Standards for Archaeology (Federal Register, Vo. 48 ,1983).

[7] UC Regents is a legal entity that includes all of the UC campuses. UC Berkeley is preparing a joint EIR/EIS for the proposed project on behalf of the UC Regents.

Albion staff documented tribal consultation for the proposed project, as conducted by the Federal lead agency (NASA) and CEQA lead agency (UC Regents). The consultation was documented by Dr. James Sarmento. Dr. Sarmento is a Senior Anthropologist at Albion and has been working with California Native American Tribes for 15 years.

PROJECT LOCATION

The proposed project is located at NASA's Ames Research Center (NASA ARC), as depicted on Appendix A: Figure 1. Project Location, on an approximately 39-acre project site (Project Site) along with approximately 6 acres of off-site areas (Off-Site Areas) where utility improvements and building demolition would take place. Together, the Project Site and Off-Site Areas comprise the 45-acre limits of work (Limits of Work), as depicted on Appendix A: Figure 2. Limits of Work and more fully described below.

The Limits of Work are primarily located on federal land within NASA ARC, an approximately 2,000-acre facility located in unincorporated Santa Clara County, California between U.S. 101 and the southwestern edge of San Francisco Bay. A small portion of the Off-Site Areas is on federal land owned by the United States Army (Army). The City of Mountain View borders NASA ARC to the north and southwest, and the City of Sunnyvale borders NASA ARC to the southeast and east. NASA ARC is located approximately 33 miles south of the City of San Francisco and 8 miles north of the City of San José.

The Project Site is located within the City of Mountain View Sphere of Influence but is outside of any city's jurisdictional limits. The Off-Site Areas are within the City of Mountain View Sphere of Influence; most of the Off-Site Areas are outside of any city's jurisdictional limits with the exception of the northern portion and the southwestern portion, which are within the City of Mountain View. The Project Site is bounded by Wescoat Road to the north and Cody Road to the east.[8] The southern boundary of the Project Site is between Edquiba Road and Girard Road. The western boundary of the Project Site is within an empty lot immediately west of Bailey Road. The Project Site is a portion of Santa Clara County Assessor's Parcel Number 116-18-012.

The Limits of Work is currently developed with 18 one- to three-story buildings that total approximately 185,600 square feet, along with surface parking lots, roadways, and utility infrastructure. The existing buildings are mostly vacant; many were formerly used as ancillary buildings that supported Navy operations (e.g., offices, food service, a gas station, pool, recreation center, and lodging). The other existing buildings within the Limits of Work comprise industrial, storage, and utility facilities. As of mid-2024, approximately 42 people were employed within the Limits of Work; no full-time residents or short-term occupants (e.g., summer interns) lived within the Limits of Work.

The Project Site is relatively flat, with existing grades gradually sloping from south to north. The Project Site is currently covered with a substantial amount of impervious hardscape. This includes roads, surface parking lots, streets, and paths, which, in total, cover approximately 70 percent of the site. Existing landscaping includes approximately 245 trees located throughout the Project Site.

[8] Cody Road would be realigned to the east as part of the proposed project and would be the eastern boundary of the Project Site.

Soil and groundwater at the Project Site have been affected by contamination associated with the Middlefield-Ellis-Whisman (MEW) Superfund site and the U.S. Navy's operations at Naval Air Station Moffett Field, which is no longer in operation. The MEW extraction and treatment system is directly adjacent to and within the Project Site. Within the Project Site there are several recovery wells and underground piping for the treatment system. No potable water supplies are fed or contaminated by NASA ARC groundwater; all potable water is purchased from the San Francisco Public Utilities Commission, which contains some portion of off-site groundwater sources.

PROPOSED BERKELEY SPACE CENTER MASTER PLAN AND PROPOSED BERKELEY SPACE CENTER DEVELOPMENT GUIDELINES

The proposed project will include the proposed Berkeley Space Center Master Plan (Master Plan) which establishes the overall project vision, conceptual plans, and illustrative renderings, and the proposed Berkeley Space Center Development Guidelines (Development Guidelines), which provide Maximum and Minimum Development Parameters and Standards for the proposed project buildings and open space. The Maximum and Minimum Development Parameters is a conceptual layout depicting the horizontal and vertical dimensions of the project. Standards are mandatory requirements that would be required to be implemented for the project. Together, the Master Plan and the Development Guidelines will be included as part of the project application submitted by the Project Proponent to NASA. The analysis of the environmental impacts of the proposed project is based on the proposed Maximum and Minimum Development Parameters and the Standards established in the Development Guidelines.

PROJECT CHARACTERISTICS

The proposed project under consideration by NASA (i.e., the proposed action) would include academic and research facilities, consisting of offices, laboratories, research-and-development (R&D) uses, and related amenities (collectively, "Research and Office Uses"); conference center and related amenities ("Conference Uses"); ground-floor retail, food and beverage, maker spaces (i.e., collaborative work spaces for using various tools and materials), and other complementary accessory uses that would be publicly accessible (collectively, "Active Uses"); student/faculty housing, including associated amenities ("Student/Faculty Housing"); short-term lodging, including associated amenities ("Short-Term Lodging"); transportation networks; and open spaces, as well as landscaped spaces, to create a state-of-the-art research and education hub that shapes the future of technology and innovation and advance the UC Regents educational, scientific research, charitable, and other exempt purposes (within the meaning of Section 501(c)(3) of the United States Internal Revenue Code). Appendix A: Figure 3. Conceptual Land Use Plan for the CEQA Proposed Project and CEQA Reduced Density Alternative shows the conceptual land use plan for the proposed project.[9] Implementation of the proposed project would include demolition of all existing buildings on the Project Site. In addition, as discussed above, the proposed project also includes Off-Site Areas consisting of utility improvements and building demolition. Together, the Project Site and the Off-Site Areas comprise the Limits of Work.

[9] Both the parcel boundary and the Project Site boundary are shown in the conceptual plans. The parcel boundary includes the leased premises; it is provided for informational purposes only. The Project Site boundary includes the area that would be redeveloped as part of the proposed project.

Pursuant to NEPA, the joint EIR/EIS evaluates the following alternatives at an equal level of detail:

- **CEQA Proposed Project (NEPA Build Alternative 1)**, which would create approximately 2.3 million square feet of Research and Office Uses, Conference Uses, Active Uses, Student/Faculty Housing, and Short-Term Lodging for visitors and conference attendees. The CEQA Proposed Project would include approximately 2 million square feet for Research and Office Uses, 25,000 square feet for Conference Uses, 90,000 square feet for Active Uses, 130,000 square feet for Student/Faculty Housing, and 75,000 square feet for Short-Term Lodging. Only the CEQA Proposed Project includes the Water Reuse Facility (WRF) Option and the Central Utility Plant (CUP) Option.[10]
- **CEQA Reduced Density Alternative (NEPA Build Alternative 2)**, which would create approximately 1.4 million square feet of Research and Office Uses, Conference Uses, Active Uses, Student/Faculty Housing, and Short-Term Lodging for visitors and conference attendees. Compared to the CEQA Proposed Project, the CEQA Reduced Density Alternative would provide less space for Research and Office Uses. The CEQA Reduced Density Alternative would include approximately 1.1 million square feet for Research and Office Uses, 25,000 square feet for Conference Uses, 90,000 square feet for Active Uses, 130,000 square feet for Student/Faculty Housing, and 75,000 square feet for Short-Term Lodging.
- **NEPA No-Action Alternative**, under which the proposed action would not be constructed and operated at the Project Site. The buildings within the Limits of Work that are currently operational would continue to be operational. The buildings within the Limits of Work that are currently vacant could be reoccupied consistent with the prior uses of the buildings (e.g., ancillary buildings that supported Navy operations as well as industrial, storage, and utility facilities); reoccupying the vacant buildings would not require construction activity. The NASA Ames Development Plan (NADP), which established NASA's vision for long-term development of NASA ARC, also allows other types of uses at the Project Site. The NEPA No-Action Alternative could result in retaining the approximately 185,600 square feet of existing mixed uses, resulting in approximately 668 employees.[11] The NEPA No-Action Alternative would not result in the reoccupation of any buildings formerly used for lodging; thus, the NEPA No-Action Alternative would not generate any new full-time residents or short term occupants (e.g., summer interns) within the Limits of Work.

Consistent with the guidance in State CEQA Guidelines Sections 15126.6(d) and 15126.6(e), the joint EIR/EIS evaluates the following alternatives in comparison to the CEQA Proposed Project with or without the No Student/Faculty Housing Variant/Sub-Alternative described below. The following alternatives are evaluated qualitatively in the joint EIR/EIS and no detailed analysis is provided in this report:

- **CEQA Reduced Height Alternative**, which would create approximately 2 million square feet of Research and Office Uses, Conference Uses, Active Uses, Student/Faculty Housing, and Short-Term Lodging for visitors and conference attendees. Compared to the CEQA Proposed Project, the CEQA Reduced Height Alternative would achieve lower maximum building height in some areas. In addition, the CEQA Reduced Height Alternative would

[10] Under the Water Reuse Facility Option, portions of the non-potable supply would be provided on-site rather than by Mountain View. The Central Utility Plant Option would provide a centralized heating and cooling system for all buildings instead of building-by-building heating, ventilation, and air-conditioning (HVAC) systems.

[11] This is based on a generation rate of 3.6 employees per 1,000 square feet.

provide less space for Research and Office Uses and less space for Student/Faculty Housing compared to the CEQA Proposed Project. The CEQA Reduced Height Alternative would include approximately 1.66 million square feet for Research and Office uses, 25,000 square feet for Conference Uses, 90,000 square feet for Active Uses, 100,000 square feet for Student/Faculty Housing, and 75,000 square feet for Short-Term Lodging.

- **CEQA No-Project/Existing Conditions Alternative**, under which the Project Proponent would not construct and operate the CEQA Proposed Project at the Project Site. The buildings within the Limits of Work that are currently operational would continue to be operational and the buildings within the Limits of Work that are currently vacant would remain vacant.[12]

Table 1 summarizes the similarities and differences between the CEQA Proposed Project and the CEQA Reduced Density Build Alternative.

No Student/Faculty Housing Variant/Sub-Alternative

The Project Proponent has identified one variant/sub-alternative that includes certain project features that are different from those of the CEQA Proposed Project and CEQA Reduced Density Alternative: the No Student/Faculty Housing Variant/Sub-Alternative (Variant).[13] Both the CEQA Proposed Project and the CEQA Reduced Density Alternative include the Variant. The Variant would replace the 130,000 square feet of Research and Office Uses instead of 130,000 square feet of Student/Faculty Housing in Subarea 6 with 130,000 square feet of Research and Office Uses under both the CEQA Proposed Project and CEQA Reduced Density Alternative. Specifically, the Variant would include 90,000 square feet of laboratory and R&D uses, 25,000 square feet of office uses, and 15,000 square feet of academic uses. The Variant would have the same type of land uses; the same general site plan; the same maximum building height; the same amount of Conference Uses, Active Uses, Short-Term Lodging, and open space; the same number of guests; the same roadway infrastructure; the same utility infrastructure; the same parking ratio; and the same construction activities proposed and evaluated under the CEQA Proposed Project and CEQA Reduced Density Alternative. Because the amount of Research and Office Uses and the number of Student/Faculty Housing units would be different under the Variant, the number of bicycle parking spaces, and the number of residents, employees, and students would likewise change. This potential difference in proposed land use is identified as a variant because it may or may not be included as part of the project during implementation. Appendix A: Figure 4. Conceptual Land Use Plan (No Student/Faculty Housing Variant) shows the conceptual land use plan for the Variant.

[12] This provides a conservative analysis under CEQA for the purposes of comparison

[13] Throughout this report, Variant refers to both the Variant (under CEQA) and the Sub-Alternative (under NEPA).

Table 1. Summary of Similarities and Differences between the CEQA Proposed Project and the CEQA Reduced Density Alternative.

Characteristic	CEQA Proposed Project (NEPA Build Alternative 1)	CEQA Reduced Density Alternative (NEPA Build Alternative 2)
Similarities		
Types of Land Uses	Same	
Location of Land Uses	Same (see Appendix A: Figure 3. Conceptual Land Use Plan for the CQA Proposed Project and CEQA Reduced Density Alternative)	
Site Plan	Same (see Appendix A: Figure 3. Conceptual Land Use Plan for the CQA Proposed Project and CEQA Reduced Density Alternative)	
Limits of Work (i.e., Project Footprint)	Same (45 acres including 39-acre Project Site and 6 acres of Off-Site Areas)	
Maximum Building Height[a]	Same (Approximately 80 feet, with an exceedance of up to 25 feet for mechanical equipment and screens)	
Amount of Conference Uses, Active Uses, Student/Faculty Housing, Short-Term Lodging, and Open Space	Same (25,000-square foot conference center, 90,000 square feet of Active Uses, 145 Student/Faculty Housing units, 100 Short-Term Lodging units, and a minimum of 10 acres of open space)	
Number of Residents and Guests	Same (200 guests and 363 residents)	
Utility Infrastructure and Roadways[b]	Same	
Parking Ratio	Same	
Construction Start and End Daes	Same (begin in 2027 and end in 2040)	
No Student/Faculty Housing Variant/Sub-Alternative	Same (Variant Included)	
Differences		
Number of Internal Floors[a]	Greater to accommodate increased square footage and building height restriction	Less given reduced overall square footage
Internal Floor-to-Floor Heights[a]	Lower to accommodate increased square footage and building height restriction	Higher given reduced overall square footage
Amount of Square Footage for Research and Office Uses	Greater (2,000,000 square feet)	Less (1,080,000 square feet)

Characteristic	CEQA Proposed Project (NEPA Build Alternative 1)	CEQA Reduced Density Alternative (NEPA Build Alternative 2)
Number of Employees and Students[c]	Greater (5,997 employees and 177 students)	Less (3,331 employees and 95 students)
Number of Parking Spaces[c]	Greater	Less
WRF Option and CUP Option[d]	Yes	No

Source: Proposed Berkeley Space Center Development Guidelines, Spring 2026.
Notes:
WRF = Water Reuse Facility; CUP = Central Utility Plant
[a] The internal floor-to-floor heights could be lower under the CEQA Proposed Project to accommodate more square footage in each building, whereas the internal floor-to-floor heights under the CEQA Reduced Density Alternative could be higher because less square footage would need to be accommodated in each building.
[b] Only the CEQA Proposed Project includes the WRF Option and the CUP Option; see footnote "d" for more information regarding these options. The proposed roadways would be the same.
[c] The difference in the number of employees, students, and parking is due to the greater amount of Research and Office Uses that would be included in the CEQA Proposed Project.
[e] Under the WRF Option, portions of the non-potable demand would be met using on-site reuse supply rather than the recycled water from Mountain View. The non-potable demand that cannot be met by the WRF Option would require the use of potable water. The CUP Option would provide a centralized heating and cooling system for all buildings instead of building-by-building heating, ventilation, and air-conditioning (HVAC) systems.

The proposed project would include demolition, transportation improvements, open space and landscaping, buildings, and utility improvements within the Project Site, as described below. In addition to proposed redevelopment of the Project Site, the proposed project would include off-site utility improvements and demolition outside of the Project Site but within NASA ARC, as described below.

As discussed above, the Limits of Work are comprised of the Project Site and Off-Site Areas that would include utility improvements and building demolition.

Demolition (Within the Project Site)

The proposed project would include the demolition of all existing buildings, building slabs, pavement sections, utility infrastructure, sidewalks, and other hardscape within the Project Site, except for existing underground NASA critical infrastructure, which would remain. An existing below-grade steam tunnel would also be demolished. It is anticipated that approximately 19,600 cubic yards of demolition materials (including buildings, building foundations, roads, pavement, cleared and grubbed material, steam tunnel, and contaminated soil) would be transported off-site for disposal and approximately 11,600 cubic yards of demolition materials would be recycled to be used as fill at the Project Site.

The depth of ground excavation related to demolition is expected to range from 1 foot below ground surface (for building demolition) to 12 feet below ground surface (for demolition of the steam tunnel).

Transportation Improvements (Within the Project Site)

The proposed project would include the following street improvements for vehicular access within the Project Site:

- Realignment of Cody Road to the east along the northern boundary of the Project Site.
- Realignment of Girard Road to the north along the southern boundary of the Project Site.
- Construction of the Girard Connector to provide a connection from Girard Road to Wescoat Road.
- Extension of and improvements to Dailey Road between Subareas 1, 2, 5 and 6 to connect Girard Road to Wescoat Road in the western portion of the Project Site.
- Connection of Girard Road to Cody Road in the southeastern portion of the Project Site for access to Research and Office buildings, Student/Faculty Housing, and parking structures off Girard Road as well as accessing Shared Use Streets within Subareas 5 and 6.
- Construction of the Subarea 4 Street between Subareas 3, 4, and 5 to connect Girard Road to Cody Road in the southeastern portion of the Project Site for access to the Project Site's parking structure in Subarea 4 and loading access to portions of Subareas 3 and 7.
- Construction of Girard Road between Dailey Road and Wescoat Road for access to Research and Office buildings, Student/Faculty Housing, and parking structure within Subarea 6 as well as Shared Use Streets within Subarea 6.
- Improvements to Wescoat Road, along Subareas 1, 2, and 6 for bicycle lanes and access to Project Site.
- Construction of Shared Use Streets within each Subarea that would generally terminate at the Central Green and Promenade. The Shared Use Streets would provide vehicular access to primarily loading and service areas.

The depth of ground excavation related to transportation improvements is expected to range from 1 foot below ground surface (for building demolition) to 2 feet below ground surface (for the proposed roads).

Open Space and Landscaping (Within the Project Site)

The proposed project would provide a minimum of 10 acres of publicly accessible open space, including pathways, active uses (e.g., occupied areas that pedestrians could access via sidewalks or pathways), and passive uses (e.g., open lawns, and patios). Most of the proposed open space would be located at the center of the Project Site and in the northern, western, and eastern corners of the site. Landscaping would be incorporated throughout the Project Site and include a mix of native, climate-adaptive, and drought-resistant plant materials, along with phytoremediation-treated species. In total, implementation of the proposed project would include removing approximately 227 existing trees and planting approximately 1,283 new trees. Streetscape and associated landscape improvements would also be constructed adjacent to building frontages and within the Project Site. The streetscape and landscape improvements for the proposed project would include landscaping, tree planting, sidewalk, bike lane, loading zone, and lighting and street furniture installations along Wescoat Road, Cody Road, and Girard Road.

The depth of ground excavation arising from open space and landscaping improvements is expected to range from 1 foot below ground surface (for building demolition) to 4 feet below ground surface (for the proposed open space and landscaping).

Buildings (Within the Project Site)

The proposed buildings would have a maximum height of approximately 80 feet, with an exceedance of up to 25 feet (i.e., approximately 105 feet in total) allowed for mechanical equipment and screens (Appendix A: Figures A-5. Conceptual Building Heights for the CEQA Proposed Project and CEQA Reduced Density Alternative and A-6. Conceptual Elevations for the CEQA Proposed Project and CEQA Reduced Density Alternative). A range of internal floor-to-floor heights is allowed under the CEQA Proposed Project and CEQA Reduced Density Alternative. Typical ground floor height would range from 20 feet to 26 feet, and the typical floor height would range from 15 feet to 18 feet.

The proposed buildings along Wescoat Road and Cody Road would include a stepdown zone (Appendix A: Figure A-7. Maximum and Minimum Development Parameters for the CEQA Proposed Project and CEQA Reduced Density Alternative). The stepdown zone would consist of a 15-foot stepback (i.e., a recession in the building exterior) for the portions of the buildings higher than 35 feet. In addition, mechanical screens along Cody Road and Wescoat Road would be set back and restricted in height at a 45-degree angle to the 25-foot maximum mechanical screen height. There would be a minimum 12.5-foot setback from the roadway for the proposed buildings along Girard Road, allowing the incorporation of loading zones and landscaped areas.

The depth of excavation related to the foundations for the proposed buildings under the proposed project is not expected to exceed 5 feet below ground surface.

Utility Improvements (Within the Project Site)

The proposed project would include improvements related to wet and dry utilities (i.e., water, recycled water, wastewater, stormwater, energy, solid waste, telecommunications, heating, ventilation, and air conditioning systems). In addition, the proposed project would include a sewer lift station in the southwest corner of the Project Site, near Girard Road and the Girard Connector. The Central Utility Plant Option, which could be part of the CEQA Proposed Project, would provide a centralized heating and cooling system for all buildings instead of building-by-building HVAC systems.

The depth of ground excavation required for utility improvements is expected to range from 1 foot below ground surface to 25 feet below ground surface.

Off-Site Improvements (Utility Improvements and Building Demolition)

Certain off-site utility improvements may be constructed within Zook Road, Cummins Avenue, Wescoat Road, Bailey Road, Perimeter Road, Cody Road, Clark Road, and Moffett Boulevard. In addition, existing Buildings 543, 583A, 583C, 547E, and 944 would be demolished to accommodate the proposed off-site utility improvements and realignment of Girard Road.

The depth of ground excavation for these off-site improvements is expected to range from 1 foot below ground surface (for building demolition) to 4 feet below ground surface (for the proposed utility improvements).

ORGANIZATION OF REPORT

The remainder of this report is organized as follows: Chapter 2 discusses the regulatory framework governing the proposed project, including Federal and State environmental review processes related to cultural resources. Chapter 3 offers a comprehensive description of the Area of Potential Effects (APE), while Chapter 4 outlines the sources consulted to identify cultural resources within the APE. Background information pertinent to the types of cultural resources that may be present in the proposed project's vicinity—covering environmental, precontact, ethnographic, and post-contact historical contexts—is detailed in Chapter 5. Chapter 6 describes the study methods and findings concerning built environment resources. Archaeological resource methods and results are discussed in Chapter 7. Chapter 8 describes the study methods and findings concerning tribal resources. Finally, Chapter 9 summarizes conclusions and recommendations. The report also includes seventeen appendices containing the following information: Appendix A-Figures; Appendix B-Records search results; Appendix C-Canine Forensic Survey Report; Appendix D-NAHC Results; Appendix E-Native American Consultation log; Appendix F – O-Consultation documentation with all Native American Tribes consulted (Confidential); Appendix P-Interested Party Consultation communication (Confidential); Appendix Q-DPR Site Records for archaeological resources (Confidential); Appendix R-DPR Forms for built environment resources; Appendix S-Glossary.

Regulatory Context

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Because the proposed project is under the jurisdiction of a Federal agency and requires Federal approval, NASA has determined that the proposed project is a Federal undertaking and is therefore subject to the National Environmental Policy Act (NEPA) and Section 106 of the NHPA of 1966 (54 United States Code §306108), as amended. Because the proposed project involves UC Berkeley, UC Regents is the partner in the Project Proponent entity and acts as the CEQA lead agency. UC Regents has determined that the proposed project is subject to the CEQA. Under the NEPA, NHPA, and CEQA, it is necessary for the lead agencies to consider the project's potential effects on significant cultural resources (i.e., historic properties under NHPA or historical resources under CEQA). For the current proposed project, NASA serves as the Lead Federal Agency for NEPA and NHPA review, and the UC Regents is the Lead Agency for CEQA review.

Cultural resources include any tangible evidence of past human activity, regardless of significance, found in association with a geographic location. Cultural resources include tangible properties possessing intangible cultural values. Cultural resources included in or eligible for listing in the NRHP qualify as historic properties for the purposes of NEPA and Section 106 review. Cultural resources included in or eligible for listing in the California Register of Historical Resources (CRHR), as well as those identified as significant in qualifying local historical surveys and resource inventories or determined by the lead agency based on substantial evidence, qualify as historical resources for the purposes of CEQA review. Five classes of cultural resources are generally recognized: buildings, structures, objects, sites, and districts. These classes encompass a range of resource types including precontact archaeological sites, historic archaeological sites, cultural landscapes, built environment elements, and ethnographic resources, including Traditional Cultural Places (TCPs) and Tribal Cultural Resources (TCRs).

UC Berkeley is constitutionally exempt from local governments' regulations, such as city and county general plans, land use policies, and zoning regulations, whenever using property under its control in furtherance of its educational purposes. As such, UC Berkeley will not consider local policies and regulations in its evaluation of the environmental effects of the proposed project unless UC Berkeley expressly decides to use a local policy or regulation as a threshold or standard of significance.

Most of NASA ARC, including the area where the proposed action would be built and operated, is an area of exclusive federal jurisdiction. In the absence of an explicit waiver of sovereign immunity by Congress, state and local government regulations (e.g., city and county general plans, land use policies, zoning regulations, and state environmental laws) do not apply to areas of exclusive federal jurisdiction. Therefore, state and local government requirements will not be considered as applicable to the proposed action, when the proposed action and environmental effects are located on ARC jurisdictional property. This includes mitigation measures proposed in accordance with those state and local government regulations that are not applicable in areas of federal jurisdiction; such

proposed mitigation measures are optional on the part of NASA. NASA may, at its discretion, expressly apply a state or local requirement for purposes of establishing a threshold or standard of significance and may elect to apply mitigation measures established by state or local governmental agencies.

FEDERAL REGULATIONS AND CULTURAL RESOURCES

NATIONAL HISTORIC PRESERVATION ACT

Section 106 of the NHPA, as amended (43 U.S.C. 306108), and its implementing regulations (36 CFR Part 800) requires Federal agencies to take into account the effect of undertakings they carry out, license, approve, or fund on historic properties before making decisions. Using the Section 106 process, agencies identify historic properties, assess effects to historic properties, consider alternatives to avoid, minimize, or mitigate any adverse effects, and document their resolution. Typically, the Section 106 process involves four steps:

1) Initiation of consultation with consulting parties (36 CFR Part 800.3);
2) Identification and evaluation of historic properties within a defined APE (36 CFR Part 800.4);
3) Assessment of effects on historic properties within the APE (36 CFR Part 800.5); and
4) Resolution of adverse effects, proceeding in accordance with a Memorandum of Agreement (MOA) if determined appropriate (36 CFR Part 800.6).

NASA-WIDE PROGRAMMATIC AGREEMENT

NASA, in consultation with the Advisory Council on Historic Preservation, the National Conference of State Historic Preservation Officers (NCSHPO), the National Association of Tribal Historic Preservation Officers, the National Trust for Historic Preservation, and invited federally recognized Indian Tribes and other consulting parties, , developed the NASA-Wide Programmatic Agreement (NPA) as a Section 106 program alternative pursuant to 36 CFR 800.14(b). Executed in October 2025, the NPA implements an alternate project review process for Section 106 undertakings, defined as a project, activity, or program funded, permitted, licensed, or approved by NASA. The NPA sets forth planning and management tools for cultural resources and applies to NASA's real property assets and land owned or managed by NASA at participating NASA centers, including NASA ARC. To streamline the Section 106 process, the NPA includes programmatic exclusions for several types of projects for which effects to historic properties are likely to be minimal or indirect, and programmatic mitigation for the resolution of adverse effects on historic properties under that process. For non-excluded projects, such as demolition of an individually eligible building or effects on an eligible archaeological site, and projects affecting the setting within designated Heritage Zones, defined under the NPA as discrete, special management areas that exhibit a distinct shared design, architectural style, or cohesive theme, project-specific consultation is required. If an adverse effect is unavoidable, NASA implements appropriate mitigation measures that are reviewed by its consulting parties. The other NPA Signatories (ACHP and NCSHPO) do not typically participate in consultation at the local level; ARC Center Consulting Parties (defined below), including the California State Historic Preservation Officer (SHPO), are other consulting parties identified consistent with 36 CFR 800.2. No federally recognized Tribes have been identified in association with NASA ARC. NASA ARC maintains and periodically updates a list of consulting parties, which may

include historical organizations, non-federally recognized tribes, and other stakeholders who have a demonstrated interest in cultural resources at ARC and elect to participate in consultation (ARC Center Consulting Parties). Ultimately, the NPA removes the need for the execution of an MOA to resolve potential adverse effects on historic properties under Section 106 of the NHPA by pre-defining mitigation measures which are documented in a Mitigation Plan.

NATIONAL REGISTER OF HISTORIC PLACES

The NRHP is the nation's official inventory of known significant historical properties. Established under the auspices of the NHPA, the NRHP is administered by the National Park Service and includes buildings, structures, sites, objects, and districts that possess historical, architectural, engineering, archaeological, and/or cultural significance at the national, state, or local level.

To be significant, a property must be associated with an important historical context. The NRHP identifies four possible context types, of which at least one must be applicable to the property. These are:

A. The property is associated with events that have made a significant contribution to the broad patterns of our history.

B. The property is associated with the lives of persons significant in our past.

C. The property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.

D. The property has yielded, or is likely to yield, information important to prehistory or history (National Park Service 1997:2).

For a property to qualify for NRHP listing, it must also retain historical integrity. While a property's significance relates to its role within a specific historical context, its integrity refers to "a property's physical features and how they relate to its significance" (National Park Service 1997:44). Therefore, an evaluation of a property's integrity can only occur after significance has been established. To guide the assessment of whether a property retains the physical characteristics corresponding to its significance, the NRHP has identified seven aspects of integrity:

1) Location is the place where the historic property was constructed or the place where the historic event occurred.

2) Setting is the physical environment of a historic property.

3) Design is the combination of elements that create the form, plan, space, structure, and style of a property.

4) Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form an historic property.

5) Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory.

6) Feeling is a property's expression of the aesthetic or historic sense of a particular period of time.
7) Association is the direct link between an important historic event or person and a historic property. (National Park Service 1997:44-45)

Properties are most typically listed in the NRHP or evaluated for NRHP eligibility once they are more than 50 years old. The NRHP recognizes a 50-year threshold as a "general estimate of the time needed to develop historical perspective and to evaluate significance" (National Park Service 1997:41). However, resources that have not yet reached 50 years of age may still qualify for listing in the NRHP if it can be demonstrated they meet Criteria Consideration G, which stipulates the resource must have "exceptional importance." Exceptional importance is not necessarily national-level importance but instead denotes a rarity, fragility, and/or elevated significance when viewed within a particular geographic and historical context as supported by a scholarly perspective. (National Park Service 1997:45)

Traditional Cultural Places

Traditional Cultural Places (TCPs) are defined as a building, structure, object, site, or district that may be eligible for listing in the NRHP for its significance to a living community because of its association with cultural beliefs, customs, or practices that are rooted in the community's history and that are important in maintaining the community's cultural identity. In establishing whether tribal resources are TCPs, researchers follow guidelines for evaluating and documenting TCPs provided by Parker and King (2025). The updated NRHP Bulletin 38 (Parker and King 2025) presents the guidelines for evaluating and documenting TCPs and provides examples of properties that fit the definition of a TCP:

- A landscape or geographic feature – with or without human modification or other evidence of human activity – whose existence is significant to a community because of its place in the community's knowledge about is origins, its culture history, or the nature of the world.
- An archaeological site for its capacity to yield information about a community's origins or history, or to convey a community's relationship to the landscape.
- A rural area whose organization, buildings and structures, or patterns of land use reflect the cultural traditions that continue to be practiced and valued by its long-term residents over generations.
- An urban or suburban neighborhood that is the traditional home of a particular cultural community, where a community has traditionally conducted economic, artistic, spiritual, or other cultural practices its members believe significant in maintaining their collective historic identity.
- A building directly associated with the historic and continuing social or cultural activities that are essential to a traditional group's identity or belief system.

TCPs may be determined to be NRHP eligible. Amendments to the NHPA in 1992 (Section 101[d][6][A]) specify that "[p]roperty of traditional religious and cultural importance to an Indian tribe . . . may be determined to be eligible for inclusion on the National Register." These properties may be determined eligible for inclusion in the NRHP because of their "association with cultural practices or beliefs of a living community that are: (1) rooted in that community's history; and (2) are

important in maintaining the continuing cultural identity of the community" (Parker and King 2025). In order to be eligible for listing in the NRHP, a TCP must still meet one of the four basic Criteria for Evaluation, as outlined in 36 CFR Part 60.4 (a, b, c, d) and must retain integrity (see National Register Bulletin 15, Chapter VIII).

Federal agencies are required to consult with federally recognized Native American tribes regarding the presence of historic properties of religious and cultural significance that may be affected by an undertaking (36 CFR Part 800.2[c][2][ii]). Non-federally recognized tribes may participate in consultation as consulting parties (36 CFR Part 800.2[c][5]) or members of the public (36 CFR Part 800.2[d]). Information about sites of religious or cultural significance can be kept confidential pursuant to 36 CFR Part 800.11(c) (54 U.S.C. 307103), which allows Federal agencies to withhold this information from the public.

NASA PROCEDURAL REQUIREMENTS 8510.1A: CULTURAL RESOURCES MANAGEMENT

In support of its environmental management duties, NASA has established procedural requirements to implement the agency's Cultural Resources Management (CRM) Program. The purpose of the NPR is to memorialize NASA's commitment to responsible stewardship of cultural resources pursuant to applicable federal statutes, regulations, and executive orders. NASA Procedural Requirements (NPR) 8510.1A applies to all NASA centers and documents NASA's responsibilities under numerous cultural resources statutes and regulations, including the NHPA; the Archaeological Resources Protection Act (ARPA), and National Environmental Policy Act. The NPR also establishes requirements, roles, and responsibilities for conducting Native American consultation required by the Native American Graves Protection and Repatriation Act, American Indian Religious Freedom Act, and other laws.

NASA AMES RESEARCH CENTER HISTORIC RESOURCES PROTECTION PLAN

In 2002, NASA ARC prepared a Historic Resources Protection Plan (HRPP) that established procedures to integrate the planning, preservation, and use of Hangar One and the NAS Sunnyvale Historic District. The 2002 HRPP delineated a study area that encompasses the Project Site and presents the following protocols related to built-environment resources:

- Establishing design guidelines for new construction within the NAS Sunnyvale Historic District.
- Establishing guidelines for the repair, maintenance, rehabilitation, alteration, reuse, and leasing of historic resources within the Shenandoah Plaza Historic District.

The HRPP did not introduce procedures for new construction adjacent to the NAS Sunnyvale Historic District.

NASA AMES RESEARCH CENTER INTEGRATED CULTURAL RESOURCES PLAN

In addition, the NASA Ames Research Center Integrated Cultural Resources Management Plan (ICRMP) outlines specific procedures for the identification, evaluation, and protection of cultural resources, including paleontological resources. The ICRMP states that, in accordance with ARPA, the

excavation or removal of archaeological artifacts or paleontological remains, other than that conducted by NASA in direct support of a mission, under a valid testing program, is prohibited except as conducted under a valid ARPA permit.

NASA RESEARCH PARK CENTER DESIGN REVIEW PROGRAM

Pursuant to Ames Procedural Requirement [APR] 8822.1, NASA ARC implements a Design Review Program, which is typically a two-stage process: Pre-Conceptual Design Review (to adequately define the scope of a project, to determine the level of environmental review needed for site approval, and to ensure that an applicant conforms to applicable requirements) and Preliminary Design Review (which includes submission for the Concept Design Phase). Overall project approval consistent with the procedures outlined in APR 8822.1 is required before NASA will issue any permits for construction for a proposed project.

STATE REGULATIONS AND CULTURAL RESOURCES

CALIFORNIA REGISTER OF HISTORICAL RESOURCES

The CRHR is the official inventory of the state's significant historical and archaeological resources. Its purpose is to identify, evaluate, register, and protect California's historical resources. The CRHR program encourages public recognition and protection of resources of architectural, social, cultural, and/or archaeological significance, identifies significant resources for state and local planning purposes, and affords certain protections under CEQA.

The CRHR eligibility criteria are modeled on the corresponding NRHP criteria. A resource must be significant at the local, state, or national level under one or more of the following criteria:

1) It is associated with events or patterns of events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States.
2) It is associated with the lives of persons important to local, California, or national history.
3) It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master, or possesses high artistic values.
4) It has yielded, or has the potential to yield, information important to the prehistory or history of the local area, state or the nation.

Like the NRHP, CRHR eligibility requires that cultural resources have demonstrated significance under Criteria 1, 2, and/or 3 before integrity is considered. Criterion 4 most often applies to archaeological sites and allows that a resource may have significant information value despite diminished integrity.

Unlike the NRHP, the CRHR does not have a 50-year threshold for evaluations, nor does it require exceptional importance similar to NRHP Criteria Consideration G. Rather, eligibility for listing in the CRHR requires that sufficient time has passed to assess the resource within its historical contexts. Such evaluations must be supported by a scholarly perspective (California Office of Historic Preservation n.d.).

Once it has been determined that a historical resource is present, it must then be determined whether the project may result in a "substantial adverse change" to that resource.

All resources listed in or formally determined eligible for the NRHP, as well as California Historical Landmarks with designation numbers above 770, are automatically listed in the CRHR. Therefore, properties evaluated as eligible for NRHP listing through previous Section 106 consultation are listed in the CRHR and qualify as CEQA historical resources.

CALIFORNIA ENVIRONMENTAL QUALITY ACT

Enacted in 1970, CEQA is the principal statute mandating environmental assessment of discretionary land use and development projects in California. The primary goals of CEQA are to (1) evaluate and disclose to the public a project's potential to have an adverse impact on the environment, and (2) minimize these impacts to the greatest extent feasible through the analysis of project alternatives and, if needed, implementation of mitigation measures. Historical resources are considered to be a part of the environment and are thereby subject to review under CEQA. CEQA review involves a two-part inquiry. First, it must be determined whether the project involves significant historical resources and/or unique archaeological resources. If it does, then it must be determined whether the project may result in a substantial adverse change in the significance of those resources.

Guidelines related to historical resources were codified in October 1998 as Section 15064.5 of the CEQA Guidelines. These guidelines state that for purposes of CEQA, a "historical resource" is defined as any one of the following:

1) A resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in, the California Register.
2) A resource included in a local register of historical resources, or identified as significant in a qualifying historical resource survey, should be assumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.
3) Any object, building, structure, site, area, place, record, or manuscript that a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be a historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource should be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing in the California Register of Historical Resources.

A unique archaeological resource is one that meets one of the following criteria (Section 15064.5 [c] of CEQA):

1) Contains information needed to answer important scientific research questions.
2) Has a special and particular quality such as being the oldest of its type;
3) Is directly associated with a prehistoric or historic event.

CEQA was amended in 2014 by Assembly Bill 52, which created a new category of CEQA resources, Tribal Cultural Resources (TCRs). Assembly Bill 52 requires that state lead agencies consult with California Native American tribes that are traditionally and culturally affiliated with the geographic area of a proposed project, if so requested by such tribes. The bill, chaptered in State CEQA Guidelines Section 21084.2, also specifies that a project with an effect that may cause a substantial adverse change in the significance of a TCR is a project that may have a significant effect on the environment. As defined in Section 21074(a, b, and c) of the Public Resources Code, TCRs are:

(a.1) Sites, features, places, cultural landscapes, sacred places and objects with cultural value to a California Native American tribe that are either of the following:

A. Included or determined to be eligible for inclusion in the CRHR; or
B. Included in a local register of historical resources as defined in subdivision (k) of Section 5020.1.

(a.2) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Section 5024.1. In applying the criteria set forth in subdivision (c) of Section 5024.1 for the purposes of this paragraph, the lead agency should consider the significance of the resource to a California Native American tribe.

(b) A cultural landscape that meets the criteria of subdivision (a) is a TCR to the extent that the landscape is geographically defined in terms of the size and scope of the landscape; and

(c) A historical resource described in Section 21084.1, a unique archaeological resource as defined in subdivision (g) of Section 21083.2, or a "nonunique archaeological resource" as defined in subdivision (h) of Section 21083.2 may also be a TCR if it conforms to the criteria of subdivision (a).

ASSEMBLY BILL 52

AB 52 legislation requires that TCRs be identified early in the CEQA process and that any adverse impacts to said resources be addressed. When California passed AB 52, it emphasized several key relationships between the state and California Native American tribes. The law recognized:

- that tribes had sovereignty, and that they had a unique relationship with the state and local public agencies;
- that California Native American prehistoric, historic, archaeological, cultural, and sacred places are essential elements in tribal cultural traditions, heritages, and identities, and that these values are independent of their scientific or archaeological values;
- the unique history of California Native American tribes and upholds the existing rights of all California Native American tribes to participate in, and contribute their knowledge to, the CEQA environmental process;
- that a substantial adverse change to a Tribal Cultural Resource has a significant effect on the environment.

AB 52 requires agencies to determine whether a TCR will be significantly affected by a CEQA project, as significant effects to TCRs are considered significant effects on the environment. Three thresholds should be met for an agency to determine whether a resource is a TCR:

1) The determination must be supported with substantial evidence.
2) The criteria of the California Register of Historical Resources must be applied.
3) The significance of the resource to a California Native American tribe must be considered (OPR 2017).

Tribal Cultural Resources

[redacted]

> …possess special expertise in assessing the eligibility of historic properties that may possess religious and cultural significance to them. Traditional knowledge is an integral part of that special expertise (ACHP 2021)

With regards to tribal resources, the CRHR Criteria should be applied through a tribal lens, in a manner that assesses the resource significance to the California Native American tribe, within the context of tribal expertise on their own heritage, emphasizing tribal cultural values rather than those of colonial Euro-Americans. Each tribe has its own perspective on whether sites, features, places, cultural landscapes, sacred places, and objects have cultural value to the tribe, and the nature of the cultural value; therefore, a wide range of resources could potentially be TCRs.

Defining Significance

When determining whether a tribal resource is a TCR, the emphasis is on "the significance of the resource to a California Native American tribe" (OPR 2017). This emphasis on resource significance to the tribe reframes the types of arguments made when considering resources relative to the CRHR criteria and the kind of supporting materials needed to bolster those arguments. The lead agency makes the final determination as to whether a resource qualifies as a TCR under CEQA, and tribal input and evidence help frame that determination. The tribe identifies the cultural values of the resource, and the agency determines whether the CRHR criteria are applicable and whether the resource meets the threshold for eligibility for the CRHR. The lead agency has discretionary power granted within AB 52 to determine how best to carry this out; the determination of which criteria apply, and what resources are eligible, is arrived at through consultation. It is important to remember that this is best accomplished through meaningful consultation between the lead agency and the tribe or tribes.

Substantial Evidence

TCR determinations are to be "supported by substantial evidence." The Governor's Office of Planning and Research (OPR 2017) notes that:

> Evidence that may support such a finding could include, among other evidence, elder testimony, oral history, Tribal government archival information, testimony of a qualified archaeologist certified by the tribe, testimony of an expert certified by the Tribal Government, official Tribal government declarations or resolutions, formal statements from a certified Tribal Historic Preservation Officer, and historical notes.

The Governor's Office of Planning and Research cites examples from Federal law wherein geographical, kinship, biological, archaeological, anthropological, linguistic, folklore, oral tradition, historical, or other expert opinion are all suitable forms of evidence (Code of Federal Regulations Title 43, Section 10.14[d]). It is up to the CEQA lead agency to determine whether there is sufficient supporting material—written ethnographic accounts, oral history from elders, in-person testimony from tribal cultural experts, or archaeological data—to determine whether a resource qualifies as a TCR under CEQA.

Integrity

For a resource to be eligible for listing in the NRHP or CRHR, a resource must retain its integrity, that is, its ability to convey its significance. California Code of Regulations Title 14, Section 4852, describes integrity thusly:

> Integrity is the authenticity of an historical resource's physical identity evidenced by the survival of characteristics that existed during the resource's period of significance. Historical resources eligible for listing in the California Register must meet one of the criteria of significance described in section 4852(b) of this chapter and retain enough of their historic character or appearance to be recognizable as historical resources and to convey the reasons for their significance. Historical resources that have been rehabilitated or restored may be evaluated for listing. Integrity is evaluated with regard to the retention of location, design, setting, materials, workmanship, feeling, and association. It must also be judged with reference to the particular criteria under which a resource is proposed for eligibility. Alterations over time to a resource or historic changes in its use may themselves have historical, cultural, or architectural significance.

These seven aspects of integrity—association, setting, location, feeling, materials, workmanship, and design—apply to evaluations conducted for both the CRHR and the NRHP. In some instances, this ability to convey the significance of a TCR is in relation to the tribe's perception, not the general public's perception; at the same time, the justification for that integrity must be demonstrable and it is insufficient to say that a TCR retains integrity in the opinion of the tribe or community (National Park Service 2025:63). Because the aspects of integrity are not clearly defined under state law, they are the same aspects defined by the National Park Service (NPS 2005), whose definitions are adapted here (NPS 1997:44-45).

1) <u>Location</u> "is the place where the historic property was constructed or the place where the historic event occurred. The relationship between the property and its location is often important to understanding why the property was created or why something happened..." Integrity of location within tribal territory can be varied. A buried mound or village site may have excellent integrity of location; sites that are formed from redeposited material carried from sites elsewhere and used as fill (as was common during the 1900s), may have lost their integrity of location while retaining other aspects of integrity. Depending upon the site,

materials moved around within the immediate site vicinity have not necessarily lost the integrity of location (Hardesty and Little 2000).

2) Design "is the combination of elements that create the form, plan, space, structure, and style of a property. It results from the conscious decisions made during the original conception and planning of a property (or its significant alteration) and applies to activities as diverse as community planning, engineering, architecture, and landscape architecture. Design includes such elements as organization of space, proportion, scale, technology, ornamentation and materials"(NPS 1997). A resource that has integrity of design can still be found to accurately convey the intent of those who created the resource. Important structures such as mounds or buildings, such as roundhouses, not only have their own design elements individually, but are distributed within a village on the landscape in culturally specific ways and face certain directions. Both modern and ancient graves and cemeteries have their own culturally specific designs in terms of who is buried with whom, which direction the graves face, in what position the bodies are placed, and with what materials they are buried. TCP/TCR assessment is an opportunity to view these resources within the context of the cultures to which they belong.

3) Setting "is the physical environment of a historic property. Whereas location refers to the specific place where a property was built or an event occurred, setting refers to the character of the place in which the property played its historic role." The integrity of setting is a complicated topic for Indigenous sites, because so many have been affected by development, agriculture, ranching, mining, land reclamation, or other large-scale disturbances that have occurred since the 1800s. Resources that have survived with their setting intact are relatively rare; in such instances, setting should play a strong role in determining the value of a resource as a TCP or TCR. In this context, a vital part of tribal history is survival and the continuance of traditions and culture in the face of colonization, genocide, and settlement by non-Indigenous peoples. Some resources may be emblematic of the survival of Indigenous populations and in some cases the juxtaposition of modern, intrusive elements may actually contribute to, and not diminish, the value of the TCP/TCR as a tangible reminder of the struggle for survival.

4) Materials "are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form an historic property. The choice and combination of materials reveal the preferences of those who created the property and indicate the availability of particular types of materials and technologies. Indigenous materials are often the focus of regional building traditions and thereby help define an area's sense of time and place." For tribal resources, this can take a number of forms. Resources that are collection areas for basketry or medicinal plants may retain the integrity of materials if these species are present; in fact, integrity of materials is a key component to the eligibility of such resources. Indigenous mound sites were deliberately created and renewed each year using local materials, packed clay, and midden during four days of dances and ceremony. Such a site can extend many feet below the ground surface even if the top of the mound has been removed. The site may have integrity of materials even if disturbed.

5) Workmanship "is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory. It is the evidence of [an] artisans' labor and skill in constructing or altering a building, structure, object, or site." Although NPS refers specifically to diagnostic artifacts associated with different Indigenous cultures as examples

of workmanship—and California culture groups do indeed have their own sets of diagnostic artifacts— there are other broader applications that specifically apply to California. Intact subsurface mound components, roundhouses, regalia houses, or other architectural features could fall into this category. Pictographs and petroglyphs are also potentially relevant. Bedrock mortars, quarries, lithic scatters, and bead production sites might also qualify.

6) Feeling "is a property's expression of the aesthetic or historic sense of a particular period of time. It results from the presence of physical features that, taken together, convey the property's historic character." The feeling aspect of integrity is simultaneously one of the most important to tribal communities and one of the most difficult to define for Euro-Americans or people of different cultures. National Register Bulletin 15 describes the integrity of feeling as a resource's "expression of the aesthetic or historical sense of a particular period of time"(NPS 2005:45). For tribes, the integrity of feeling may have a strong emotional component, such as awe, reverence, sorrow, or joy. This aspect of integrity can transcend the aesthetic value or historical sense of a place.

7) Association "is the direct link between an important historic event or person and a historic property. A property retains association if it is the place where the event or activity occurred and is sufficiently intact to convey the relationship to an observer." For TCRs, this association may come in a number of forms. Landforms, bodies of water, trails, villages, viewsheds, or resource areas can all be associated with culture heroes, ancestral figures, or deities, and this association imbues these places with power. Under tribal tradition, some of these people and events cannot be discussed with outsiders, or even with other members of the same tribe.

Area of Potential Effects

3

AREA OF POTENTIAL EFFECTS

As defined in 36 CFR Part 800.16(d), an Area of Potential Effects (APE) is the geographic area in which a given undertaking may result in changes to the characteristics or uses of historic properties. CEQA and the CEQA Guidelines do not specifically reference the concept of an APE as the Section 106 regulations do; however, the delineation of a geographic area in which potential impacts may occur is a similarly important step in assessing historical resource impacts under CEQA. Therefore, an APE may inform the cultural resource analysis required by both Section 106 and CEQA.

The APE for the current proposed project includes all areas that may be directly or indirectly affected by project implementation resulting in changes to the character or use of historic properties. The APE was determined through review of project plans, review of maximum building heights, estimation of maximum potential for ground disturbance, identification of the locations of previously recorded cultural resources (e.g., built environment resources, archaeological sites), and consideration of the geographic area within which the undertaking may directly or indirectly cause alterations in the character or use of historic properties (36 CFR Part 800.16(d)). The proposed APE for the current undertaking is the largest geographic extent in which the undertaking may result in effects on historic properties.

Located between U.S. 101 and the southwestern edge of the San Francisco Bay, the horizontal APE encompasses an area approximately 1,280 acres (Appendix A: Figure A-8. APE Map and A-9. APE and ADI Map with Depths of Impact), which includes the approximately Limits of Work (identical to the Area of Direct Impact described below), the Built Environment Study Area, and the entirety of the U.S. Naval Air Station Sunnyvale, California (NAS Sunnyvale) Historic District. The vertical APE ranges between 1 and 25 feet, depending on the depth of disturbance that may be caused by different project elements. Table 1 summarizes the horizontal APE and the vertical APE for each project element.

AREA OF DIRECT IMPACT

Within the APE, an archaeological area of direct impact (ADI) is identified for areas likely to involve ground disturbance (e.g., the demolition of existing improvements as well as the construction of new facilities, roadways, and landscape elements). This area is identical to the Limits of Work described above. Such ground disturbance could cause physical damage to or destruction of archaeological resources. The project elements that comprise the ADI are summarized in Table 2, illustrated in Appendix A: Figure A-9, APE and ADI Map with Depths of Impact, and described in the Project Description in Chapter 1.

BUILT ENVIRONMENT STUDY AREA

Potential impacts to cultural resources may not be as obvious or immediate as destruction or physical alterations, and it is possible for a project to have effects on significant cultural resources located outside of the Project Site. These types of effects typically apply to built environment resources. Accordingly, the APE has been delineated to account for the project's potential to change the visual, atmospheric, and audible conditions of nearby historic properties. Such impacts could occur within the Built Environment Study Area, which is delineated within the horizontal APE and encompasses the Project Site as well as the surrounding area in which the new construction proposed by the proposed project may be perceived (see Appendix A: Figure A-9. APE and ADI Map with Depths of Impact). This area extends south and west from the Project Site to reach the boundaries of NASA ARC along the U.S. 101 corridor, as well as north and east to include the open spaces of Shenandoah Plaza and the runway complex of Moffett Federal Airfield. The Built Environment Study Area also includes buildings along the eastern edge of the airfield, which have nearly uninterrupted sightlines toward the Project Site. The Built Environment Study Area does not include resources adjacent to the off-site utility improvements because those project elements are not anticipated to involve permanent changes to above-ground conditions.

The horizontal APE extends beyond the boundary of the Built Environment Study Area and includes the entirety of the expanded NAS Sunnyvale Historic District, which is discussed in greater detail in Chapter 6. The delineation of the APE in this manner recognizes the proposed project's potential to affect the visual, atmospheric, and audible conditions of the entire historic district.

Table 2. Proposed Project Elements within the APE and Summary of Direct Impacts.

Project Element	Horizontal APE[1] (square feet or acres)	Vertical APE[2] (feet below ground surface [ft bgs])								
		Building Demolition (1 ft. bgs)	Roads (2 ft bgs)	Open Space, Landscaping, and On-Site Utility Improvements (4 ft. bgs)	Building Foundations (5 ft. bgs)	Distribution Pipes under Central Utility Plant Option (11 ft. bgs)	Demolition of Steam Tunnel (12 ft. bgs)	Sewer Lift Station (25 ft. bgs)	Off-Site Utility Improvements (4 ft. bgs)	**Maximum Depth (ft bgs)**
Project Site (39.6 acres, or 1,724,624 square feet)										
Demolition	226,738 square feet	X	-	-	-	-	X	-	-	12
Transportation Improvements	3,096 square feet	X	X	-	-	-	-	-	-	2
Open Space and Landscaping	649,895 square feet	X	-	X	-	-	-	-	-	4
Buildings[3]	844,229 square feet	X	-	-	X	-	-	-	-	5
Utility Improvements	665 square feet	X	-	X	-	X	-	X	-	25
Off -Site (5.3 acres, or 231,078 square feet)										
Utility Improvements	199,418 square feet	-	-	-	-	-	-	-	X	4
Demolition	31,659 square feet	X	-	-	-	-	-	-	-	1

Removal of Contaminated Soil, Grading, Staging, and Haul Routes	
Removal of Contaminated Soil: The proposed project would remove impacted soil that is part of the development activities. It is not anticipated that any excavation of contaminated soil would be required below the depths anticipated for the other project elements noted above. It is anticipated that no additional maximum depth of excavation would be required for the removal of contaminated soil; thus, the maximum depth of excavation for the removal of contaminated soil is 0 ft bgs.	0
Grading: The proposed project would result in approximately 40 acres of ground disturbance during construction, inclusive of the Project Site and off-site utility improvements. It is anticipated that no additional maximum depth of excavation would be required for construction staging; thus, the maximum depth of excavation for grading is 0 ft bgs.	0
Staging: All staging of construction equipment is expected to be on-site for Construction Phases 1 to 3. Staging of construction equipment during portions of Construction Phase 4 could be off-site at existing paved areas adjacent to the Project Site (to the south or east) but within NASA ARC in areas that would be suitable for construction material. The specific locations of staging areas are unknown at this time. It is anticipated that no additional maximum depth of excavation would be required for construction staging; thus, the maximum depth of excavation is 0 ft bgs.	0
Haul Routes: The haul route for demolition materials would be U.S. 101. Trucks traveling to the Project Site would exit U.S. 101 at Ellis Street, go through the applicable access control points along Ellis Street, and continue to the Project Site via Cody Road. Trucks traveling from the Project Site would exit the Project Site via Cody Road, then continue to Ellis Street and through the applicable access control points and onto the U.S. 101 on-ramp. It is anticipated that no additional maximum depth of excavation would be required for haul routes; thus, the maximum depth of excavation is 0 ft bgs.	0

Notes:

[1] The horizontal square footage for each project element is consistent with the conservative assumptions developed for the horizontal APE and does not reflect the total square footage for each project element. For example, the horizontal APE for the proposed buildings is 844,229 square feet, whereas the proposed project could include up to approximately 2.3 million square feet of development distributed within buildings with a maximum height of approximately 80 feet and multiple floors. In addition, where multiple project elements are proposed within the same general horizontal APE space but have different vertical APE dimensions, the horizontal APE conservatively accounts for the project elements with the greater maximum depth of excavation. For example, road improvements are proposed in the same area where 4 feet of ground disturbance could be required for open space, landscaping, and on-site utility improvements (i.e., Wescoat Road, Cody Road, Girard Road, etc.).

[2] An X denotes that a vertical project impact is applicable to a particular project element.

[3] The proposed buildings would include the following land uses: research and office uses, conference uses, active uses, and student/faculty housing and short-term lodging.

Sources Consulted

4

NWIC RECORDS SEARCH

In 2017, NASA completed an Archaeological Resources Study for the entire NASA ARC in support of NASA's obligations under the NHPA as a Federal Lead Agency, which was updated in 2025 (AECOM 2025; Jow et al. 2017) (Appendix A: Figure A-10. Previous Studies within the APE). The goal of this study was to identify the potential for archaeological resources at NASA ARC to inform and guide NASA's management of cultural resources and support its Integrated Cultural Resources Management Plan (ICRTMP). The ICRTMP, established in 2014 for NASA ARC, serves as an internal compliance and management tool to integrate the NASA Cultural Resources Management Program with the mission activities at ARC, ensuring that cultural resource considerations are incorporated into project planning and execution.

The 2017 Archaeological Resource Study included a desktop survey of archival resources, a geoarchaeological assessment, an NWIC records search, a Sacred Lands File search, a review of historic maps, development of historic contexts, review of geotechnical studies, an assessment of soils, and an intensive pedestrian survey.

The following results are based on the two prior searches by AECOM in 2016 (for the 2017 report) and 2023 (for the 2025 update to the report), as well as an updated records search by Albion for the current APE.

Lindsey Willoughby, a researcher for Northwest Information Center (NWIC), provided the results of Albion's records search for cultural resources and studies within a half-mile radius of the APE on May 28, 2025 (Appendix B). In addition to official maps and records, the following sources of information were consulted as part of the records search:

- Office of Historic Preservation Archaeological Determinations of Eligibility
- California Inventory of Historical Resources
- Special Research Collections at the UCSC and UCSB Libraries (aerial images and historic maps)

OFFICE OF HISTORIC PRESERVATION ARCHAEOLOGICAL DETERMINATIONS OF ELIGIBILITY

According to the NWIC, no resources are listed in the Archaeological Determinations of Eligibility database.

CALIFORNIA INVENTORY OF HISTORICAL RESOURCES

The California Inventory of Historical Resources lists one resource within a half-mile radius of the APE:

- Moffett Field Dirigible Hangar (Hangar One)

PREVIOUSLY CONDUCTED CULTURAL RESOURCE STUDIES

The NWIC identified 58 studies conducted within the APE (Table 3). Note, some studies have multiple entries because they were based on the same project areas.

According to the three NWIC records searches, 62 studies have been identified within a half-mile of the APE (Table 4). Note, some studies have multiple entries because they were based on the same project areas.

Table 3. Cultural Resource Studies Conducted within the APE.

Report No.	Citation Title	Authors	Citation Year
S-000848	A Summary of Knowledge of the Central and Northern California Coastal Zone and Offshore Areas, Vol. III, Socioeconomic Conditions, Chapter 7: Historical & Archaeological Resources	D. A. Fredrickson	1976
S-001784	Preliminary Cultural Resources Identification: San Francisco Bay Study for Corps of Engineers Projects	David Chavez	1979
S-003146	A Preliminary Inventory of Recorded Archaeological Resources in Pacific Gas & Electric Company's South Bay Study Area, San Francisco Bay, California	T. F. King and R. Melander	1973
S-003453	Notes on the Carmel Indians (notes taken from Roy Meadows and Roy Martin on March 4th, 1950); and Southern Costanoan-Esselen Notes (notes taken from Ann Fisher on March 4th, 1950)	R. Meadows et al.	1950
S-005259	Santa Clara County Heritage Resource Inventory	Ann Hines et al.	1979
S-005260	Tamien - 6000 Years in an American City	J. C. Winter	1978
S-005272	The Santa Clara Valley, California: A Study in Landscape Changes	J. O. Marius Broek	1932
S-007483	Revised Data Recovery Plan, Part I: Review of the Prehistory of the Santa Clara Valley Region as Part of the Guadalupe Transportation Corridor Compliance with 36 CFR Part 800	A. B. Elsasser et al.	1985
S-008371	Cultural Resources Evaluations for the Proposed Navy Housing Locations at Moffett Field, Santa Clara County, California	David Chavez & Associates	1981
S-008585	Archaeological Element, Environmental Impact Report on the San Felipe Water Distribution System	T. King et al.	1974
S-008607	Cultural Resources Evaluation for the Moffett Field Storm Drainage Environmental Assessment, Santa Clara County, California	D. Chavez	1981
S-009440	Archaeological Survey Report for the Proposed Improvements to the Routes 85, 101, 237 Triangle and Route 85 from Stevens Creek Blvd. to Route 101 in Santa Clara County	California Department of Transportation (Caltrans)	1987
S-009462	Identification and Recording of Prehistoric Petroglyphs in Marin and Related Bay Area Counties	T. A. Miller	1977
S-009583	Ecology of the Pre-Spanish San Francisco Bay Area	D. W. Mayfield	1978

Report No.	Citation Title	Authors	Citation Year
S-010200	Cultural Resources Evaluation for the Fremont-South Bay Corridor Study: Alternatives Analysis, Alameda and Santa Clara Counties, California	David Chavez & Associates	1988
S-011950	Cultural Resources Survey Report for Proposed Commissary Building, Naval Air Station, Moffett Field, Santa Clara County, CA	William Self Associates	1990
S-012294	Archaeological Survey Report, Tasman Corridor Project, Santa Clara County, California	S. Baker and L. H. Shoup	1990
S-012528	Cultural Resources Assessment for 1990 General Plan Update, City of Mountain View, Santa Clara County, California	D. M. Garaventa et al.	1990
S-013200	Cultural Resources Assessment for the Santa Clara County Transportation Plan - T2010 EIR	D. M. Garaventa et al.	1991
S-013461	Archeological Overview and Survey, Naval Air Station Moffett Field, Santa Clara County, California and Naval Auxiliary Landing Field Crows Landing, Stanislaus County	Basin Research Associates, Inc	1991
S-014343	Summaries of Burial Collections	J. Woodward and N. H. Evans	1992
S-015529	California, Oregon, and Washington: Archaeological Resource Study	R. L. Gearhart II et al.	1993
S-016394	Recorded Archaeological Resources in Santa Clara County, California (Plotted on the BARCLAY 1993 LoCaide Atlas)	C. I. Busby et al.	1994
S-016394a	First Supplement, Recorded Archaeological Resources in Santa Clara County, California	C. I. Busby et al.	1995
S-016394b	Second Supplement, Recorded Archaeological Resources in Santa Clara County, California	C. I. Busby et al.	1996
S-016394c	Third Supplement, Recorded Archaeological Resources in Santa Clara County, California	C. I. Busby et al.	1997
S-016658	Final Archaeological Monitoring Report, City of Sunnyvale Reclaimed Water Pipeline Through Sunnyvale Municipal Golf Course and Moffett Field Naval Air Station, Santa Clara County, California (letter report)	S. Morgan and B. Voss	1995
S-017851	Inigo of Rancho Posolmi: The Life and Times of a Mission Indian and His Land	L. H. Shoup et al.	1995
S-017852	Ethnohistoric Genealogy Study, Tasman Corridor Light Rail Project, Santa Clara County, California	J. Jensen Kehl and L. Yamane	1995
S-018217	Cultural Resource Evaluations for the Caltrans District 04 Phase 2 Seismic Retrofit Program, Status Report	G. Gmoser	1996

Report No.	Citation Title	Authors	Citation Year
S-018367	Historic Property Survey Report and Finding of No Effect for the Proposed Ramp Metering and HOV Ramp Project	California Department of Transportation (Caltrans)	1995
S-019881	NASA – Ames Research Center, Moffett Field, California, Section 110 Survey	No author	1995
S-020395	PCNs of the Coast Ranges of California: Religious Expression or the Result of Quarrying?	D. L. Gillette	1998
S-025529	Historic Property Survey Report for the US 101/SR 85 Interchange Improvement Project	Myra L. Frank & Associates	2001
S-026595	Archaeological and Historical Evaluation of NASA Moffett Field, Santa Clara County, California (letter report)	K. Flynn and W. Roop	1987
S-027481	US Naval Air Station Moffett Field, Building 23 Schematic Design, SHPO Submittal, Moffett Field, California	Architectural Resources Group	2001
S-027482	US Naval Air Station Moffett Field, Building 23 Re-Use Guidelines, Final, Moffett Field, California	Architectural Resources Group	2000
S-030204	The Distribution and Antiquity of the California Pecked Curvilinear Nucleated (PCN) Rock Art Tradition.	D. L. Gillette	2003
S-032340	Finding of Effect for the Tasman Light Rail Project	Archaeological/ Historical Consultants and Woodward-Clyde Consultants	1992
S-032498	U.S. Army Reserve Contracting Center, West Coast Contracting, Extended Phase I Study of the Berry Court Archaeological Site, Moffett Field, Santa Clara County, California	T. Garlinghouse and M. Hylkema	2006
S-032498a	U.S. Army, a Descriptive Analysis of the Moffett Field Burial, Fort Hunter Liggett Military Installation, Santa Clara County, California	T. S. Garlinghouse	2006
S-032596	The Central California Ethnographic Community Distribution Model, Version 2.0, with Special Attention to the San Francisco Bay Area, Cultural Resources Inventory of Caltrans District 4 Rural Conventional Highways	R. Milliken et al	2006
S-033596	Cultural Resource Inventory and Evaluation of United States Army Reserve 63D Regional Readiness Command Facilities; Contract No. W912C8-05-P-0052	M. L. Maniery and C. L. Baker	2007

Report No.	Citation Title	Authors	Citation Year
S-033596a	Cultural Resources Inventory and Evaluation of the United States Army Reserve Heroic War Dead USAR Center/Area Maintenance Support Activity 85 (G), Oakland, California; P-01-[010831], 63D Regional Readiness Command Facility CA036, Contract No. W912C8-05-P-0052	U.S. Army Reserve and PAR Environmental Services, Inc.	2007
S-033596b	Cultural Resources Inventory and Evaluation of the United States Army Reserve Oakland USAR Center #2, Oakland, California; P-01-01830, 63D Regional Readiness Command Facility CA-125, Contract No. W912C8-05-P-0052	U.S. Army Reserve and PAR Environmental Services, Inc.	2007
S-033596c	Cultural Resources Inventory and Evaluation of the United States Army Reserve PFC Bacciglieri Armed Forces Reserve Center, Concord, California; P-07-002752, 63 D Regional Readiness Command Facility CA007, Contract No. W912C8-P-0052	U.S. Army Reserve and PAR Environmental Services, Inc.	2007
S-033596d	Cultural Resources Inventory and Evaluation of the United States Army Reserve Col. Hunter Hall USAR Center, San Pablo, California; P-07-002753, 63D Regional Readiness Command Facility CA 070, Contract No. W912C8-05-P-0052	U.S. Army Reserve and PAR Environmental Services, Inc.	2007
S-033596e	Cultural Resources Inventory and Evaluation of the United States Army Reserve Fort Ord USAR Center, Marina, California; 63D Regional Readiness Command Facility CA012, Contract No. W912C8-05-P-0052	U.S. Army Reserve and PAR Environmental Services, Inc.	2007
S-033596f	Cultural Resources Inventory and Evaluation of the United States Army Reserve Moss Landing Local Training Area, Moss Landing, California; 63D Regional Readiness Command Facility CA189, Contract No. W912C8-05-P-0052	U.S. Army Reserve and PAR Environmental Services, Inc.	2007
S-033596g	Cultural Resources Inventory and Evaluation of the United States Army Reserve Jones Hall USAR Center, Mountain View, California; P-43-001836, 63D Regional Readiness Command Facility CA031, Contract No. W912C8-05-P-0052	U.S. Army Reserve and PAR Environmental Services, Inc.	2007
S-033596h	Cultural Resources Inventory and Evaluation of the United States Army Reserve Richey Hall USAR Center, San Jose, California; P-43-000728, 63D Regional Readiness Command Facility CA069, Contract No. W912C8-05-P-0052	U.S. Army Reserve and PAR Environmental Services, Inc.	2007
S-033596i	Cultural Resources Inventory and Evaluation of the United States Army Reserve Moffett USAR Center, Mountain View, California; P-43-001837, 63D Regional Readiness Command Facility CA120, Contract No. W912C8-05-P-0052	U.S. Army Reserve and PAR Environmental Services, Inc.	2007

Report No.	Citation Title	Authors	Citation Year
S-033596j	Cultural Resources Inventory and Evaluation of the United States Army Reserve PFC Young USAR Center, Vallejo, California; P-[48-000752], 63D Regional Readiness Command Facility CA-090, Contract No. W912C8-05-P-0052	U.S. Army Reserve and PAR Environmental Services, Inc.	2007
S-033596k	USA070613A; Inventory and Evaluation of Historic Resources at 63D Regional Readiness Command, US Army Reserve Center in California (Concurrence Correspondence)	M. W. Donaldson and J. O. Anderson	2007
S-033600	Geoarchaeological Overview of the Nine Bay Area Counties in Caltrans District 4	J. Meyer and J. Rosenthal	2007
S-033812	NASA Ames Research Center Historic Resources Protection Plan for Portions of Moffett Field, California	NASA	2001
S-035040	Hangar One, Moffett Field Naval Air Station, Historic American Engineering Record #CA-335	Page & Turnbull, Inc.	2006
S-042003	The South Bay Salt Pond Restoration Project: A Cultural Landscape Approach for the Resource Management Plan	E. J. Johnck	2008
S-042003a	Memorandum of Understanding Between the U.S. Fish & Wildlife Service, Don Edwards San Francisco Bay National Wildlife Refuge and the California Department of Fish and Game Regarding Implementation of the National Historic Preservation Act on the Eden Landing Ecological Reserve (Baumberg Tract) for the South Bay Salt Ponds Restoration Project in Alameda County	G. M. Stewart and C. Armor	2007
S-042003b	Identification and Evaluation of the South San Francisco Bay Solar Salt Industry Landscape (Alameda, Santa Clara, and San Mateo Counties, California)	L. A. Speulda-Drews and N. Valentine	2009
S-042003c	Historic American Landscapes Survey, Alviso Salt Works, HALS #CA-92	L. Watt et al.	2014
S-042003d	Other Wetland Habitats, Including the Former Salt Works Sites Within the Alviso Unit on the Don Edwards San Francisco Bay National Wildlife Refuge and California Department of Fish And Game's, Eden Landing Ecological Reserve; Alameda and Santa Clara, Counties, California	M. Stewart and M. W. Donaldson	2012

Report No.	Citation Title	Authors	Citation Year
S-042003e	Amendment to Memorandum of Agreement Among the U.S. Fish And Wildlife Service, the California State Historic Preservation Officer, and the U.S. Army Corps Of Engineers Regarding the South Bay Salt Pond Restoration Project, Including Restoration of Former Industrial Salt Ponds to Tidal Salt Marsh and Other Wetland Habitats, Including the Former Salt Works Within the Alviso Unit of the Don Edwards San Francisco Bay National Wildlife Refuge and the California Department of Fish And Game's Eden Landing Ecological Reserve, Alameda And Santa Clara Counties, California	A. Morkill et al.	2015
S-042003f	U.S. Fish and Wildlife Service Project #FWS040721A, Historic Properties Treatment Plan for the Salt Works within the South Bay Salt Pond Restoration Project at the Alviso Unit, Don Edwards San Francisco Bay National Wildlife Refuge, and the Eden Landing Ecological Reserve, California Department of Fish and Game, Alameda and Santa Clara counties, California	U.S. Fish and Wildlife Service	2012
S-042003g	Historic American Landscapes Survey, Eden Landing Salt Works, HALS No. CA-91	L. Watt et al.	2014
S-042003h	South Bay Salt Pond Restoration Project, Cultural Resources Mitigation and Monitoring Report	U.S. Fish and Wildlife Service	2019
S-042003i	FWS040721A, Section 106 Consultation: Determination of Eligibility for Pond A18 and Draft DPR forms for review as per the Amendment to the Memorandum of Agreement for the South Bay Salt Pond Restoration Project, Alameda and Santa Clara Counties, California	J. Polanco	2019
S-043585	American Landscape Survey (HALS) Documentation for the Alviso Salt Works, HALS No. CA_92	National Park Service	2014
S-044285	Results of an Archaeological Records Search, Field Survey, and Subsurface Exploration for the Moffett Boulevard/R.T. Jones Road Intersection Improvement Project in Moffett Field, Santa Clara County, California	Holman & Associates	2013
S-045670	Historic Property Survey Report, US 101 Express Lanes Project, Santa Clara County, California	URS	2014
S-045701	Sunnyvale Water Pollution Control Plant Master Plan, Cultural Resources Survey Report	H. Koenig	2014
S-045701a	Sunnyvale Water Pollution Control Plant Master Plan, Draft Cultural Resources Survey Report	H. Koenig	2014
S-046337	State Route 237 Express Lanes Phase 2 Project, Historic Property Survey Report (HPSR), Including Archaeological Survey Report (ASR), Extended Phase I (XPI) Report, and Environmentally Sensitive Area (ESA) Plan, SR 237 and US 101, Santa Clara County, California; Caltrans District 4, SCL-237 PM 2.3/8.2, EA 04-4H280K, Project ID 0413000202	A. Whitaker	2014

Report No.	Citation Title	Authors	Citation Year
S-046337a	Archaeological Survey Report for the State Route 237 Express Lanes Phase 2 Project, 4-SCL-237; PM 2.3/8.2, EA-04-4H280K, Project ID No. 0413000202	A. Whitaker	2014
S-046337b	Extended Phase I Investigation for the SR 237 Phase 2 Express Lane Project, Santa Clara County, California, 4-SCL-237; PM 2.3/8.2, EA-04-4H280K, Project ID No. 0413000202	A. Whitaker and P. Kaijankoski	2014
S-046337c	State Route 237 Express Lanes Phase 2 Project, Environmentally Sensitive Area Action Plan for Site P-43-000032/CA-SCL-12/H, SR 237 and US 101, Santa Clara County, California; Caltrans District 4, SCL-237 PM 2.3/8.2, EA 04-4H280K, Project ID 0413000202	A. Whitaker	2014
S-046337d	Addendum Extended Phase I Investigation for the SR 237 Phase 2 Express Lane Project, Santa Clara County, California; 4-SCL-237; PM 2.3/8.2, EA-04-4H280K, Project ID No. 0413000202	A. Whitaker and N. Scher	2015
S-046375	County of Santa Clara Historic Context Statement	Archives and Architecture, LLC.	2012
S-046899	Cultural Resources Assessment, South San Francisco Bay Shoreline Interim Feasibility Study, Contract: W9-12P7-06-D-007	Basin Research Associates, Inc.	2009
S-046899a	South San Francisco Bay Shoreline Study, Alviso Ponds and Santa Clara County Area Interim Feasibility Study, Environmental Settings Report, Contract No. W912P7-06-D-006, Task Order No. 002	MWH	2010
S-046899b	VOIDED-see S-42003b	No author	No date
S-046899c	VOIDED-duplicate of S-42003c	No author	No date
S-046899d	VOIDED-see S-42003d and S-42003f	No author	No date
S-046899e	Draft South San Francisco Bay Shoreline Phase I Study, Draft Integrated Document Cultural Resources Report Section Chapter 4.15	USACE - San Francisco District	2014
S-046899f	Draft South San Francisco Shoreline Phase I Study - Draft Integrated Document Aesthetics Chapter 4.12	USACE - San Francisco District	2014
S-046899g	COE_2014_1219_001; South San Francisco Bay Phase I Shoreline Study	T. R. Kendall	2015
S-047647	Draft Inventory and Evaluation of Cold War Era Historical Resources, Moffett Federal Airfield, Moffett Field, California	Science Applications International Corporation	1998

Report No.	Citation Title	Authors	Citation Year
S-048927	The Economy and Archaeology of European-made Glass Beads and Manufactured Goods Used in First Contact Situations in Oregon, California and Washington	D. S. Crull	1997
S-049251	Archaeological Testing Report: MFA Electrical-Telecommunications Infrastructure Project, Santa Clara County, California	S. Kozakavich et al.	2017
S-049780	San Francisco Bay-Delta Regional Context and Research Design for Native American Archaeological Resources, Caltrans District 4	B. F. Byrd	2017
S-050887	Cultural Resources Assessment Report, California Air National Guard 129th Rescue Wing Relocation Project, Santa Clara County, California	S. Kozakavich et al.	2017
S-050887a	CA ANG Relocation Project, Section 106 Technical Report, NASA Ames Research Center, Moffett Field, California, [13140J.4]	Page & Turnbull	2017
S-050887b	USAF _2017 _0830_001, Section 106 Consultation for Construction of Facilities, 129th Rescue Wing Cantonment Area, Moffett Air National Guard Base, Moffett Federal Airfield, Santa Clara County	J. Polanco	2017
S-050887c	Ongoing Section 106 Consultation for California Air National Guard Facilities Relocation and Improvements at 129th Rescue Wing Cantonment Area, Moffett Air National Guard Base (ANGB), Moffett Federal Airfield, Santa Clara County, California (USAF_ 2017_ 0830_001) (letter report)	A. Ferguson	2017
S-050887d	NASA_2015_0928_001, Archaeological Resources Study of NASA Ames Research Center, Moffett Federal Airfield, Santa Clara County, California	J. Polanco	2017
S-050887e	USAF _2017 _0830_001, Section 106 Consultation for Construction of Facilities, 129th Rescue Wing Cantonment Area, Moffett Air National Guard Base, Moffett Federal Airfield, Santa Clara County	J. Polanco	2017
S-050944	Clark Road Guard Station Project, Section 106 Technical Report, NASA Ames Research Center, Moffett Field, California	Page & Turnbull	2018
S-050944a	Archaeological Testing Report, Moffett Federal Airfield Clark Road Guard Station Project, Santa Clara County, California	WSA	2017
S-050944b	NASA_2017_1113_001, Continuing Section 106 Consultation for Clark Road Guard Station Project at NASA Ames Research Center, Santa Clara County, California	J. Polanco and J. Ikan	2018

Report No.	Citation Title	Authors	Citation Year
S-053433	Archaeological Resources Study, NASA Ames Research Center	S. Jow et al.	2017
S-053868	Historic Property Survey Report-Negative Findings for Route 101 Widening, 04-SCL-101, P.M. 43.9/52.5, 134, 437080	California Department of Transportation	1986
S-053868a	Negative Archaeological Survey Report, 04-SCL-101, P.M. 43.9/52.5, 134, 437080	R. Fitzgerald and M. Buss	1986
S-056816	Cultural Resources Identification Report Manila Avenue Bicycle Path Project	Archaeological/ Historical Consultants	2022

Table 4. Cultural Resource Studies Conducted within a half-mile Radius of the APE.

Report No.	Citation Title	Authors	Citation Year
S-004175	Archaeological Evaluation of the Kaiser Truck Parking Facility, Mountain View, California	R. Edwards	2000
S-004396	Archeological Evaluation of Subsurface Test Samples for the Second Phase of Project #76-54, Water Mains Project, City of Mountain View	R. Cartier	1977
S-004492	An archaeological field reconnaissance of both banks of Stevens Creek between the bay and Homestead Boulevard in Mountain View, California (letter report)	M. P. Holman	1978
S-005317	Archaeological Survey of Building 158 Site (Lockheed Purchase Order JRB8E6970 F) (letter report)	D. Chavez	1980
S-005318	Archaeological Investigation of the Proposed Construction Site for Lockheed Building 157, Sunnyvale, California.	D. Chavez	1980
S-008345	Archaeological Survey Report, 04-SCL-101, Portions of P.M. 38.3/52.5, Improvements to Route 101 Between Route 17 in San Jose and Embarcadero Road in Palo Alto, Santa Clara County, 04393-389131, 04393-396171	M. Melandry	1980
S-008509	Archaeological Reconnaissance of Second Phase of Project #76-54, Water Mains Project, City of Mountain View	R. Cartier	1977
S-008577	Lockheed property at 6th Avenue and "C" Street (letter report)	D. Chavez	1981
S-009440	Archaeological Survey Report for the Proposed Improvements to the Routes 85, 101, 237 Triangle and Route 85 from Stevens Creek Blvd. to Route 101 in Santa Clara County, 4-SCL-85 PM 17.7/23.9, 4-SCL-101 PM 44.9/49.5, 4-SCL-237 PM 0.4/3.8, EA 04282-437060	M. K. Kelly	1987
S-010525	Addendum #1, Archaeological Survey Report for the Proposed Improvements to the Routes 85, 101, & 237 Triangle, Santa Clara County, 4-SCL-85 17.7/23.9, 4-SCL-101 44.9/49.5, 4-SCL-237 0.4/3.8, 04282-437060	M. Hylkema	1988
S-010771	Cultural Resources Evaluation for Building 107 Construction Site, Lockheed Missiles and Space Company, Inc., Sunnyvale, California (Purchase Order No. JDB9E0340F)	S. S. Salzman and D. Chavez	1984
S-010771a	Subsurface Archaeological Investigations for Building 107 Construction Site, Lockheed Missiles and Space Company, Inc., Sunnyvale, California	D. Chavez and J. Holson	1985
S-015230	Soil Core Grid Layout for Location of the Chittenden Mound	J. R. Rappaport and P. C. A. Meredith	1976

Report No.	Citation Title	Authors	Citation Year
S-015301	Auger Testing and Archaeological Findings near Archaeological Site CA-SCL-12, Sunnyvale, CA (letter report)	S. Salzman Morgan	1993
S-015758	Archaeological Investigation, CA-SCL-23, for the Modification of the Outdoor Aerodynamic Research Facility (OARF), NASA Ames Research Center, Moffett Field, Santa Clara County, California	D. M. Garaventa et al.	1993
S-016393	Final Report, Archaeological Test Program, CA-SCL-23 and Vicinity, for the National Wind Tunnel Complex (NWTC), NASA Ames Research Center, Moffett Field, Santa Clara County, California	D. M. Garaventa et al.	1993
S-016861	Archaeological Resources Investigations at CA-SCL-12: Proposed H Street Extension, Lockheed Missiles and Space Company, Inc., Sunnyvale, California	D. Chavez and N. Ilic	1993
S-018286	Historic Property Survey Report, Improvement of a Portion of Route 85, 04-SCL-85 P.M. R35.6/R38.3 04-234-43820K	D. Chavez	1996
S-022302	Section 106 Analysis of the Proposed Acoustic Modification to the 40 x 80 Wind Tunnel	D. Reel and L. Neff	1995
S-023934	Cultural Resources Investigations for XO California, Inc. Fiber Optic Installations in San Francisco and Santa Clara Counties	Jones & Stokes	2001
S-025173	Cultural Resources Report for San Jose Local Loops, Level 3 Fiber Optics Project in Santa Clara and Alameda Counties, California	J. Holson et al.	2002
S-028987	Closure Report - Native American Burial Exposure, CA-SCL-717, Tyrella Project, 449 Tyrella Avenue, City of Mountain View, Santa Clara County	C. I. Busby	2004
S-029298	Archaeological Field Inspection of the 62 Devonshire Avenue Property, Mountain View, Santa Clara County, California (letter report)	M. P. Holman	2004
S-030513	Cultural Resources Investigations for Stevens Creek Trail Overcrossing of Moffett Boulevard, Mountain View, Santa Clara County	B. Siskin	2005
S-032499	Cultural Resources Survey of Approximately 76.6 Acres for BRAC 2005 Activities at Moffett Field USAR Complex, Santa Clara County, California	Tetra Tech, Inc.	2006
S-033697	Palo Alto Regional Water Quality Control Plant Reuse Pipeline, Santa Clara County, California: Cultural Resources Inventory	D. Martorana	2007

Report No.	Citation Title	Authors	Citation Year
S-033697a	Palo Alto Regional Water Quality Control Plant Reuse Pipeline: Cultural Resources Inventory Report	D. Martorana	2003
S-034296	Cultural Resources Records Search Results and Site Visit for T-Mobile Wireless Candidate SF24654 (Hwy 237), 919 Hamlin Court, Sunnyvale, Santa Clara County, California (letter report)	W. H. Bonner and J. M. Keasling	2007
S-035660	Data Recovery, Burial Removal and Construction Monitoring at the Moffett Towers Project, CA-SCL-12/H, Sunnyvale, Santa Clara County, California	A. Arrigoni et al.	2008
S-035710	Analysis of Selected Prehistoric Thermal Features in the San Francisco Bay Area	L. M. Pesnichak	2008
S-036208	Cultural Resources Investigation for Verizon Site # 183310, "Shoreline Theater", North Shoreline Blvd. and Crittenden, Mountain View, CA 94043	C. Losee	2009
S-036325	Cultural Resources Investigation for Telecommunications Project No. CNU0717 "101- Whisman", 644 National Avenue, Mountain View, Santa Clara County, California	C. Losee	2009
S-036517	Phase II Excavations in the Caltrans Right-of-Way at CA-SCL-12/H, Santa Clara County, California. 04-SCL-101/237 PM 46.10-46.3, EA# 04-3A9100	D. Hood	2009
S-036517a	Radiocarbon Dating Results for Samples SCL12-FEAT6, SCL12-40-50, SCL12-FEAT2, SCL12-123-130, SCL12-FEAT4	D. Hood	2008
S-036517b	Radiocarbon Dating Results for Samples SCL12-7-750, SCL12-7-516	D. Hood	2008
S-036517c	Radiocarbon Dating Results for Samples SCL12-FEAT8, SCL12-FEAT5, SCL12-60-70	D. Hood	2009
S-036517d	Radiocarbon Dating Results for Samples SCL12-2591	D. Hood	2009
S-036517e	X-ray Fluorescence Analysis of Artifactural Obsidian from CA-SCL-12, Santa Clara County, California Caltrans #15517	T. L. Jackson and T. M. Origer	1988
S-038155	Historic Property Survey Report, Proposal to Rehabilitate Portions of the Roadway in the Vicinity of Highway 101 and 237 Interchange between Post Miles 45.9 and 46.4, Santa Clara County, E-FIS Project # 04 0000 0968	K. Rose	2010
S-038155a	FHWA101231A; Finding of No Adverse Effect with Standard Conditions for the Maintenance Repair Project on Highway 101 in Santa Clara County (Concurrence Correspondence)	M. W. Donaldson and J. Darcangelo	2010
S-038156	Environmentally Sensitive Area (ESA) Action Plan, for the Maintenance Project on State Route 101, Santa Clara County, California, 04-SCL-101, PM 45.9/46.4, EA 3A9100, 04 0000 0968	K. Rose	2010

Report No.	Citation Title	Authors	Citation Year
S-038156a	FHWA101231A; Finding of No Adverse Effect with Standard Conditions for the Maintenance Repair Project on Highway 101 in Santa Clara County (Concurrence Correspondence)	Office of Historic Preservation; Caltrans	2010
S-038808	Extended Phase I Geoarchaeological Study for the State Route 85 Proposed Freeway Performance Initiative Project, Santa Clara County, California, EA 15420, EFIS 04000020481, 04-SR-85 PM R 18.45/23.87	N. Scher	2012
S-042888	Cultural Resources Study for the 450 North Whisman Project, Mountain View, Santa Clara County	H. Koenig	2013
S-043191	Historic Property Survey Report, State Route 85 Express Lanes Project, Santa Clara County, California, EA 4A7900, EEFIS 0400001163, US 101 PM 23.1-28.6, SR 85 PM 0.0-24.1, US 101 PM 47.9-52.0	K. Kubal and J. Rehor	2013
S-043191a	Archaeological Survey Report, State Route 85 Express Lanes Project, Santa Clara County, California: EA 4A7900; EFIS 0400001163, US 101 PM 23.1-28.6, SR 85 PM 0.0-24.1, US 101 PM 47.9-52.0	K. Kubal	2013
S-043191b	Extended Phase I Study, State Route 85 Express Lanes Project, Santa Clara County, California: Project No. 0400001163; EA 4A7900, US 101 PM 23.1-28.6, SR 85 PM 0.0-24.1, US 101 PM 47.9-52.0	J. Rehor and K. Kubal	2013
S-043191c	Environmentally Sensitive Area Action Plan, State Route 85 Express Lanes Project, Santa Clara County, California: EA 4A7900; EFIS 0400001163, US 101 PM 23.1-28.6, SR 85 PM 0.0-24.1, US 101 PM 47.9-52.0	K. Kubal	2013
S-043660	Cultural Resources Investigation for Anthem Telecom "Lockheed Martin Sunnyvale Campus," H street and Lockheed Martin Way, Sunnyvale, Santa Clara County, California 94089 (letter report)	C. Losee	2010
S-043662	Cultural Resources Analysis, Northeast Mountain View/CN4041, 605 Macara Avenue, Sunnyvale, Santa Clara County, California 94085, EBI Project No. 61106004	D. C. Perez	2010
S-045750	Final Archaeological Testing Report, 133-149 Fairchild Drive, Mountain View, California	A. Estes and N. Fino	2014
S-046003	Archaeological Auger Testing Program for the Fairchild Drive Rowhouse Project in the City of Mountain View	R. Cartier	2013
S-046328	Submission Packet, FCC Form 621, for proposed Collocation Project, Building N206, NASA Ames Research Center, Mountain View, Santa Clara County, CA 94035, Moffett Field / Ensite #19283 (260463), EBI Project Number: 6114004221	S. LeVaun Graulty	2015

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S-046675	Phase I / Extended Phase 1 Archaeological Survey of Approximately 30 Acres at Mountain View, 63D Regional Support Command, Headquarters, Santa Clara County, California, Contract No: W91278-14-D-0064	S. C. Heffner and J. Allen	2015
S-046681	Final Archaeological Monitoring Report MV Viewpoint 2013 Investors Development (454-12-PUD) in the city of Mountain View, Santa Clara County, California	M. R. Clark	2015
S-047850	FCC Form 620, New Tower Submission Packet: 18585 B153/B141 Closure, Intersection of 5th Ave. and G Street, Sunnyvale, CA	M. E. Seagrave	2015
S-047850a	FCC_2015_0616_003; 18585 B153/B141 Closure, Intersection of 5th Ave and G Street, Sunnyvale, Santa Clara County, New Tower	J. Polanco	2015
S-048274	Final Archaeological Monitoring Report MV Viewpoint 2013 Inc. Viewpoint Phase II Development (133-14-PCZA), 133-149 Fairchild Drive, in the City of Mountain View, Santa Clara County, California	M. R. Clark	2016
S-048705	Results of Cultural Resources Literature Search and Native American Consultation for the East Whisman Precise Plan, Mountain View, Santa Clara County, California (letter report)	S. Psota	2017
S-049062	Historical Resources Compliance Report for the Mathilda Avenue Improvements at SR 237 and US 101 Project	A. Fike	2016
S-049062a	Mathilda Avenue Improvements at SR 237 and US 101 Project Archaeological Survey Report	L. Henry Roberts	2016
S-049247	Cultural Resources Assessment Report: Moffett Federal Airfield - Bay View Campus, Sunnyvale, Santa Clara County, California	C. Alonso et al.	2016
S-049333	Summary Results of an Archaeological Literature Search for 870 Leong Drive Hotel Project, Mountain View, Santa Clara County	S. Psota	2017
S-050899	Historic Property Survey Report for a Proposed Bridge Rehabilitation Project for Seven Bridges along United States Route 101 (US-101) and Interstate 237 (I-237), 04-SCL-101, 137, EA 0J560, E-FIS 0414000013	K. Rebellino	2018
S-050899a	Environmentally Sensitive Area Action Plan for P-43-000032/CA-SCL-12 ("Ynigo Mound") for the Proposed US 101 & I-237 Bridge Rail Replacement Project, Santa Clara County, California, 04-SCL-101, PM 0.03, R0.81, 4.20, 47.89, 50.32, 04-SCL-237, PM 2.45, EA 0J560/EFIS 0414000013	K. Rebellino	2018
S-050902	Prehistoric Archaeological Sensitivity Assessment of 26 Transit-oriented Development Parcels in Santa Clara County, California	P. Kaijankoski	2017

Report No.	Citation Title	Authors	Citation Year
S-050902a	Prehistoric Archaeological Sensitivity Assessment of 26 Transit-Oriented Development Locations in Santa Clara County, California	P. Kaijankoski	2018
S-051748	Results of an Archaeological Literature Search for North Bayshore Precise Plan, Mountain View, Santa Clara County, California (letter report)	L. Jordan and S. Psota	2015
S-052063	Cultural Resources Records Search and Site Visit Results for T-Mobile West, LLC Candidate SF04617A (Sunny Golf Course), 625 Ellis Street, Mountain View, Santa Clara County, California (letter report)	C. L. Peterson and K. A. Crawford	2015
S-052063a	Direct APE Historic Architectural Assessment for T-Mobile West, LLC Candidate SF04617A (Sunny Golf Course), 625 Ellis Street, Mountain View, Santa Clara County, California (letter report)	C. D. Wills and K. A. Crawford	2015
S-052456	Archaeological Monitoring Report for the 750 Moffett Boulevard Project, Santa Clara County, California	C. Alonso et al.	2019
S-052456a	Results of the Archaeological Coring for the 750 Moffett Boulevard Project in the City of Mountain View and County of Santa Clara, California (letter report)	C. Alonso	2017
S-052480	Phase I Archaeological Investigations for 888-894 Ross Drive, Sunnyvale, California	D. Ross	2019
S-052850	Archaeological Resources Identification and Evaluation for the California Air National Guard Telecommunication Fiber Conduit Project, California Air National Guard, Moffett Federal Airfield, Santa Clara County, California	J. Rehor and A. Leon Guerrero	2018
S-052850a	[USAF_2018_0912_001] Section 106 Consultation for the Telecommunication Fiber Conduit Project, Moffett Air National Guard Base, Moffett Federal Field, Santa Clara County (CA ANG's letter of September 11, 2018)	J. Polanco and A. Ferguson	2018
S-053434	Request for Consultation-Moffett Field-Vernon Avenue Utility Conversion, 230 R.T. Jones Road, Mountain View, CA 94043 (letter report)	L. M. Caballero	2015
S-053434a	USA_2016_0212_001, Moffett Field-Vernon Avenue Utility Conversion, 230 R.T. Jones Road, Mountain View, CA 94043 (your letter of February 4, 2016)	J. Polanco	2016
S-053435	Results of Auger Testing at 63D RSC facility in Mountain View, California. (PAR Job No: 15-0039) (letter report)	A. E. Maniery	2015
S-053435a	USA_2015_0928_001, Christmas Tree Planting, 230 R.T. Jones Road, Mountain View, CA 94042 (your letter of September 24, 2015)	J. Polanco	2015

Report No.	Citation Title	Authors	Citation Year
S-053437	Request for Consultation-Geotechnical Exploration for Right-of-Entry Project, SGT James Witkowski AFRC, 230 R.T. Jones Road, Mountain View, CA 94043-0063 (letter report)	L. Caballero	2019
S-053437a	USA_2019_0508_001, Geotechnical Exploration for Right-of-Entry Project, SGT James Witkowski AFRC, Mountain View, California; (the 63d RD's letter of May 07, 2019 and five e-mails of May 14, 2019)	J. Polanco	2019
S-053667	Final Archaeological Monitoring Report for the Warmington Residential California Tract 7715, Fairchild-Mountain View, (P/C # 2016-0146), 277 Fairchild Drive, in the City of Mountain View, Santa Clara County, California	M. R. Clark	2017
S-053884	Archaeological Survey Report for the Northbound 101 Off-Ramp at Moffett Boulevard Project, Santa Clara County, California	A. M. Younie	2019
S-056817	Cultural Resources Survey Report Terra Bella Public Storage & Alta Housing Project, Mountain View	J. Ho et al.	2022

PREVIOUSLY RECORDED CULTURAL RESOURCES

The three NWIC records searches included 155 previously recorded resources within the APE (Appendix A: Figure A-11. Known Cultural Resources) (Table 5). Note that NASA ARC maintains additional documentation of previously recorded built environment resources that have not yet been made available at NWIC. ARG's review of NASA ARC's records is described in Chapter 4.

Table 5. Previously Recorded Cultural Resources within the APE.

Trinomial No./Primary Number	Description	Reference
CA-SCL-14 / P-43-000034	Precontact occupation site	Loud (1912)
CA-SCL-15 / P-43-000035	Precontact occupation site	Loud (1912)
CA-SCL-16 / P-43-000036	Precontact occupation site	Loud (1912)
CA-SCL-17 / P-43-000037	Precontact occupation site presumably covered by Moffett Field	Loud (1912)
CA-SCL-18 / P-43-000038	Precontact campsite with midden	Loud (1912)
CA-SCL-19 / P-43-000039	Precontact occupation site covered by Moffett Field	Loud (1912); Clark et al (2020)
CA-SCL-20 / P-43-000040	Precontact occupation site on mound with midden, a burial, a pestle, and hammerstone. The site could not be relocated.	Loud (1912); Kelly (1987)
CA-SCL-21 / P-43-000041	Precontact occupation site on a very compact oval midden mound with burials	Loud (1912)
CA-SCL-24 / P-43-000044	Precontact occupation site on a midden mound	Loud (1912)
No trinomial / P-43-001145	Historic-Era Building N210, built in 1940	Neff (1995)
No trinomial / P-43-001146	Historic-Era Building N211, built in 1946	Neff (1995)
CA-SCL-864/H / P-43-001825	Mixed component site. Precontact attributes include at least one burial, midden, shell, fire-affected rock, faunal bone, lithics, and awl fragments. Historic attributes include square nails, brick, bottle glass, metal, and slag.	Garlinghouse (2006)
No trinomial / P-43-002470	Historic-Era Building N556, built in 1979	Cole (1998)
No trinomial / P-43-002471	Historic-Era Building N561, built in 1976	Cole (1998)
No trinomial / P-43-002473	Historic-Era Building 566, built in 1979	Cole (1998)
No trinomial / P-43-002474	Historic-Era Building 567, built in 1978	Cole (1998)

Trinomial No./Primary Number	Description	Reference
No trinomial / P-43-002475	Historic-Era Building 569, built in 1978	Cole (1998)
No trinomial / P-43-002476	Historic-Era Building 570, built in 1978	Cole (1998)
No trinomial / P-43-002477	Historic-Era Building 572, built in 1963	Cole (1998)
No trinomial / P-43-002478	Historic-Era Building 574, built in 1963	Cole (1998)
No trinomial / P-43-002479	Historic-Era Building 580, built in 1983	Cole (1998)
No trinomial / P-43-002480	Historic-Era sign board (Resource 581), built in 1982	Cole (1998)
No trinomial / P-43-002481	Historic-Era sign board (Resource 582), built in 1982	Cole (1998)
No trinomial / P-43-002482	Historic-Era Building 50, built in 1958	Cole (1998)
No trinomial / P-43-002483	Historic-Era Building 93, built in 1946	Cole (1998)
No trinomial / P-43-002484	Historic-Era Building 105, built in 1947	Cole (1998)
No trinomial / P-43-002485	Historic-Era Building 106, built in 1947	Cole (1998)
No trinomial / P-43-002486	Historic-Era Building 107, built in 1948	Cole (1998)
No trinomial / P-43-002487	Historic-Era Building 109, built in 1948	Cole (1998)
No trinomial / P-43-002488	Historic-Era Building 126, built in 1949	Cole (1998)
No trinomial / P-43-002490	Historic-Era Building 133, built in 1950	Cole (1998)
No trinomial / P-43-002491	Historic-Era Building 134, built in 1951	Cole (1998)
No trinomial / P-43-002492	Historic-Era underground fuel tank (Resource 137), built in 1952	Cole (1998)
No trinomial / P-43-002493	Historic-Era underground fuel tank (Resource 138), built in 1952	Cole (1998)
No trinomial / P-43-002494	Historic-Era underground fuel tank (Resource 139), built in 1952	Cole (1998)
No trinomial / P-43-002495	Historic-Era underground fuel tank (Resource 140), built in 1952	Cole (1998)
No trinomial / P-43-002496	Historic-Era Building 141, built in 1952	Cole (1998)
No trinomial / P-43-002497	Historic-Era Building 142, built in 1952	Cole (1998)
No trinomial / P-43-002498	Historic-Era Building 143, built in 1951	Cole (1998)
No trinomial / P-43-002500	Historic-Era Building 147, built in 1951	Cole (1998)
No trinomial / P-43-002501	Historic-Era Building 148, built in 1953	Cole (1998); Garcia (2000)
No trinomial / P-43-002502	Historic-Era Building 149, built in 1953	Cole (1998); Garcia (2000)

Trinomial No./Primary Number	Description	Reference
No trinomial / P-43-002503	Historic-Era Building 150, built in 1953	Cole (1998); Garcia (2000)
No trinomial / P-43-002504	Historic-Era Building 151, built in 1953	Cole (1998); Garcia (2000)
No trinomial / P-43-002509	Historic-Era Building 156, built in 1953	Cole (1998); Garcia (2000)
No trinomial / P-43-002510	Historic-Era Building 158, built in 1954	Cole (1998); Garcia (2000)
No trinomial / P-43-002511	Historic-Era Building 161, built in 1952	Cole (1998)
No trinomial / P-43-002513	Historic-Era Building 175, no construction date	Cole (1998)
No trinomial / P-43-002514	Historic-Era Building 176, built in 1956	Cole (1998)
No trinomial / P-43-002515	Historic-Era Building 184, built in 1955	Cole (1998)
No trinomial / P-43-002516	Historic-Era storm water lift station (Resource 191), built in 1952	Cole (1998)
No trinomial / P-43-002517	Historic-Era storage structure (Resource 329), built in 1958	Cole (1998)
No trinomial / P-43-002518	Historic-Era Building 331, built in 1958	Cole (1998)
No trinomial / P-43-002519	Historic-Era tool storage building (Resource 342), built in 1948	Cole (1998)
No trinomial / P-43-002520	Historic-Era Buildings 346 and 396, built in 1950	Cole (1998)
No trinomial / P-43-002522	Historic-Era Building 348, built in 1950	Cole (1998)
No trinomial / P-43-002523	Historic-Era Building 350, built in 1950	Cole (1998)
No trinomial / P-43-002524	Historic-Era Building 351, no construction date	Cole (1998)
No trinomial / P-43-002525	Historic-Era Building 359, no construction date	Cole (1998)
No trinomial / P-43-002527	Historic-Era fuel storage tanks (Resource 360), built in 1954	Cole (1998)
No trinomial / P-43-002528	Historic-Era fuel storage tanks (Resource 361), built in 1954	Cole (1998)
No trinomial / P-43-002529	Historic-Era fuel storage tanks (Resource 362), built in 1954	Cole (1998)
No trinomial / P-43-002530	Historic-Era Building 367, built in 1948	Cole (1998)
No trinomial / P-43-002531	Historic-Era Building 372, built in 1952	Cole (1998)
No trinomial / P-43-002533	Historic-Era Building 382, built in 1950	Cole (1998)
No trinomial / P-43-002534	Historic-Era Building 390, built in 1948	Cole (1998)
No trinomial / P-43-002535	Historic-Era Building 395, built in 1948	Cole (1998)
No trinomial / P-43-002536	Historic-Era Building 399, built in 1956	Cole (1998)

Trinomial No./Primary Number	Description	Reference
No trinomial / P-43-002537	Historic-Era Building 400, built in 1958	Cole (1998)
No trinomial / P-43-002538	Historic-Era Building 402, built in 1957	Cole (1998)
No trinomial / P-43-002539	Historic-Era Building 409, built in 1948	Cole (1998)
No trinomial / P-43-002541	Historic-Era Building 454, built in 1960	Cole (1998)
No trinomial / P-43-002542	Historic-Era Building 455, built in 1964	Cole (1998)
No trinomial / P-43-002543	Historic-Era Building 459, no construction date	Cole (1998)
No trinomial / P-43-002544	Historic-Era Building 460, built in 1950	Cole (1998)
No trinomial / P-43-002545	Historic-Era communications antennae (Resource 463), built in 1960	Cole (1998)
No trinomial / P-43-002546	Historic-Era Building 464, built in 1964	Cole (1998)
No trinomial / P-43-002547	Historic-Era Building 471, built in 1961	Cole (1998)
No trinomial / P-43-002548	Historic-Era Building 476, built in 1964	Cole (1998)
No trinomial / P-43-002549	Historic-Era Building 478, built in 1963	Cole (1998)
No trinomial / P-43-002550	Historic-Era Building 482, built in 1963	Cole (1998)
No trinomial / P-43-002551	Historic-Era Building 483, built in 1964	Cole (1998)
No trinomial / P-43-002552	Historic-Era Building 484, built in 1965	Cole (1998)
No trinomial / P-43-002553	Historic-Era Building 485, built in 1965	Cole (1998)
No trinomial / P-43-002554	Historic-Era weapons magazines structures (Resources 486-492), built in 1965	Cole (1998)
No trinomial / P-43-002555	Historic-Era Building 498, built in 1965	Cole (1998)
No trinomial / P-43-002556	Historic-Era Building 499, built in 1966	Cole (1998)
No trinomial / P-43-002557	Historic-Era Building 502, built in 1967	Cole (1998)
No trinomial / P-43-002558	Historic-Era Building 503, built in 1966	Cole (1998)
No trinomial / P-43-002559	Historic-Era Building 509, built in 1968	Cole (1998)
No trinomial / P-43-002560	Historic-Era Building 510, built in 1967	Cole (1998)
No trinomial / P-43-002561	Historic-Era Building 511, built in 1968	Cole (1998)
No trinomial / P-43-002562	Historic-Era Buildings 512 A, B, and C, built in 1970	Cole (1998)
No trinomial / P-43-002563	Historic-Era Building 525, built in 1970	Cole (1998)

Trinomial No./Primary Number	Description	Reference
No trinomial / P-43-002564	Historic-Era Building 526, built in 1976	Cole (1998)
No trinomial / P-43-002565	Historic-Era Building 527, built in 1968	Cole (1998)
No trinomial / P-43-002566	Historic-Era Building 528, built in 1951	Cole (1998)
No trinomial / P-43-002567	Historic-Era Building 529, built in 1970	Cole (1998)
No trinomial / P-43-002568	Historic-Era Building 533, built in 1971	Cole (1998)
No trinomial / P-43-002569	Historic-Era Building 537, built in 1973	Cole (1998)
No trinomial / P-43-002570	Historic-Era Building 541, built in 1973	Cole (1998)
No trinomial / P-43-002572	Historic-Era Building 543, built in 1973	Cole (1998)
No trinomial / P-43-002573	Historic-Era Building 544, built in 1974	Cole (1998)
No trinomial / P-43-002574	Historic-Era Building 545, built in 1973	Cole (1998)
No trinomial / P-43-002575	Historic-Era 547B, built in 1974	Cole (1998)
No trinomial / P-43-002576	Historic-Era 547C, built in 1974	Cole (1998)
No trinomial / P-43-002577	Historic-Era 547D, built in 1974	Cole (1998)
No trinomial / P-43-002578	Historic-Era 547E, built in 1974	Cole (1998)
No trinomial / P-43-002580	Historic-Era Building 554, built in 1975	Cole (1998)
No trinomial / P-43-002581	Historic-Era Building 555, built in 1984	Cole (1998)
No trinomial / P-43-002582	Historic-Era Buildings 583 A, B, and C, built in 1985	Cole (1998)
No trinomial / P-43-002583	Historic-Era Buildings 583 A, B, and C, built in 1985	Cole (1998)
No trinomial / P-43-002584	Historic-Era Buildings 583 A, B, and C, built in 1985	Cole (1998)
No trinomial / P-43-002585	Historic-Era Building 591, built in 1983	Cole (1998)
No trinomial / P-43-002586	Historic-Era Building 596, built in 1985	Cole (1998)
No trinomial / P-43-002587	Historic-Era Building 650, built in 1975	Cole (1998)
No trinomial / P-43-002588	Historic-Era Building 651, built in 1981	Cole (1998)
No trinomial / P-43-002589	Historic-Era Building 652, built in 1988	Cole (1998)
No trinomial / P-43-002590	Historic-Era Building 653, built in 1988	Cole (1998)
No trinomial / P-43-002591	Historic-Era Building 654, built in 1969	Cole (1998)

Trinomial No./Primary Number	Description	Reference
No trinomial / P-43-002592	Historic-Era Building 655, built in 1945	Cole (1998)
No trinomial / P-43-002593	Historic-Era Building 656, built in 1971	Cole (1998)
No trinomial / P-43-002594	Historic-Era Building 657, built in 1955	Cole (1998)
No trinomial / P-43-002595	Historic-Era Building 658, built in 1955	Cole (1998)
No trinomial / P-43-002596	Historic-Era Building 659, built in 1956	Cole (1998)
No trinomial / P-43-002597	Historic-Era Building 660, built in 1956	Cole (1998)
No trinomial / P-43-002598	Historic-Era Building 661, built in 1956	Cole (1998)
No trinomial / P-43-002599	Historic-Era Building 669, built in 1943	Cole (1998)
No trinomial / P-43-002600	Historic-Era Building 679, built in 1992	Cole (1998)
No trinomial / P-43-002601	Historic-Era Building 680, built in 1980	Cole (1998)
No trinomial / P-43-002602	Historic-Era Building 681, built in 1980	Cole (1998)
No trinomial / P-43-002603	Historic-Era Building 682, built in 1980	Cole (1998)
No trinomial / P-43-002604	Historic-Era Building 683, built in 1980	Cole (1998)
No trinomial / P-43-002605	Historic-Era Building 684, built in 1984	Cole (1998)
No trinomial / P-43-002606	Historic-Era Building 686, built in 1984	Cole (1998)
No trinomial / P-43-002607	Historic-Era Building 901, no construction date	Cole (1998)
No trinomial / P-43-002608	Historic-Era Building 949, built in 1956	Cole (1998)
No trinomial / P-43-002609	Historic-Era Building 950, built in 1989	Cole (1998)
No trinomial / P-43-002610	Historic-Era Building 951, built in 1957	Cole (1998)
No trinomial / P-43-002611	Historic-Era Building 953, built in 1956	Cole (1998)
No trinomial / P-43-002612	Historic-Era Building 954, built in 1956	Cole (1998)
No trinomial / P-43-002613	Historic-Era Building 956, built in 1957	Cole (1998)
No trinomial / P-43-002614	Historic-Era Building 956A, no construction date	Cole (1998)
No trinomial / P-43-002615	Historic-Era Building 958, built in 1956	Cole (1998)
No trinomial / P-43-002616	Historic-Era Building 992, built in 1957	Cole (1998)
No trinomial / P-43-002617	Historic-Era Building 472, built in 1961	Cole (1998)

Trinomial No./Primary Number	Description	Reference
No trinomial / P-43-002618	Historic-Era Building 540, built in 1972	Cole (1998)
No trinomial / P-43-002619	Historic-Era Building 539, built in 1972	Cole (1998)
No trinomial / P-43-002571	Historic-Era Building 542, built in 1973	Cole (1998)
No trinomial / P-43-003506	Historic-Era Building 146, built in 1952	Cole (1998)
No trinomial / P-43-003507	Historic-Era Building 152, built in 1953	Cole (1998)
No trinomial / P-43-003508	Historic-Era Building 153, built in 1953	Cole (1998)
No trinomial / P-43-003509	Historic-Era Building 154, built in 1953	Cole (1998)
No trinomial / P-43-003510	Historic-Era Building 155, built in 1953	Cole (1998)
No trinomial / P-43-003511	Historic United States Naval Air Station Sunnyvale, California – Historic District	Bamburg (1991)

According to the three NWIC records searches, 40 resources have been identified within a half-mile radius of the APE (Table 6).

Table 6. Previously Recorded Cultural Resources within a half-mile Radius of the APE.

Trinomial No./ Primary Number	Description	Reference	Distance from APE	Distance from ADI
CA-SCL-12/H / P-43-000032	Mixed component site. The Precontact components include midden with burials and a rich assemblage of artifacts. The historic component includes bottle glass, a glass bead, wire nails, ceramics, and a button.	Loud (1912); Salzman (1984); Holson and Kelly (1987); Strother et al. (2008); Byrd (2009)	42 m east	1,184 m east
CA-SCL-13 / P-43-000033	Precontact occupation site	Loud (1912)	204 m east	1,637 m northeast
No trinomial / P-43-000043	Precontact occupation site on a mound. The site was not able to be relocated.	Loud (1912); Kovar (1995)	582 m west	582 m west
CA-SCL-25 / P-43-000045	Precontact mound and occupation site	Loud (1912)	190 m east	1,290 m east
CA-SCL-717 / P-43-000635	Precontact shell midden with chert flakes and fire-affected rock	Bocek (1991)	355 m south	355 m south
CA-SCL-747 / P-43-000671	Precontact shell scatter with a chert flake	Reddington (1993)	142 m east	1,720 m east
No trinomial / P-43-001139	Historic-Era Building N200, constructed in 1943	Neff (1995)	77 m west	155 m north
No trinomial / P-43-001140	Historic-Era Building N201, constructed in 1944	Neff (1995)	101 m west	188 m north
No trinomial / P-43-001141	Historic-Era Building N202, constructed in 1950	Neff (1995)	144 m west	279 m north
No trinomial / P-43-001142	Historic-Era Building N203, constructed in 1942	Neff (1995)	90 m west	255 m north
No trinomial / P-43-001143	Historic-Era Building N206A, constructed in 1946	Neff (1995)	59 m northwest	291 m north
No trinomial / P-43-001144	Historic-Era Building N207, constructed in 1946	Neff (1995)	56 m northwest	296 m west
No trinomial / P-43-001147	Historic-Era Building N212, built in 1950	Neff (1995)	1 m west	297 m northwest
No trinomial / P-43-001148	Historic-Era Building N213, built in 1950	Neff (1995)	1 m west	226 m northwest
No trinomial / P-43-001149	Historic-Era Building N214, constructed in 1942	Neff (1995)	90 m west	352 m west
No trinomial / P-43-001150	Historic-Era Building N215, constructed in 1941	Neff (1995)	103 m west	141 m west
No trinomial / P-43-001151	Historic-Era Building N216, constructed in 1941	Neff (1995)	72 m west	361 m northwest

Trinomial No./ Primary Number	Description	Reference	Distance from APE	Distance from ADI
No trinomial / P-43-001152	Historic-Era Building N218, constructed in 1948	Neff (1995)	176 m west	421 m west
No trinomial / P-43-001153	Historic-Era Building N219, constructed in 1941	Neff (1995)	228 m west	433 m west
No trinomial / P-43-001154	Historic-Era Building N220, constructed in 1940	Neff (1995)	304 west	510 m west
No trinomial / P-43-001155	Historic-Era Building N221, constructed in 1944	Neff (1995)	353 m west	572 m west
No trinomial / P-43-001156	Historic-Era Building N225, constructed in 1940	Neff (1995)	388 m west	706 m northwest
No trinomial / P-43-001157	Historic-Era Building N226, constructed in 1946	Neff (1995)	303 m northwest	638 m northwest
No trinomial / P-43-001473	Precontact shell scatter with sparse chipping debris	Hylkema (2000)	79 m west	79 m west
No trinomial / P-43-001514	Historic-Era residence, built in 1947	Miller (1999)	742 m southwest	742 m southwest
No trinomial / P-43-001515	Historic-Era residence, built in 1947	Miller (1999)	754 m southwest	754 m southwest
No trinomial / P-43-001516	Historic-Era residence, built in 1948	Miller (1999)	722 m west	722 m west
No trinomial / P-43-001517	Historic-Era residence, built in 1953	Archaeological / Historical Consultants (2022)	772 m west	772 m west
No trinomial / P-43-001824	Historic-Era structure built in 1941	Farrell (2006)	63 m west	63 m west
No trinomial / P-43-002489	Historic-Era security house, built in 1949	Cole (1998)	4 m east	1,380 m east
No trinomial / P-43-002512	Historic-Era Moffett Field fuel dock and pipeline	Canzonieri (2008)	2 m north	2,003 m east
No trinomial / P-43-002540	Historic-Era Building 446, built in 1958	Cole (1998)	147 m north	865 m north
No trinomial / P-43-002823	Alviso Salt Works Historic Landscape	L. Spuelda-Drews and N. Valentine (2007)	1 m north	857 m north
No trinomial / P-43-003123	Historic-Era residence, built c. 1934	Gallup (1987)	573 m southwest	573 m southwest
No trinomial / P-43-003124	Historic-Era residence, built c. 1940	Gallup (1987)	566 m southwest	566 m southwest
No trinomial / P-43-003142	Historic-Era Building N206, constructed in 1946	Page & Turnbull, Inc. (2005)	65 m northwest	324 m north

Trinomial No./ Primary Number	Description	Reference	Distance from APE	Distance from ADI
No trinomial / P-43-003530	Charmstone noted in 1977 but unable to be relocated	Cartier (1977); Canzonieri (2008)	67 m south	69 m south
No trinomial / P-43-004015	Historic-Era commercial building constructed in 1970	Crawford (2015)	208 m south	230 m south
CA-SCL-4122 / P-43-004122	Buried historic site dating to late 19th Century to mid-20th Century	Hyde (2020)	303 m northwest	303 m northwest
No trinomial / C-1415	Informal resource: male Native American burial	Chavez (1981)	715 m east	1,843 m east

NATIVE AMERICAN CONSULTATION WITH LEAD AGENCIES

NASA ARC and UC Berkeley, as the representatives of the UC Regents, are conducting formal consultation with Native American representatives pursuant to Section 106 of NHPA and California Assembly Bill 52 (AB 52). See Chapter 8 and Appendices E – O for a summary of tribal consultation completed to date. Consultation is active and ongoing.

INTERESTED PARTY OUTREACH

On April 29, 2025, NASA ARC sent letters to the following organizations, which were identified as having a potential interest in the proposed project and in cultural resources that might be affected by the proposed project:

- California Preservation Foundation
- Moffett Field Museum
- City of Mountain View
- Mountain View Historical Association
- National Trust for Historic Preservation
- County of Santa Clara Historical Heritage Commission
- Sunnyvale Historical Society and Museum Association
- City of Sunnyvale

The letter included a brief description of the proposed project and was enclosed with a map depicting the boundaries of the Project Site and Limits of Work. The letters also included invitations to the recipient organizations to participate as consulting parties in the Section 106 review process and requested responses within 30 days of receipt. A copy of the consultation letter is attached to this report in Appendix Q.

Dr. Jeff Wasel, Executive Director of the Moffett Field Museum, and Amber Blizinski, Assistant Community Development Director for the City of Mountain View, responded to the mailed letter and expressed their organizations' willingness to participate as consulting parties for the proposed project.

On May 22, 2025, ARG sent follow-up messages by email to the six organizations that had not responded to the mailed letter. These emails summarized NASA ARC's earlier request and attached PDF copies of the letter and accompanying map for reference. ARG asked recipients to provide their responses to NASA's invitation by June 2, 2025.

As a result of the follow-up outreach, NASA ARC received responses from Pamela Baird, Board President of the Mountain View Historical Association, and Tere Johnson, Chairperson of the Santa Clara County Historical Heritage Commission. Baird and Johnson each stated their organization's election to participate in the Section 106 process as consulting parties. Additionally, Bonnie Filipovic, Administrative Aide for the City of Sunnyvale Community Development Department, responded on May 23, 2025, to state they had forwarded the follow-up email to Trudi Ryan, Director of Community Development, the City's Planning Officer, and a Principal Planner. The City of Sunnyvale staff provided no further response to NASA ARC.

On June 5, 2025, NASA ARC sent emails to representatives of the four participating consulting parties requesting their availability for a virtual meeting. Tere Johnson of the Santa Clara County Historical Heritage Commission responded to this email to state their commission term was ending and recommended further coordination with Lara Tran, Senior Planner at the County of Santa Clara Department of Planning and Development. Johnson later provided contact information for Christopher Manning, a commissioner on the Historical Heritage Commission, who would be involved in subsequent phases of consultation.

NASA ARC hosted the virtual consultation meeting on June 25, 2025, which was attended by representatives of the City of Mountain View, County of Santa Clara, Moffett Field Museum, and Mountain View Historical Association. During the meeting, UC Berkeley presented details regarding the proposed project, and ARG summarized the historical development of the Project Site as well as previous and current NRHP evaluation efforts at Moffett Field. NASA ARC then allowed attendees to share questions and comments regarding the proposed project, current efforts to identify historic properties, and the assessment of potential effects.

Numerous questions from consulting parties addressed whether cultural resource investigations would consider historical contexts and potential archaeological materials dating to before the U.S. Navy's establishment of NAS Sunnyvale, including indigenous occupation and Euro-American agriculture during the late nineteenth and early twentieth centuries (for instance, subsurface remnants of buildings that belonged to agricultural properties). Attendees inquired whether archaeological materials that may be uncovered during project construction, including those related to the site's twentieth-century military use, would be curated and interpreted for public audiences. NASA ARC clarified that consultation with Native American tribes is currently ongoing, and the archaeological investigations will consider historic-era periods and contexts. The details of possible disposition, curation, and display of archaeological materials will be discussed with consulting parties as the cultural resource studies progress and the nature of potential effects on historic properties becomes known.

Other questions from meeting attendees related to project details such as environmental remediation, provision of housing, and security and access protocols at Moffett Field.

NASA ARC held a second consultation meeting on January 30, 2026, which was attended by representatives of the City of Mountain View, County of Santa Clara, Moffett Field Museum, Mountain View Historical Association, and California Office of Historic Preservation. NASA ARC provided a summary of the Section 106 review process outlined in the NPA, and ARG summarized the results of the built environment historic property identification and effects analysis. NASA ARC and ARG then presented consulting parties[14] with the draft mitigation plan and described the next steps for consulting party input. The meeting attendees generally did not provide comments on the proposed mitigation measures but did ask several questions about the project's effects related to other environmental topics (such as hazardous materials).

Appendix P contains a Communication Log that summarizes NASA ARC's correspondence with the interested parties.

[14] After execution of the NPA in October 2025, these consulting parties are considered ARC Center Consulting Parties under the NPA. Refer to the discussion of the NASA-Wide Programmatic Agreement in Chapter 2, *Regulatory Context*, for additional details.

Background

5

ENVIRONMENTAL CONTEXT

CLIMATE AND ECOLOGY

The Santa Clara Valley's climate is categorized as Mediterranean, distinguished by mild winters and warm to hot dry summers. Rainfall is moderate and occurs mostly in winter months. The Santa Clara Valley floor receives about 10–13 in. of rain per year, and surrounding mountains receive about 30–40 in.

Though highly impacted by historic-era and modern development, the local ecology is comprised of three primary ecological zones that would have supported substantial Precontact populations who established residential communities across the area. These environmental zones include tidal marshland, grassland prairie and oak woodland, and riparian habitats.

Tidal Marshlands

The protected waters of the San Francisco Bay estuary provided habitat for a variety of fish, birds and sea mammals. Shore birds including gulls, pelicans, cormorants, rails, egrets, great blue herons, and many others populated the Bay marshlands along with great numbers of migratory ducks and geese (Beechey 1941:36; Schoenherr 1991). At low tide the mud flats were covered with snails, crabs, and other invertebrates. Sloughs were particularly productive, harboring leopard sharks (*Triakis semifasciata*), Pacific herring (*Clupea harengus*), Pacific sardine (*Sardinops sagax*), sturgeon (Acipenser sp.) bat rays (*Myliobatus californica*), and a host of other estuarine fish. Invertebrate species include California horn snail (*Cerithidea californica*), bay mussel (*Mytilus edulis*), oyster (*Ostrea lurida*), and clams (*Macoma nasuta* and *Tivela stultorum*).

Numerous archaeological sites cluster along the south Bay tidal marsh. Residential use over time has resulted in great accumulations of soil and dietary shell, which created topographic high points, or mounds. Mounded sites in the south Bay appear to have developed after the transitional phase between the Early/Middle Periods (ca. 2450 BP) to Phase 2 of the Late Period (ca. 150 BP).

Valley Grassland and Oak Woodlands

Though largely absent today, grassland prairie once surrounded Bay marshlands. A range of plant species within this zone provided food for the local inhabitants and forage for game. Dense thickets of willows grew along the margin between the tidal marsh and grasslands where freshwater streams formed sloughs (Brown 1994; Mayfield 1978). Large herds of elk and pronghorn once existed in these habitats, as did wolves and coyotes (Dane 1935; Fages 1937 [1775]; Mayfield 1978; Pinart 1952).

The elevation of the grassland prairie zone increases at greater distances from the Bay and vegetation communities once graded into a wooded savanna deciduous oak, laurel, and madrone trees, with an understory of bunch grasses, forbs and shrubs (Kuchler 1977). This community gave way to an extensive thicket of mixed hardwood, greasewood, toyon, chemise, and coyote brush that formed a belt along the lower foothills of Santa Clara Valley (Bolton 1926).

Riparian Corridors

Across the South Bay, numerous creeks and rivers traverse the various ecological zones. Larger creeks and rivers supported populations of Pacific pond turtles (*Clemmys marmorata*), brackish water crabs (*Rhithropanopeus harrisi*), fresh water clams and mussels (*Anodonta nuttalliana* and *Margaritifera margaritifera*) and, steelhead, or rainbow trout (*Salmo gairdeneri*) (Baumhoff 1963). These habitats were of great importance to Precontact communities, as evidenced by dense clusters of habitation sites along the lengths of major drainages outside of the APE, including the Guadalupe River, Coyote Creek and San Francisquito Creek. Several sites in the APE recorded by Loud (1912) are located where Stevens Creek previously drained into the tidal marsh.

GEOLOGY AND SOILS

Geologic maps reveal that the surface soils within the APE are predominantly composed of Holocene age deposits, formed over the last 10,000 years (Appendix A: Figure A-12. Geology and Soils). Like other regions of the Santa Clara Valley (Gardner et al. 1958; Meyer 2000), the soils in this area consist of two primary types: basin and alluvial deposits. Minor variations in the horizontal distribution of these soil types are influenced by texture and the development of soil profiles. The differences in the evolution of these soil types, which are determined by the duration and stability of the soil formation process, reflect temporal variations resulting from changes in floodplain stability. Consequently, basin soils are generally more developed and, therefore, older than the less developed alluvial soils (Gardner et al. 1958).

Basin soils, identified as flood basin deposits (represented as *Qhb* in Figure A-12. Geology and Soils), are commonly found in flat, low-lying, and poorly drained regions of the Santa Clara Valley. These soils dominate the majority of the APE. They develop from fine-grained alluvial deposits originating from sedimentary rock, and their formation is characterized as moderate to strong, featuring well-defined A, B, and C horizons. The surficial A horizon soils are typically very dark, rich in decomposed organic material. Previous studies indicate that basin soils date back to at least the Middle Holocene (Allen et al. 1999).

Alluvial soils are found along both active and former stream channels throughout the Santa Clara Valley. These soils form from fine-grained alluvial deposits, which originate from both sedimentary and metasedimentary rocks. In contrast to basin soils, alluvial soils display a broad spectrum of soil development, ranging from very weak to strong. The A horizon is generally thinner and lighter in color compared to that of basin soils.

Alluvial sediments in the APE vicinity include well-drained Holocene Age alluvial deposits (*Qhl*) west of the APE. These soils generally represent more recent depositional events, often covering older alluvial and basin deposits. Areas described as alluvial fan deposits (*Qhaf*) are located just east of the APE (see Appendix A: Figure A-12. Geology and Soils) and are formed by streams that flow from the Santa Cruz Mountains. Overall, alluvial soils are typically considered younger than basin soils;

however, the significant variability in soil development—from weak to strong—suggests that these soils may represent distinct depositional episodes that occurred at different times (Allen et al. 1999).

The northernmost areas of the APE encompass sections of bay mud estuary deposits (*Qhbm*) and salt-affected flood basin deposits (*Qhbs*). These deposits formed during the Middle Holocene, a period characterized by the inundation of terrestrial landforms due to rising sea levels.

Soils within the APE are predominantly Hangar one complex, consisting of very deep, poorly drained soils formed in alluvium from mixed rock sources, typically in basin contexts (USDA 2025). Texture varies with clay content varying from 35-60%; soils include clay, clay loam, silty clay loam, and sandy clay loam. The typical soil profile description for this series includes a buried soil (paleosol) between 1.8 to 2.3 m) below the surface.

A small pocket of Bayshore complex soils is mapped in the southwest corner of the APE. These soils series are typically very deep, mostly poorly drained soils formed in alluvium within level basins. The northern portion of the APE is mapped as Embarcadero clay loam that consists of very deep, naturally poorly drained soils that formed in alluvium from mixed rock sources. Embarcadero soils are typically found in basins near the edge of marshes. Next to these soils lies a pocket of Aquic Xerorthents, which are deposits of bay mud found in marshlands.

PRECONTACT HISTORIC CONTEXT

The cultural taxonomic sequences established for the Central California region have identified several distinct Precontact temporal periods, characterized by shifts in settlement patterns, subsistence strategies, and the emergence of morphologically unique artifact types (Beardsley 1954; Bennyhoff and Hughes 1987; Fredrickson 1974; Hylkema 2002; Milliken and Bennyhoff 1993). Temporal definitions for these schemes have been based upon archaeological assemblages from southern San Francisco Bay and the interior Delta-Central Valley region. Recent work with well-contextualized shell beads – rather than an array of materials, some from questionable context, or the previous schemes based on stylistic variation or presumed linear culture-historical sequences – has refined dating, at least as far back as the Olivella shell bead types used to create the Central California Dating Scheme D (Groza et al. 2011). Scheme D maintains the basic three-part system of past chronological efforts – Early, Middle and Late Periods – albeit with transitional Early/Middle and Middle/Late Periods. Because it covers mostly the late Holocene, Scheme D is not universally applied since the Early Period of the middle Holocene (and the earlier, Terminal Pleistocene) is not adequately represented. Some researchers, consequently, subsume everything predating 4050 cal. BP under the Early Period (Byrd et al. 2017:3—19-13—21), while others adapt Fredrickson's (1994) defined periods based on cultural characteristics, and others use geologic time segments (Terminal Pleistocene [13,500–11,700 cal BP], Early Holocene [11,700–8200 cal BP], Middle Holocene [8200–4200 cal BP], and Late Holocene [4200 cal BP-present), with Scheme D incorporated into the Late Horizon (Byrd et al. 2017).

Various scholars have supported Fredrickson's (1974) interpretation of a central California organizational framework, which encompasses areas from the interior of Contra Costa County to the lower Sacramento Valley and San Francisco Bay. This framework categorizes Precontact central California into patterns defined by similar technologies, economic practices, mortuary customs, wealth concepts, and variations in trade types, amounts, and directions (Wiberg 2010:26). Although Fredrickson's Windmiller, Berkeley, and Augustine Patterns were associated with a specific

timeframe, it was recognized that these patterns did not follow a linear progression; rather, two patterns could coexist simultaneously. Additionally, further research has identified some pattern traits manifesting outside central California (Rosenthal et al. 2010:154). Importantly here, researchers working in the south Bay area have found that the cultural patterns proposed by Fredrickson (i.e., Windmiller, Berkeley and Augustine) were found to be applicable to south Bay sites (e.g., Garlinghouse and Hylkema 2006), and as such have been adapted to the discussion below.

WINDMILLER PATTERN (EARLY PERIOD 2050 BC–500 BC)

The Windmiller pattern, dating back to the Middle Archaic Period, is primarily defined by archaeological sites located in the Delta-Central Valley. These sites are notable for the occasional presence of milling slabs and handstones alongside small "paint" mortars, a high prevalence of polished stone tools, perforated charmstones, and a limited occurrence of polished bone implements. The scarcity of milling tools suggests a stronger focus on hunting activities. The hunting equipment is characterized by large non-obsidian stemmed dart and spear points, although dart (atlatl) spurs were infrequent and appeared later in the pattern. Coupled with robust faunal assemblages, these patterns indicate that hunting played a significant role in the subsistence strategies of the time.

A notable characteristic of the Windmiller Pattern is the presence of mortuary practices characterized by a wide variety of ideotechnic artifacts found alongside burials. Typically, the interments were positioned ventrally extended, and at times, they were dorsally extended, often oriented towards the west.

Sites dating to this time have been interpreted as reflecting the emergence of logistically organized settlement organization, centered along river corridors of the Sacramento and San Joaquin Valleys (Rosenthal et al. 2010:153).

BERKELEY PATTERN (MIDDLE PERIOD 500 BC–AD 700)

The Berkeley pattern emerged from observed trends at sites around northern San Francisco Bay, where a significant population, indicated by a widespread distribution of locations often containing substantial quantities of human skeletal remains, initiated a robust tidal marsh economy. The earliest examples of this pattern coincide with the Windmiller culture but were supplanted in the Central Valley after 2500 BP.

Large and small cobble mortars and various pestle types are commonly found in assemblages dating to this interval, indicating a significant reliance on acorns and other seeds. Berkeley pattern sites exhibit a decrease in chipped stone projectile points, with contracting-stemmed and large expanding-stemmed forms predominant. Hunting appears to have been less significant than at Windmiller sites, although there was a greater emphasis on bone implements. Double pronged fish spears appeared and are useful as temporally diagnostic artifacts (Bennyhoff 1950). Serrated bone scapulae and innominates increased in numbers compared to Windmiller sites, as do beveled elk antler wedges. Flexed burials with no patterned orientation, randomly interred in residential middens accompanied by fewer artifacts (with little emphasis on wealth), and occasional expressions of cosmological beliefs in the form of animal burials, charmstones, quartz crystals, and bone whistles, characterize this pattern.

Evidence from Bay Area sites indicates that this period was characterized by the expansion of trade networks and an increase in intergroup violence, suggesting significant population growth and heightened interactions among groups.

MEGANOS TRADITION

During the Middle Period, a significant influx of individuals, characterized by their unique cultural traits known as the Meganos tradition, emerged along the southeastern margin of the Bay. They established their presence between the tidal marsh communities of the southern Bay and those located to the north. The origins of what seems to have been a population movement are evident at locations around the sloughs and the mouth of the San Joaquin River in the Stockton District, where numerous cultural traits of the earlier Windmiller pattern emerged south of their original location in the lower Sacramento Valley. At the same time, sites that were once part of Windmiller territory have been discovered to display characteristics of the Berkeley pattern.

The site CA-ALA-413, located in Livermore Valley, provides compelling evidence that the Meganos tradition had permeated the interior valleys of the northern Diablo Range during the early phase of the Middle Period (Bennyhoff and Fredrickson 1994:81-89; Wiberg 1984). As the upper Middle Period progressed, the Meganos tradition further expanded into the Fremont Plain of the southeast Bay, where it intermingled with the populations of Santa Clara Valley. The amalgamation of some "Bay" traits with the new arrivals developed into a cultural tradition that was defined by Bennyhoff as the Meganos Aspect (Bennyhoff and Fredrickson 1994:7-13). According to Bennyhoff, Meganos Aspect traits included ventrally and dorsally extended burials without specific compass orientation, a co-occurrence of flexed burials, and very few grave associated artifacts. Bennyhoff viewed the Meganos culture as "a hybrid of a Windmiller population intermarrying with Berkeley neighbors" (Bennyhoff 1994:82). The Meganos culture appeared to have been at a border with Berkeley pattern cultural groups of the southeast Bay. Bennyhoff proposed that by the time of the terminal years of the Middle Period the Meganos people eventually withdrew progressively back towards the San Joaquin River delta and the Stockton District became their cultural center (see distribution maps drawn by Bennyhoff 1994:84-87).

Bennyhoff (1994) proposed that the Meganos Pattern reflects a semi-sedentary settlement structure, characterized by heightened seasonal mobility of villages, contrasting with previous, more sedentary arrangements.

AUGUSTINE PATTERN (MIDDLE LATE TRANSITION AND LATE PERIODS AD 700–AD 1800)

The Augustine Pattern consists of three distinct temporal phases: the Middle/Late Transition, Late Period Phase 1, and Phase 2. Collectively, these phases illustrate a progressive intensification of localized economic systems, likely resulting from the southward migration of Wintuan peoples into the lower Sacramento Valley (Wiberg 2010:29). Characteristics of the Augustine culture include a more advanced material culture, featuring simple harpoons, elaborately designed mortars, incised bone whistles and tubes, abalone "banjo" ornaments, and the introduction of the bow and arrow (Wiberg 2010:29). While flexed burials persist, there is an increase in cremation practices and pre-interment grave burning. The Augustine Pattern is also marked by the emergence of more

settlements, larger populations, and increasingly sophisticated exchange systems, which are associated with greater social ranking and status differentiation (Wiberg 2010:29).

ETHNOGRAPHIC CONTEXT

The San Francisco Bay peninsula—stretching south to Monterey Bay and Big Sur, and extending east into present-day Alameda, Contra Costa, Solano, Napa, and San Joaquin Counties—has been inhabited by diverse Ohlone cultures and tribes for thousands of years. The following section offers an in-depth overview of Ohlone lifeways, drawing on comprehensive ethnographic research conducted throughout the region. This account is primarily derived from an Albion report that contextualizes the ethnography of Santa Clara County (Reddy et al. 2021).

OHLONE ETHNOGEOGRAPHY

During the late eighteenth century, European contact with the Ohlone, also known as the Costanoans, revealed their extensive territory in Central California, now the San Francisco Bay Area. This region stretched from the San Francisco Peninsula southward to the northern parts of Big Sur, encompassing sections of the East Bay extending to the Sacramento–San Joaquin Delta. It also included the Santa Clara Valley, reaching down to Monterey and inland to San Juan Bautista. The landscape was a diverse mosaic of ecological zones, featuring grasslands, woodlands, chaparral, redwood forests, seacoasts, bay estuaries, and tidal marshes.

The Ohlone territory was bordered to the north and northeast by the Miwok and to the east by the Yokuts. To the south, their neighbors included the Hokan-speaking Esselen and Salinan peoples. Anthropologists have traditionally divided this larger Ohlone region into several subdivisions based on perceived language dialects. Kroeber (Kroeber 1910; 1904, 1925) was among the first to identify these divisions, suggesting that seven distinct geographical areas could be distinguished. However, he noted that this number might not accurately represent the actual number of dialects or political boundaries that existed during Precontact times. Kroeber also observed that these divisions roughly aligned with the seven Franciscan missions established within Ohlone territory: Mission Soledad, Mission San Carlos de Borromeo (Mission Carmel), Mission San Juan Bautista, Mission Santa Cruz, Mission Santa Clara de Asís, Mission San Jose, and Mission San Francisco de Asís (also known as Mission Dolores).

Although Kroeber (1910:239) highlighted the hypothetical nature of these divisions, many subsequent scholars have used this framework as a basis for distinguishing Ohlone political and geographic regions. Levy (1978), for instance, largely replicates Kroeber's divisions but replaces Spanish mission names with terms from the Ohlone language. For example, he classifies the inhabitants around San Juan Bautista as Mutsun rather than using Spanish designations. Additionally, Levy diverged from Kroeber by recognizing eight divisions instead of seven, splitting the northernmost Ohlone group into two separate entities: the *Karkin* and the *Chochenyo*.

The latest detailed study of Ohlone geography was done by Milliken through reports, articles, and books. In his 1994 article "The Costanoan-Yokuts Language Boundary in the Contact Period", he talks about the language boundary between Costanoan and Yokuts during contact. Instead of only using ethnographers' work, Milliken looked at mission records like baptism, marriage, and death registers.

These sources, though sometimes conflicting, gave the names of tribes and villages that earlier ethnographers did not mention or know about.

Milliken et al. (1993:21) have argued that prior attempts by scholars such as Kroeber (1925) and Levy (1978) to divide the pre-contact Ohlone into language group designations actually “impedes efforts to build a sophisticated picture of cultural diversity within a language territory.” In fact, Milliken et al. (1993:23) argue that there is “no factual basis for Costanoan language area boundaries.” Accordingly, Milliken’s portrait of Ohlone ethnogeography in Central California during the contact period depicts a landscape occupied by a complex mosaic of numerous tribes and villages. This portrait is overall much more intricate and “fleshed out” than what had been promulgated by previous researchers. In general, while some of the names and locations of known tribal groupings, like the *Tamien* for example, demonstrate affinity with previous research, many more tribes and villages are identified.

LINGUISTIC BACKGROUND

The Ohlone people spoke a Costanoan language, part of the Utian language family within the broader Penutian stock. Penutian languages were widely spoken across north-central California, including among the Maidu, Wintu, Miwok, and Yokuts communities. The term "Costanoan" originates from the Spanish words "costeños" or "costaños," meaning "coast dwellers." Historically, many anthropologists referred to the Native peoples inhabiting the Bay Area as "Costanoan."

In 1902, C. Hart Merriam (as cited in Heizer 1967) referred to the languages of the Bay Area as "Olhonean," a term derived from a tribelet situated between San Francisco and Santa Cruz. This tribelet was variably spelled as "Alchone," "Olchone," "Oljon," or "Olhon" (Heizer 1974; Levy 1978). Although Merriam's term was introduced, it did not gain immediate popularity, and the term "Costanoan" continued to be used for several decades to refer both to the indigenous peoples of the San Francisco Bay Area and their language. More recently, descendants of Costanoan peoples have adopted the term "Ohlone" (Bean 1994), which is derived from "Olhone." Today, "Ohlone" is the most commonly used and accepted term, except when specifically referring to the language family.

OHLONE ETHNOGRAPHY

By the early twentieth century, anthropologists such as Kroeber (1925), Harrington (1942; n.d.), and Merriam (1967) began systematic studies of California Indians, but much of their pre-contact cultural heritage had already been forgotten. The Ohlone, like many other Native groups, experienced profound upheavals during Spanish colonialism and missionization. During the Mission Period, Franciscan missionaries actively discouraged or outright banned traditional Ohlone customs, rites, and rituals. The population also declined sharply due to introduced diseases and decreasing birth rates, dropping from approximately 10,000 in 1770 to fewer than 2,000 by 1832 (Cook 1943). Despite these hardships, some Ohlone survivors retained knowledge of their language, folkways, and material culture. This knowledge was supplemented by Spanish letters, diaries, and accounts from the eighteenth century. Combining these sources with archaeological findings, ethnographers such as Kroeber (1925), Broadbent (1972), Levy (1978), Bean (1994), and Milliken (1995) have reconstructed a broad picture of traditional Ohlone culture at the time of European contact.

SOCIOPOLITICAL ORGANIZATION

Kroeber used the term “tribelet” to describe the fundamental social and political unit among Native Californian groups. In his 1925 *Handbook of the Indians of California* and his 1932 publication *The Patwin and Their Neighbors*, Kroeber noted that the diverse social and political structures in Native California differed significantly from those in other North American regions. He argued that the widespread use of the term “tribe” was inadequate to describe the complex and varied social organizations in California. Consequently, Kroeber introduced the term “tribelet” to better characterize the basic social and political organization of the majority of California’s Native peoples.

The tribelet was characterized as a social unit comprising a main village and one or more surrounding villages or hamlets. These villages included household groups made up of immediate family members—parents and children—as well as related relatives, whether collateral, lineal, or affinal, living together. These communities were unified by common language, culture, and identity.

Typically, tribelets established communal territorial boundaries and engaged in regular intergroup activities such as hunting, gathering, and ritual observances. Economic specialization was minimal among members, with differences primarily based on gender roles. These tribelets were autonomous, self-governing, and independent entities. Political cohesion within tribelet populations was generally nominal, characterized by loose and informal leadership structures. In the case of the Ohlone, Kroeber (1925:468) noted that although the chief's influence was limited, he still played an active role in warfare.

Most later ethnographers relied on the tribelet concept to describe Ohlone sociopolitical organization. According to Levy (1978:485), for example, the Ohlone lived in approximately 50 autonomous tribelet villages scattered throughout Central California. Although this number, 50, is almost certainly inaccurate, it is also possible that the concept of the tribelet may not have been an accurate description of the Ohlone, either. Milliken et al. (1993:24) have questioned the validity and usefulness of the term. They are inclined to use the term “tribe,” as originally defined by Elman Service (1962), to describe Ohlone sociopolitical organization. They argue that this term better describes Ohlone polities during ethnohistoric times, which, in general, can be defined as united groups of families with a clearly defined sense of territorial boundaries that required defense against foreigners. Their conception of Ohlone sociopolitical organization is described in the following passage:

> The socio-political groups of west-central California were clusters of unrelated family groups which that formed cooperative communities for ceremonial festivals, for group harvesting efforts, and most importantly, for inter-family conflict resolution [sic]. In some parts of Central California, such multi-family communities lived for much of the year in a single large village centrally located on their lands. In other parts, the communities lived in two, three or as many as five semi-permanent villages (Milliken et al. 1993:24).

Milliken et al. (1993:24) also maintain that Ohlone chieftainship was likely not as loose or informal as frequently suggested, but that chiefs, or *capitanes*, likely exerted greater social authority and control of subordinates, and wielded special privileges not shared by the other members of the society. This might be attested to in the fact that, while monogamous marriage was apparently the rule among the Ohlone, chiefs were permitted multiple wives (Kroeber 1925:469).

SETTLEMENT AND SUBSISTENCE

Estimates of total Ohlone population during the time of European contact are varied. Kroeber (1925) suggested an estimate of 7,000 people, while Cook (1943) posited a total of about 11,000 at the beginning of the Mission Period, and Heizer (1974) and Levy (1978) estimated about 10,000. Based on mission records, Milliken (1995:25) estimated a population density of about 2.5 people per square mile. In the San Francisco Peninsula area, Milliken (1995:19) claimed that the earliest explorers usually encountered Native villages every "three to five miles," and noted that their descriptions suggested village populations numbering from 60 to 90 persons. Elsewhere in Ohlone territory, estimates of village size range from 200 to 400 people. Milliken (1995:19) reported that the largest Bay Area village, near the Carquinez Strait, contained some 400 people. Other large villages were located on San Francisquito Creek (250 inhabitants) and on the coast at Point Año Nuevo.

The Ohlone were hunters and gatherers who supported themselves largely or entirely through the exploitation of natural plants and animals. They followed a seasonal round of resource availability. Life varied with the seasons, requiring dispersed family groups to move over the tribelet territory during seasons of abundance when a heavy labor effort was required; resources were stored for the lean winter and early spring when the tribelet tended to congregate together (Levy 1978).

Although the Ohlone consumed a variety of different foods, most references to ethnographic subsistence practices indicate that they relied on the acorn as a staple food (Broadbent 1972; King 1994; Milliken 1995:17). The preferred acorns came from tanbark oak (*Lithocarpus densiflorus*), valley oak (*Quercus lobata*), coast live oak (*Q. agrifolia*), and California black oak (*Q. kelloggii*). Readying the acorns for consumption was an involved process. Acorns were usually collected in fall and ground into flour, using stone pestles in either portable stone or bedrock mortars. The flour was leached in freshwater streams to remove the tannic acid. Acorn meal was consumed during winter as mush or cakes (Broadbent 1972:61).

In addition to acorns, other important plant resources were buckeye (the nuts of which were leached and made into a mush), and the seeds of dock, gray pine, and tarweed, all of which were roasted in baskets with hot coals before eating. Berries gathered by the Ohlone included gooseberries, blackberries, madrone, and wild grapes. Roots were also gathered; these included wild onion, cattail, and wild carrot. For coastal groups, kelp was a common food, which was sun-dried and roasted (Broadbent 1972).

Shell mounds attest to the importance of shellfish in the Ohlone diet, particularly for coastal populations. Indeed, the diaries of Spanish explorers include many references to shellfish collection and consumption, indicating that this resource was significant in contact-period diets. Shellfish resources of primary importance included mussels (*Mytilus* sp.), abalone (*Haliotis* sp.), and various clam, oyster, and scallop species. Mussels, clams, and other species were probably collected year-round, but primarily during winter, and were harvested by hand or with prying bars or sticks. Clams were dug from beds within tidal flats, and a variety of fish (salmon, sturgeon, steelhead, and numerous other species Native to California waters) were captured with spears or nets from riverine or coastal habitats (Broadbent 1972; Levy 1978). In addition, sea lions, seals, and sea otters were taken, generally by clubbing them on the beaches (Baumhoff 1963:17). The meat of beached whales was also occasionally consumed after being roasted in earth ovens. Some Ohlone groups also used

small “balsas,” or rafts made from tule reeds, not only to exploit marine fishes but also to obtain lakeside waterfowl, such as ducks and geese.

Various land animals were also important to Ohlone subsistence. Large terrestrial game mammals such as deer, pronghorn, and tule elk (Baumhoff 1963:17) were key sources of protein. To facilitate the hunting of deer, the Ohlone periodically practiced controlled burning of chaparral-bearing grasslands and woodlands. These fires cleared lands of dense vegetation cover and increased the productivity of grasses and stimulated regrowth of tender shoots that attracted browsing deer. Rabbits were also taken. These were hunted in large, communal drives and snared in nets, where they were summarily clubbed to death. Other small game taken included squirrel, ground squirrel, woodrat, and even mice and mole (Levy 1978:491). Insects such as caterpillars and grasshoppers were also collected and eaten.

RELIGION, WORLD VIEW, AND RITUAL

Little is known about Ohlone religion, mythology, and cosmology. This is hardly surprising; during the Mission Period, for example, indigenous beliefs were actively discouraged and disparaged, and practitioners were frequently persecuted. As a result, by the time ethnographers began to gather data on subjects like religion, there were few who understood all its various aspects. In general, however, most ethnographers agree that Ohlone beliefs were similar to the beliefs of other indigenous Californians (e.g., Kroeber 1925:470-473; Levy 1978:489-490). Like other Native groups, the Ohlone believed that there existed a supernatural realm, apart from the physical world, that was peopled by spiritual beings, some of whom possessed great powers. This belief, which permeates many other indigenous groups worldwide, is best classified as animism—a belief in both the existence of spiritual beings and the notion that all natural objects are animated by spirits.

As in many other Californian groups, shamans played prominent roles in Ohlone society. Harrington (1942) has supplied valuable information about Ohlone shamans. Like the shamans in other societies, they wielded magical powers and maintained contact with the spirit realm. Most were apparently male, although female shamans were not unknown. Aspiring shamans were taught by older shamans. They fell into three primary classes: healing shamans, bear shamans, and weather shamans. Ritual dancing also played an especially prominent role in Precontact Ohlone culture. Two of the most important dances were called the *Hiwey* and *Loole* dances.

The Ohlone are also thought to have performed the *Kuksu* dance. Kroeber (Kroeber 1907:189-190) documents its existence among the neophytes of Mission San Jose, where it was held in September. The dance typically involved dancers wearing costumes designed to impersonate the god. Additionally, it seemingly served as a secret society with a politico-religious function; members of this society held influential positions within the social, political, and economic structures of the broader community.

Jones (2015) recently reexamined many of the early documents pertaining to Ohlone ritual and religion. While confirming the often-frustrating lack of specific details, Jones nonetheless suggests that the ethnographic and historic accounts are much richer than previously conceived. He cites the information on Ohlone shamans that was supplied by Harrington (1942) as a counterpoint to Kroeber’s pessimistic assessment of Ohlone shamanism. Importantly, he also points to the widespread use of sweat houses for ritual purposes. Jones (2015:93–94) writes:

> In summary, although colonialism has done much to obscure contemporary understanding of Ohlone religion and cosmology, it is clear that religion played a crucially important role in Ohlone life. Some authors, in fact, have viewed this role as a defining aspect of Ohlone society. "Each tribe tailored the thematically similar religious concepts of the region to its own specific landscape,"

Milliken et al. (1993:13) write, "so that myth and ceremony became a unique constitution for local sovereignty. In fact, each tribe might be thought of as an independent, landholding religious congregation."

CHANGES DURING THE MISSION, MEXICAN, AND AMERICAN PERIODS

The Mission Period in Alta California (1776–1834) marked a significant disruption of traditional Ohlone culture and ways of life. As the Ohlone gradually integrated into the mission system and came under the influence of mission fathers, they lost much of their autonomous existence and cultural practices.

The process was further complicated by the integration of members from distant, diverse tribes into the mission's neophyte population. The congregation of various groups—each speaking different languages and maintaining unique cultural traditions—disrupted traditional social structures and fostered the development of new cultural identities, values, and practices.

Additionally, this close living arrangement, with different groups residing in proximity, contributed to the outbreak of devastating epidemics, such as the measles epidemic of 1806, which severely affected the indigenous populations. In 1834, under the new Mexican government, secularization of the mission lands began in earnest. The indigenous population frequently scattered away from the mission centers. Most of the former mission land was divided among loyal Mexican subjects, and the few Ohlone who chose to remain in their ancestral territory were sometimes obligated to become squatters. By the same token, there were some Indians, though few in number, who successfully petitioned the Mexican government and receive land grants (Milliken et al. 2009:161–162).

As was common elsewhere in California, Native peoples were forced to live on the fringes of American society, often in settlements near ranches or towns, or were subjected to forced assimilation. Often Ohlone descendants identified themselves as of Mexican heritage, in many ways a valid self-description considering the close ties, often marital, between the Ohlone and Mexican groups. This, however, served to mask Ohlone identity for a long period. Indeed, during this time, Ohlone often presented themselves as other than Indian to the outside world, in large part because of the discrimination suffered during and after the Mission Period. Present-day Ohlone descendants often remark that they were unaware of their heritage, or that elders and relatives had at least not encouraged an interest in Ohlone heritage.

The plight of California Indians, often regarded as shameful by observers of the era, drew the attention of Federal and state governments, religious groups, and missionaries. In 1850, when Americans took control of California, few true reservations had been established. By the early twentieth century, numerous rancherias had been created across California to house landless Indians. These communities were managed by the Federal government and heavily influenced by religious agents.

Rancherias were not established within Ohlone territory, at least not in a manner that meets the criteria for Federal trust status. Consequently, the contemporary Ohlone community has struggled to attain Federal recognition or formal acknowledgment by the Federal government without a designated rancheria land base. To date, no Ohlone band has successfully overcome the obstacles to achieve Federal recognition. Without such recognition, the Ohlone are denied numerous benefits associated with Federal trust status and do not hold the same legal standing as recognized tribes under regulations like Section 106 of the NHPA.

THE OHLONE TODAY

Despite these obstacles, the Ohlone of Central California have survived and thrived. Recognition of Ohlone heritage, while present in some form since mission times, became more public in the 1960s, 1970s, and 1980s. A general recognition that civil rights had been denied to minority or ethnic populations, the explosion of the pan-Indian movement, and the political statements made in such places as Wounded Knee and Alcatraz brought the plight of the Native American into sharp focus. Within this context, the Ohlone began to take a much greater public interest in protecting their heritage—cultural, spiritual, and physical. This was strongly expressed in a unified desire to preserve those elements of the traditional Ohlone lifeway still visible on the landscape such as archaeological deposits from villages and camps, spiritual and ceremonial locales, and particularly burial sites.

In more recent years, there has been an active process of cultural revitalization, in which traditional practices and beliefs, insofar as they have survived and are known, have been adopted by the modern descendants of the Ohlone people. Milliken et al. (2009:233-236) have documented this process. Of particular importance has been a concerted effort to revive the Ohlone language. This has involved a number of workshops in which linguists have paired with Ohlone descendants interested in learning their ancestral language. These have been held biennially at UC Berkeley and are known as “Breath of Life” workshops.

POST-CONTACT HISTORICAL CONTEXT

This section discusses the historic context of the region, after contact with European explorers, or “post-contact.”

PRE-1930 HISTORICAL CONTEXT

Spanish/Mexican Period

Beginning in 1769, the Spanish Crown established twenty-one missions (religious institutions), four presidios (military forts), and three pueblos (civil towns) in Alta California. The presidios (San Diego, Santa Barbara, Monterey, and San Francisco) provided support for the religious goals of the missionaries, and presented a military force against Russian settlers, other foreigners, and local indigenous peoples. The pueblos (San Jose, Los Angeles, and Branciforte) were solely devoted to agricultural pursuits; their purpose was to raise crops to provide for the presidio population, relieving Mexico from having to supply food to the population in this new region, and provide a buffer against the often delayed San Blas shipments (Garr 1976:94; Winther 1935:4). The Santa Clara Valley was first explored by the Spanish during the Portola (1769), Fages (1772), and de Anza (1776) expeditions, with Mission Santa Clara and the Pueblo de San José both founded in 1777.

Modern day Mountain View and its immediate vicinity were outside of lands controlled directly by Mission Santa Clara and the Pueblo de San José. However, the Spanish colonial road network linking them with Mission San Francisco would have passed close by, though its precise location remains unknown (Jow et al. 2017:6). Also, during the Spanish Period, Mission neophytes used the area as sheep and cattle pasture, the origin of the name for the later Mexican Period Rancho Pastoria de las Borregas (Ranch of the Sheep Pasture) (Perry 2012:ix).

After the Mexican War of Independence ended in 1822, the secularization of the Missions began. This involved the confiscation of Mission lands and properties by Mexican civil authorities, and the transfer of these to Mexican citizens. Many Mexican Californians strongly supported the transfer of "landed wealth" from the church to the citizens (Senkewicz 2002:24). The Mexican government carved out and granted large ranches to Mexican citizens, who used the land to graze cattle. These ranchos and herds allowed the Californios to engage in trade with ships visiting the coast, exchanging hides and tallow for manufactured goods. Many ranchos were established around Mission Santa Clara and the Pueblo de San José, including Rancho Quito, Rancho de los Coches, 999Rancho Pastoria de Las Borregas, and Rancho Posolmi (Yñigo).

For example, in 1842 Mexican Governor Juan Alvarado granted Rancho Pastoria de las Borregas to Francisco Estrada (Jow et al. 2017:6; Perry 2012:ix). Estrada's wife Inez Castro Estrada died in 1844 and Estrada himself died 1845. His father, Jose Mariano Estrada, inherited the ranch and transferred it to Inez's father Mariano Castro, who in 1849 sold half of it to Martin Murphy, Jr. In 1852, during the early American Period, Castro and Murphy filed claims for their portions of the ranch under the 1851 California Land Act. Murphy's patent was granted in 1865 and Castro's in 1881.

Historic Indigenous Land Use

The proposed project APE is located almost entirely within the boundaries of a Mexican Period land grant known as Rancho Posolmi, a name whose attachment to this land is present in the archival record throughout the American Period. In 1844, Mexican Governor Micheltorena granted Rancho Posolmi, the location of a prior Ohlone settlement, to Native American Lope Inigo [15] (1781-1864) (Shoup and Milliken 1999; Jow et al. 2017:6).(Shoup and Milliken 1999; Jow et al. 2017:6).

Prior to moving to Mission Santa Clara, Inigo's family territory was likely the "Ynigo mounds," at or near CA-SCL-12/H (located just outside the APE). Inigo was born here in 1781, four years after the founding of Mission Santa Clara. Inigo's family territory was referred to as "San Bernardino" in the Spanish records, including mission registers and land grant case papers (Shoup and Milliken 1999:26-27). People from the area known as San Bernardino were baptized at Mission Santa Clara starting in 1777. Inigo was baptized at Mission Santa Clara in 1789, when he was just eight years old (Shoup and Milliken 1999:31). He was baptized at the mission five years before his parents, and likely still lived with his family in their village site prior to his parents becoming baptized and moving the family to the mission (Shoup and Milliken 1999:33, 42). When he was 16 years old, Inigo married Maria Viviana, a 15-year-old girl from the area the Spanish referred to as San Antonio, and the two went on to have eleven children together (Shoup and Milliken 1999: 47, 49). Due to high infant mortality plaguing the missions, eight of their eleven children died before reaching their third birthdays (Shoup and Milliken 1999:61). Three of their children, Maria Magdalena (1811-1855), Manual (1814-

[15] Lope Inigo's name was spelled in various ways. His name was frequently recorded as Ynigo or Ynego, and less commonly as Inygo and Indigo.

1847), and Juana Francisca (1818-1835) survived past childhood (Shoup and Milliken 1999:62). Maria Viviana also died while living in the missions, at the age of 46 (ca. 1828) (Shoup and Milliken 1999:86).

Inigo held a position of responsibility at Mission Santa Clara, occupying the role of *alcalde* (magistrate or Indian leader), governing and representing the indigenous population at the mission (Shoup and Milliken 1999:60). He reportedly used his elevated status to both govern the indigenous population under Spanish rule but also stand up to the Spanish authority. In 1814, Inigo and another indigenous person who held authority in the mission, Marcelo, attacked Padre Viader, a dispute for which details are unknown (Shoup and Milliken 1999:60). Despite this early act of rebellion, Inigo served under the colonial power structure long enough to build sociopolitical connections that eventually led to his claim to land in the area known as San Bernardino.

In 1839, Inigo "obtained his liberty" from Mission Santa Clara. He had been squatting on and occupied a place the native peoples called *Sojorpi* and the Spanish called "El Posida de las Animas" (the little well of the souls), in the southwestern corner of what later became the Posolmi land grant (Shoup and Milliken 1999:110). Here, he reportedly built a traditional style house and planted fruit trees. Inigo squatted on this land between 1839 and 1844, and after much petitioning, in 1844, Inigo was officially granted the land (Shoup and Milliken 1999:111-112). After returning to his home village by late 1839, he remarried to a woman called Eustaquia, constructed wood frame and adobe dwellings, owned cattle, sheep, and horses, and cultivated wheat, corn, beans, potatoes, pumpkins, and onions. He lived at this location until his death in 1864, and is believed to have been buried on his ranch within the boundaries of archaeological site CA-SCL-12/H. In his later life, he experienced American settlers, like John Whisman, squatting on his land, and land court proceedings with settlers such as Robert Walkinshaw (Shoup and Milliken 1999:127-129). During this time, Inigo's original land grant of 3,042 acres was reduced to a mere 448.2 acres. A claim to the ranch was filed in 1852 and was granted to Thomas Campbell, Robert Walkinshaw, and the descendants of Lupe Yñigo in 1881.

American Period

Large-scale American settlement of California was a product of the annexation of California by the United States in 1848, accompanied by the Gold Rush that began that same year. This influx of American settlers led to decades of litigation over property rights as Anglo-American settlers ignored Spanish and Mexican land grants and squatted on existing ranchos. Owners were forced to prove the validity of their land titles in courts, and this expensive process often resulted in the breakup of large ranchos to cover lawyers' fees.

This process was intensified by the admittance of California as a state in 1850. The restructuring of property rights including through the introduction of the Land Law of 1851 required Mexican landowners to prove their land grant titles to the new California Land Claims Commission against claims from squatters and others. These legal battles placed immense financial burdens on landowners, who were compelled to engage in a litigation process that took, on average, seventeen years (Igler 2001:45-46). California legal institutions and agencies favored well-financed and politically connected Anglo-American settlers and companies, who could challenge land grant claims and successfully navigate the lengthy and opaque legal process.

The Gold Rush that began in 1848 brought a huge influx of settlers to California, many attracted by the agricultural potential of the Santa Clara Valley (Jow et al. 2017:7). Cattle ranching, established

during the Mexican Period, continued as the dominant economic activity in the Valley until the mid-1860s, though cultivation of barley and wheat became increasingly important during the 1850s.

By the 1870s, wheat and barley dominated agricultural production in Santa Clara County (Jow et al. 2017:7, 11). In the 1870s and 1880s, following completion of the Transcontinental Railroad in 1869 that provided increased access to national and international markets, the agricultural industry diversified to include dairy cows, sheep, poultry, pigs, and fruit trees. By the mid-1880s, improvements in food preservation, including refrigerated railroad cars, permitted nation-wide transportation of fresh produce, and grain fields were gradually subdivided and replaced by fruit orchards. By 1900, Santa Clara County dominated fruit production in California.

The town of Mountain View was established around 1850 as a stage stop along the old Spanish road at Stevens Creek, located on part of the former Mexican Period Rancho Pastoria de las Borregas (Jow et al. 2017:11; Perry 2012:ix). By 1854, it had two general stores, a blacksmith shop, a hotel, and a saloon. Following the completion of a railroad through the area in 1864, the focus of settlement shifted about a mile north of the original townsite to a new location (New Mountain View) along the tracks, with Old Mountain View declining in importance. The New Mountain View was incorporated in 1902 and had a population of about 1,000 in 1904, with its primary role to provide services for the surrounding agricultural community. By this time, it had several hotels, a hardware store, a bank, and a Baptist church, along with lumber yards, a hay warehouse, a slaughterhouse, a winery, and the Mountain View Fruit Exchange. Also, in 1904, the Pacific Press Publishing Association, owned by Seventh Day Adventists, relocated here from Oakland, accompanied by about 100 Adventist families.

By the early 1920s, Mountain View's population had doubled, and its boundaries had expanded to include the original townsite, including the addition of more churches, a City Hall, schools, auto garages, a publishing company, and a public library (Jow et al. 2017:11, 13; Perry 2012:ix-x). It also became more ethnically diverse, including a cluster of Spanish-speaking residents north of the railroad and an Asian American community near the intersection of Villa and View streets. The surrounding area was dominated by farms, and the community continued to serve as a center for the agricultural industry, including nurseries, the John McCarthy Cannery, California Supply Company Tomato and Pickle Products, Mountain View Water Works, Growler's Packing and Warehouse Plant, and the S & L Trucking Company. Agriculture dominated Santa Clara County's economy until the 1930s, with almost 80 percent of the county's land dedicated to agricultural production. However, there were a few other clusters of development, including a concentration of businesses at the intersection of El Camino Real and Monte Road, known as the Junction, and a suburb on Pastoria Ave (now Rengstorff Ave) called University Park.

PRE-1930 HISTORY OF THE APE

The APE is located almost entirely within the boundaries of a Mexican Period land grant known as Rancho Posolmi and remained primarily rural and agricultural until military development began in the early 1930s.

In 1844, Mexican Governor Micheltorena granted Rancho Posolmi, the location of a prior Ohlone settlement, to Native American Lupe Yñigo (1781-1864) (Shoup and Milliken 1999; Jow et al. 2017:6). He lived in an adobe dwelling, owned cattle, sheep, and horses, and cultivated wheat, corn, beans, potatoes, pumpkins, and onions. Squatters, including John Whisman, began settling on Yñigo's land

in the late 1840s, and he sold parts of his grant to Robert Walkingshaw and Thomas Campbell. Yñigo died in 1864 and is believed to have been buried on his ranch within the boundaries of archaeological site CA-SCL-12/H outside the APE. A claim to the ranch was filed in 1852 and was granted to Thomas Campbell, Robert Walkinshaw, and the descendants of Lupe Yñigo in 1881.

An 1859 map of Rancho Posolmi shows that by the late 1850s the ranch had been partially subdivided, and Yñigo's dwelling was in the southeastern corner just outside the APE (Appendix A: Figure A-13. 1859 Plat Map of Rancho Posolmi). Walkinshaw owned the eastern half of the rancho, Campbell the southwest quarter, and Yñigo the rest. Dwellings of three squatters fall within the APE, including those of Gallimore, Morse, and Whisman. John Whisman and his wife Margaret opened Willowgrove Inn on the land in 1848 and staked out the perimeter of their parcel with a rectangular ditch (Ignoffo 2002). The inn became the most popular stopping place between San Francisco and San Jose and the ditch became known as "Whisman's Ditch" and was a well-known landmark for surveyors. Whisman also built a landing (Whisman's Landing) on the waterfront outside the rancho boundaries in the northwestern portion of the APE, with the road to Whisman's Landing passing through the ADI. Whisman's Ditch also intersects with linear portions of the ADI.

The 1873 Geological Survey Map also shows Yñigo's dwelling falling outside the APE but another structure just inside the southwest corner of the APE, perhaps the same structure labeled as Whisman's dwelling on the 1859 map (Appendix A: Figure A-14. 1873 Geological Survey of California Map of the Region Adjecent to the Bay of San Francisco).

On the 1876 Thompson & West Map of Santa Clara County, Rancho Posolmi is labeled the "Ynigo Reservation" and was subdivided into a series of large parcels owned by R. Walkinshaw, W. Gallimore, J. Bailey, D. Frink, and E. Jenkins (Appendix A: Figure A-15. 1876 Geological Survey of California Map of the Santa Clara County). Individual dwellings are plotted, including a house and orchard associated with Evan Jenkins that fall within the ADI. On the 1870 agricultural census, Jenkins owned 165 acres worth $13,000 and had $300 worth of farm implements, 16 farm animals worth $1,200, and harvested 600 bushels of wheat, 600 bushels of barley, and 100 tons of hay annually (1870 Federal Non-Population Census, Fremont Township). The north-south road to the waterfront depicted on the 1859 map still passed through the ADI. However, what was previously Whisman's Landing was by the mid-1870s Bernard's Landing, with Bernard's dwelling and orchard also located within the APE though outside the boundaries of Rancho Posolmi.

The 1890 Map of Santa Clara County shows the "Ynigo Rancho" still divided into large parcels occupied by most of the same owners, though the parcel overlapping with most of the ADI was by then owned by the Estate of E. Jenkins (Appendix A: Figure A-16. 1890 Hermann Bros. Map of Santa Clara County). The road to the waterfront continued to pass through the ADI, but the landing in the northwest corner of the APE was once again labeled Whisman's Landing.

The 1897 U.S. Coast and Geodetic Survey T-Sheet provides the most detailed view of the project vicinity prior to the 1930s (Appendix A: Figure A-17. 1897 U.S. Coast Guard and Geodetic Survy T-Sheet Map of San Francisco Bay, T-2315, Mountain View to Alviso). By the turn of the twentieth century, the APE was subdivided into a larger number of smaller agricultural parcels, with one farmyard including buildings, fields, and an orchard falling substantially within the ADI. The north-south road to the waterfront remained present, passing through the ADI and leading to what was by then Jagel's Landing in the northwest corner of the APE. Linear portions of the ADI intersect with various agricultural fields and one orchard.

John George Jagel immigrated to California from Germany in 1873 and in 1880 purchased 40 acres on the Bay three miles north of Mountain View where he engaged in farming and shipping (Guinn 1904:1244-1245). He built a warehouse and owned two schooners for transporting hay and grain to San Francisco and other ports. In 1920, the South Shore Port Co. dredged a slough in this location to create a deep-water port and began freight and ferry service to San Francisco in 1923 (Jow et al. 2017:7). Subsequent development in 1925 included an amusement park and saltwater swimming pool called Kingsport Plunge. However, the company declared bankruptcy in 1927 due to competition from other ports in the South Bay and the rise of the automobile.

An 1899 USGS Topographic Map contains much less detail than the 1897 T-Sheet, and there is no farm depicted in the ADI (Appendix A: Figure A-18. 1899 USGS Topographical Map, Palo Alto Quadrangle). However, the map does show a network of roads and the occasional cluster of buildings within the APE, including the road through the ADI leading to Jagel's Landing.

The 1914 Map of Santa Clara County provides a snapshot of property ownership within the APE in the mid-1910s, dominated by large corporate farms owned by the Hirsch Land Co., Gallimore Seed Co., Roy Summers & Co., and O. P. Jenkins (Appendix A: Figure A-19. 1914 McMillan Map of Santa Clara County). The ADI intersects with the Summers & Co. parcel and with the Jenkins Tract of smaller parcels, especially the two owned by J. L. Azevido. The road intersecting with the ADI was by then Whisman Road and the landing in the northwest corner of the APE once again Whisman Landing. By this time, a Standard Electric Company power line ran through the northern edge of the APE.

The 1929 Map of Santa Clara County offers another snapshot of land use in the APE just prior to development of U.S. Naval Air Station Sunnyvale starting in 1931 (Appendix A: Figure A-20. 1929 McMillan Map of Santa Clara County). Large farms still dominated, including the Hirsch Land Co., F. & S. Gallimore, C. C. Fosgate, and Henry Wong Him, along with smaller parcels within the Jenkins Tract. The ADI overlaps with Henry Wong Him's property and two small parcels in the Jenkins Tract owned by A. M. Meteiros. Also present in the ADI was Whisman Road, leading, as before, to Whisman's Landing in the northwest corner of the APE.

POST-1930 MILITARY-ERA HISTORICAL CONTEXT

The following historical context section broadly characterizes the historical development and past missions of Moffett Federal Airfield, the former military installation that encompasses the entirety of the Project Site and APE. Unless otherwise cited, the following information is excerpted and adapted from the *NASA Ames Research Center Integrated Cultural Resources Management Plan*, prepared by AECOM in 2014 (AECOM 2014:3-9).

U.S. Navy Dirigible Operations (1931–1935)

The land that would become NAS Sunnyvale was purchased with funds raised by San Francisco, Santa Clara, San Mateo, and Alameda Counties in competition with a location in San Diego to host a West Coast naval airfield. The land was sold to the Navy for $1, and NAS Sunnyvale was officially established on August 2, 1931. Construction began on NAS Sunnyvale in October 1931. Hangar One, the massive steel-frame structure built to house the dirigible USS *Macon*, the flagship for NAS Sunnyvale, was completed in April 1933. North and south of Hangar One, two mooring circles were built to control and secure the dirigible. West of Hangar One, the Navy Bureau of Yards and Docks

built a campus of Spanish Colonial-style buildings (Shenandoah Plaza) to support dirigible operations on the airfield (Appendix A: Figure A-21. Shenandoah Plaza, 1933 Master Plan). East of Hangar One, closer to San Francisco Bay, land was cleared and leveled for a single-runway airfield. Within a short time, the original runway was expanded, and two small runways were added. NAS Sunnyvale was formally commissioned on April 12, 1933 (Appendix A: Figure A-22. Aerial photograph of NAS Sunnyvale c. 1933, viewed facing east toward Hanger 1 and the airfield).

The expansion of airfield operations necessitated the development of housing on base. One of the first housing projects at the airfield occurred at what would become Berry Court. Constructed in 1933 and built in the Spanish Colonial style, Berry Court contained several residences, including attached Bachelor Officers' Quarters and Bachelor Enlisted Quarters, and nine single-family, detached, married officers' residences, with corresponding detached garages.

The USS *Macon* arrived at NAS Sunnyvale in October 1933 and was stationed there until February 1935, when the dirigible was damaged during a mission off the coast of Point Sur, California, and crashed in the Pacific Ocean. Soon after the crash, the Navy terminated its dirigible program at NAS Sunnyvale.

U.S. Army Air Corps Operations (1935–1942)

In September 1935, the Navy transferred NAS Sunnyvale to the U.S. Army Air Corps for use in pursuit and observation operations. When the airfield was occupied by the Army Air Corps, operations changed from lighter-than-air (LTA) to fixed-wing aircraft used in pursuit and training operations. The Army Air Corps used bigger aircraft that required longer and wider runways, including the P-36 Hawk and BT-13 Valiant. In 1938, the Army Air Corps removed the older runway system and built a 2,140-foot-long runway (Runway 14R-32L) using 3-inch-thick asphalt concrete. Historic photographs taken during this period show a wide runway bordered on the west side by an apron or taxiway marked by diagonal lines. Parking areas surrounding Hangar One were unpaved.

In 1940, anticipating the outbreak of World War II, the Army Air Corps converted the airfield to become its West Coast training headquarters. In 1941, to accommodate larger aircraft used to train pilots and their support crew, Runway 14R-32L was extended again.

U.S. Navy Lighter-Than-Air Operations (1942–1947)

After the strike on Pearl Harbor in December 1941, the Navy reassumed control of the airfield, which was renamed NAS Moffett Field (Moffett Field), after the late Rear Admiral William A. Moffett, Chief of the Navy Bureau of Aeronautics and a major advocate of naval aviation. LTA operations were needed by the military once again, and Moffett Field became devoted exclusively to LTA aviation, primarily for reconnaissance and surveillance of the Pacific coast. Moffett Field was the headquarters for Fleet Airship Wing Three, composed of three LTA bases on the West Coast: Tillamook, Oregon; Santa Ana, California; and Sunnyvale, California. The first blimps arrived at Moffett Field as part of the West Coast's first LTA squadron, ZP-32, which launched its first patrol flight over the Pacific coast in February 1942. Moffett Field was also used to train new airship pilots, using free balloons and blimps.

With the increase in LTA activity at Moffett Field, Hangar One was once again filled to capacity with K- and L-class nonrigid airships. In 1942, construction started on the first of two new enormous

wood-frame hangars on the east side of the airfield. Hangars Two and Three were completed in 1943 and used by the Navy Station Assembly and Repair Department to assemble, erect, store, and maintain blimps and balloons.

The Navy also expanded facilities for ammunition storage and fixed-wing aircraft. In April 1942, the Navy purchased 225 acres east of the airfield and built a large munitions storage and loading area off the northeast corner of the airfield in 1943. The Navy chose this area because most munitions arrived at the airfield by boat along the ferry channel, and because that was the most lightly occupied part of the airfield. The munitions area included five magazines, a small bunker, an inert ammunition storage building, and nine fortified combat ammunition loading circles.

Beginning in 1943, a series of major changes to the airfield and surrounding areas were made after the Naval Bureau of Yards and Docks allotted $1.12 million for new construction at Moffett Field. By this time, the Navy was flying larger and more powerful aircraft such as the PV-1 Ventura and Army B-26 Marauders, which required more modifications to the runway. In May 1944, Runway 14R-32L was extended to its present length with 11-inch Portland cement concrete, anticipating greater use by fixed-wing aircraft in the postwar period (Appendix A: Figure A-23. Aerial photograph of NAS Moffett Field viewed facing east). LTA operations continued at Moffett Field until August 1947, when the program was deemed obsolete and terminated, making Moffett Field an exclusively fixed-wing aircraft base.

Naval Air Transport Service Operations (1945–1949)

After World War II, Moffett Field became home to Squadron 4 of the Naval Air Transport Service, with support operations dedicated to aircraft maintenance and overhaul. It was during this period that most of the current-day airfield was built. Beginning in 1945, the Navy spent millions of dollars for improvements and new construction at Moffett Field. The airfield was expanded and extended to accommodate the Navy's largest transport aircraft, including a huge four-engine transport plane called the R5D Skymaster. In 1946, a second runway, 32R-14L, was built of 8-inch-thick reinforced concrete to an original length of 7,425 feet.

In the late 1940s, two more air transport squadrons (Squadrons 3 and 5) were commissioned at the base, making Moffett Field the largest Naval Air Transport Service base on the West Coast. Squadron 5, the first squadron in the Navy to have nuclear-weapon capabilities, flew the large patrol bombers P2V Neptune and AJ Savage. Moffett Field's Naval Air Transport Service overhaul and repair operations were closed down in October 1949.

U.S. Navy Jet Operations (1950–1961)

The Korean War started in June 1950, and Moffett Field became the home base for aircraft carrier squadrons and their jet fighter aircrafts. Navy carrier squadrons stationed at Moffett Field used the airfield for training purposes, including simulated carrier landings. Almost every new supersonic jet fighter aircraft in the Navy or U.S. Air Force inventories in the early 1950s was flight-tested at Moffett Field. To support the new jets stationed at Moffett Field, two new Fleet Aircraft Service Squadron groups were commissioned in March 1951 to provide maintenance services, and used Hangars Two and Three for operations.

In June 1951, to accommodate jet operations at Moffett Field, the Navy embarked on the largest post-World War II expansion program at the airfield. Because jet aircraft flew much faster and at higher altitudes than propeller-powered aircraft, the airfield at Moffett Field needed modification. Both runways were extended and resurfaced at least once; Runway 32R-14L was extended to 9,200 feet. Taxiways were expanded; parking and apron areas were added; and new supply, transportation, garage, and barracks buildings were constructed. The Flight Operations Building was completed in February 1954. In October 1956, a cutting-edge, high-speed refueling system was added to the apron area north of Hangar Two. This system allowed eight aircraft to be refueled simultaneously at the rate of 5 minutes per plane.

The northeast area of the airfield near the coastline and magazines also saw changes during this period. Three new high-explosive magazines were built along Marriage Road, and an ordnance handling pad was added to the northeast side of the airfield. In 1953, an extensive fuel transport and storage system was completed. The barge canal, dock, wharf, and pipeline system enabled the Navy to bring in large amounts of fuel by barge directly from the refinery, rather than by truck or railroad; fuel was piped from the barge to underground storage tanks in the fuel farm east of Hangar Three, saving time and money. In 1960, a golf course was built within the safety buffer zone surrounding the magazines as an acceptable low-occupancy use.

Jet operations at Moffett Field were so extensive that the base was designated a master jet base in 1953 (the first of nine such Navy bases), and operational units on-site reached an all-time high in 1955. However, by the early 1960s, the Navy's operational priorities had changed, and the focus shifted from fighter jets to anti-submarine warfare. Jet operations at Moffett Field ended in 1961.

U.S. Navy Anti-Submarine Warfare Operations (1962–1994)

In November 1962, Moffett Field was selected as the West Coast's training center for the Navy's anti-submarine warfare in the Pacific Ocean. The training was centered on the new propeller-driven anti-submarine aircraft, the Lockheed P3 Orion. The Pacific Fleet's first Orion arrived at Moffett Field in late January 1963, and for the next three decades the P3s would be a common sight over Moffett Field. Pilots and technical crews were trained on the Orion in an area of the airfield nicknamed "Orion University," with World War II-era buildings reconfigured for this use. The P3 Orion had an internal bomb bay that could house torpedoes; nuclear weapons; and various other mines, missiles, and bombs. To store the weapons used for the Orion missions, specifically Mark 46 torpedoes, cluster bombs, and Bullpup or Harpoon missiles, the Navy added a new magazine facility to the safety buffer zone in 1965 (Appendix A: Figure A-24. Aerial photograph of Moffett Field in 1968, viewed facing south).

In 1973, Moffett Field became the headquarters of the Commander Patrol Wings, U.S. Pacific Fleet, responsible for patrolling 93 million square miles of ocean from Alaska to Hawaii.

In 1991, the Base Realignment and Closure Commission recommended the closure of Moffett Field as a naval air station. In anticipation of the station's closure, the Department of Defense began negotiations with NASA for the transfer of the airfield. On July 1, 1994, Moffett Field was closed to military operations, renamed Moffett Federal Airfield, and transferred to NASA (with the exception of the military housing units, which were transferred to the U.S. Air Force).

Moffett Federal Airfield (1994–Present)

The munitions storage area is currently used to support operations of the California Air National Guard 129th Rescue Wing, and to store explosives used by NASA ARC researchers working on the research gun ranges, both the horizontal ballistic ranges and the vertical impact gun range. It also encompasses the Moffett Golf Course, a full 18-hole regulation course that is open to Federal and military personnel and retirees and is currently managed by the Ames Exchange.

Following the closing of Moffett Field in 1994, control of the housing units was transferred to the Air Force, who operated out of the Onizuka Air Force Station, adjacent to Sunnyvale. Almost immediately upon taking control, the Air Force sought to redevelop the area, establishing plans that featured a blend of new construction in undeveloped areas, demolition and reconstruction of a portion of Orion Park, and reuse of other housing, in some cases converting residential units to civilian housing. The efforts to redevelop and possibly privatize this housing, while not realized under the Air Force, continued when the Army took control in the early 2000s.

National Advisory Committee for Aeronautics and NASA (1939–Present)

In December 1939, the National Advisory Committee for Aeronautics (NACA) began construction of the Ames Aeronautical Laboratory off the northwest corner of the NAS Sunnyvale airfield. Ames was NACA's second laboratory, established after the Langley, Virginia facility, and named for Dr. Joseph S. Ames, NACA Chairperson from 1927 to 1939. One of the first buildings constructed at Ames Aeronautical Laboratory was a hangar for research aircraft, now called Flight Research Facility N-210. In October 1940, the NACA's first research aircraft, a North American O-47 observation plane, arrived at the airfield. By 1941, the NACA built and operated wind tunnels, testing airflow of high-speed fighter aircraft during World War II.

In the mid-1940s, the NACA added a second aircraft hangar (N-211) to supplement N-210 and extended the ramps and taxiways connecting the airfield to the NACA area. Around this time, the NACA was constructing more wind tunnels and had started a vigorous flight test program on the airfield. One such program, focusing on deicing technologies, won the Collier Trophy in 1946 and validated technology important to the air war in the Pacific during World War II.

The airfield improvements related to Navy Air Transport Service operations in the late 1940s, especially the addition of a longer runway (32R-14L), allowed a significant expansion in the NACA's flight test program. Soon after the end of World War II, the NACA flight test program focused on problems with high-speed aircraft. The supersonic research carried out by the NACA at Moffett Field in the 1940s and 1950s resulted in some of the most significant advancements in aeronautical engineering up to that time.

NASA was founded in 1958 and took over the NACA. In the 1960s, the renamed Ames Research Center continued its research program, and the airfield was the site of extensive research into short takeoff and landing technologies and vertical takeoff and landing aircraft. In 1965, the Army also located its Aeromechanics Laboratory at Moffett Field, and the airfield became the primary site for research on helicopters during the latter years of the Vietnam War. In the mid-1970s, NASA made a major commitment to advancing the technology of tilt-rotor aircraft, and the XV-15, the forerunner of the V-22 Osprey, was test-flown at Moffett Field. The site hosted a fleet of airborne science aircraft that made major discoveries in the discipline of infrared astronomy, and on which the

earliest instruments for high-altitude observation of Earth were validated. The airfield became the staging area for some of the most significant earth sciences missions of the 1970s and 1980s, and NASA ARC facilities conducted critical wind tunnel testing of Space Transportation System Orbiter vehicles (also known as Space Shuttles). Into the 21st century, NASA ARC has evolved into a diverse and sophisticated research campus. The center continues to contribute significant scientific research for NASA endeavors, such as developing the thermal protection system and conducting wind tunnel testing for the Mars 2020 Perseverance rover.

California Air National Guard (1980–Present)

The 129th Aerospace Rescue and Recovery Group of the California Air National Guard (CANG) began to occupy facilities on the east side of Moffett Field's runway complex since 1980. The unit was established as the 129th Air Resupply Group in 1955 at Hayward Air Terminal in Alameda County. Between the 1950s and the 1970s, its original airlift mission expanded to include combat and civilian rescue operations using fixed-wing and rotary-wing aircraft. It was redesignated the 129th Aerospace Rescue and Recovery Group in 1975 (129th Rescue Wing 2025; The Argus 1974).

As a result of the 129th's growth in the 1970s, the unit required larger aviation facilities to support training and deployment. The U.S. Air Force announced plans in 1976 to relocate the unit to Moffett Field, which involved shifting several hundred full- and part-time personnel and 10 aircraft. The first purpose-built CANG facilities at Moffett Field, which were constructed in 1980, were buildings housing the unit's headquarters, additional administrative functions, and engineering. All CANG facilities were built along Macon Road at the southeast corner of the airfield, in a site that had previously remained undeveloped during Moffett Field's expansion during the Cold War. CANG completed its move to Santa Clara County in 1984. (129th Rescue Wing 2025; *Palo Alto Times* 1976)

While based at Moffett Field, the 129th Aerospace Rescue and Recovery Group has trained to support rescue operations organized by the U.S. Air Force, U.S. Coast Guard, and State of California. The unit's deployment during major floods that struck Northern California in early 1986 was credited for saving more than 30 lives. The unit was designated the 129th Air Rescue Group in 1989, and subsequently the 129th Rescue Wing in 1995. As land tenant to NASA, the 129th Rescue Wing expanded into several existing buildings south of Hangars Two and Three that had supported earlier P-3 *Orion* operations, as well as into other available spaces surrounding the airfield. CANG constructed an aircraft maintenance hangar and additional support facilities in its cantonment in the twenty-first century. The unit has been deployed to overseas bases and has run missions in combat zones in Iraq and Afghanistan, while remaining active in civilian rescues during domestic natural disasters, wildfires, and public health emergencies. (129th Rescue Wing 2025)

Built Environment Resource Identification

6

PREVIOUS BUILT ENVIRONMENT INVESTIGATIONS

To supplement the NWIC records search, ARG examined documentation associated with several built environment surveys and historical register designation efforts that have been undertaken within the APE. Although the documentation produced for some previous investigations has been submitted to the NWIC and was returned in the records searches, NASA ARC maintains a more complete archive that includes materials NWIC appears to lack. Furthermore, ARG referenced the Built Environment Resource Directory (BERD) for Santa Clara County, which is maintained by the Office of Historic Preservation (OHP) and includes entries for documentation formally submitted to OHP for review.

This section includes summaries of the major efforts undertaken in the past to survey, evaluate, and/or formally designate buildings, structures, objects, and districts within the APE.

U.S. NAVAL AIR STATION SUNNYVALE, CALIFORNIA HISTORIC DISTRICT

Bonnie Bamburg of Urban Programmers prepared a NRHP designation form for the NAS Sunnyvale Historic District in 1991; the historic district was formally approved by the National Park Service and was listed in the NRHP in 1994. The historic district comprises the core 1930s-era campus of the NAS Sunnyvale, in addition to Hangar One and one remaining World War II-era aircraft hangar on the east side of the airfield. (A second hangar built during World War II, Hangar Three, originally contributed to the historic district but has subsequently been demolished.) The NRHP designation form concluded the district meets the significance thresholds of Criteria A and C, with a period of significance of 1930-1935 and 1942-1946.

The NRHP designation form identified 43 contributing properties to the NAS Sunnyvale Historic District. Although most of the contributing properties are buildings and structures, the contributors also include small-scale features and landscape elements, including the memorial anchor, flagpole, and commons. Furthermore, the original NRHP designation form identified numerous buildings located within the historic district boundary that did not qualify as historic district contributors, and the documentation provided brief explanations as to why some resources were deemed non-contributing. For example, some non-contributors had been altered and no longer retained historical integrity; others were constructed outside of the identified period of significance. Still others represented common, prefabricated building types such as storage shed and Quonset huts. However, the list of non-contributing resources was not comprehensive and did not address some resources located within the district boundary (Urban Programmers 1994). Figure A-25. U.S. Naval

Air Station Sunnyvale, California Historic District Boundary Expansion depicts the original boundary of the NAS Sunnyvale Historic District.

INVENTORY AND EVALUATION OF COLD WAR HISTORICAL RESOURCES

NASA undertook the Inventory and Evaluation of Cold War Historical Resources in 1999. This effort involved a survey and preparation of NRHP evaluations for 148 buildings and structures that had been constructed and/or were utilized for Moffett Field's Cold War missions between 1946 and 1989. Many of the resources were less than 50 years old at the time of the investigation, and the surveyor evaluated them using the exceptional significance threshold established by NRHP Criteria Consideration G. None of the resources evaluated in the Inventory and Evaluation of Cold War Historical Resources were found to qualify for NRHP listing at the time of their evaluation. Furthermore, the survey did not attempt to identify new contributing properties to the NAS Sunnyvale Historic District (Cole 1999).

U.S. NAVAL AIR STATION SUNNYVALE, CALIFORNIA HISTORIC DISTRICT EXPANSION

In 2013, NASA ARC oversaw a study of the Moffett Field airfield's historical significance and NRHP eligibility. This study considered whether the airfield and associated facilities, many of which had not been included in the original boundary defined for the NAS Sunnyvale Historic District, should contribute to the district. That study recommended that the historic district should be expanded to include the airfield and functionally related properties, such as ammunition storage structures. The study also proposed a longer period of significance (1930-1961) that recognized Moffett Field's historically significant jet operations during the early Cold War. Some of the properties recommended as contributors to the expanded NAS Sunnyvale Historic District had previously been evaluated in the 1999 Inventory and Evaluation of Cold War Historical Resources and were found to be individually ineligible for NRHP listing at that time. Figure A-25 in Appendix A depicts the proposed boundary expansion in relation to the original boundary of the NAS Sunnyvale Historic District.

The historic district expansion study focused on the historical significance of properties within the airfield (such as runways and taxiways) and safety buffer zone but did not address the current Project Site (AECOM 2013).

NASA ARC provided the associated documentation of the proposed historic district expansion to the SHPO for review and concurrence, pursuant to Section 106 of the NRHP. In its response, the SHPO concurred with NASA ARC that the airfield and safety buffer zone contribute to the significance of the historic district and recommended that the study develop a list of properties that contribute to the expanded NAS Sunnyvale Historic District (Roland-Nawi 2013). NASA ARC subsequently compiled a list of contributing properties, which were included in the *NASA Ames Research Center Integrated Cultural Resources Management Plan* (AECOM 2014:3-9).

SECTION 106 UNDERTAKINGS

In addition to the survey and evaluation efforts previously described, NASA has overseen smaller cultural resource investigations throughout Moffett Field as necessary to comply with Section 106 of the NHPA. The scale and location of these efforts have varied by the nature of each undertaking,

although the Section 106 compliance process has often involved the evaluation of built environment resources for NRHP eligibility. In some cases, investigators have revisited the Criteria Consideration G evaluations prepared in 1999 for the Inventory and Evaluation of Cold War Historical Resources, if resources have subsequently become of historic age.

Recent Section 106 undertakings that required NRHP evaluations of resources within the proposed project's Built Environment Study Area include the following:

- California Air National Guard Facilities Relocation and Improvements at 129th Rescue Wing Cantonment Area, Moffett Air National Guard Base (Page & Turnbull 2017)
- NASA Research Park Housing Lease and the Mountain View Housing Ventures LLC Housing Project (ASM Affiliates 2021)
- U.S. Geological Survey M2M Lab Building Project (SmithGroup and Gray & Pape 2021)

None of these three Section 106 investigations concluded that any evaluated built environment resources meet the eligibility requirements of the NRHP as individual resources. The investigation for the U.S. Geological Survey M2M Lab Building Project formally reevaluated one resource within the boundary of the NAS Sunnyvale Historic District, Building 6, as a contributing property; the 1994 NRHP designation form had previously listed this building as a non-contributor.

BUILT ENVIRONMENT DOCUMENTATION METHODOLOGY

ARG undertook the following tasks to prepare evaluations of built environment resources that are located within the boundary of the Built Environment Study Area defined for the current proposed project.

ARCHIVAL RESEARCH

To supplement the information contained in the NWIC records search results and additional documentation provided by NASA, ARG conducted research in primary and secondary historical resources to gain an understanding of the physical development of the APE and the histories of individual resources. These included:

- Previously published histories of Moffett Field, such as Spencer Gleason's book *Moffett Field: From Lighter-Than-Air to Faster-Than-Sound*;
- Archived copies of *The Moffett News* base newspaper available in the collection of the Moffett Field Museum; and
- Primary-source materials available in online repositories, including Newspapers.com, HistoricAerials.com, and the FrameFinder aerial photograph collection maintained by the University of California, Santa Barbara Library.

FIELD SURVEY

On May 15, May 16, and July 7, 2025, ARG staff members Jon Rusch and Isabel Scanlon completed an intensive-level field survey of the Built Environment Study Area, which involved documenting the Project Site and its immediate setting using field notes and photographs taken from publicly

accessible areas of the Moffett Field campus. Prior to the survey, ARG had reviewed past historical register evaluations within the Built Environment Study Area and identified those built environment resources that appeared to require new or updated documentation and historic register evaluation. (The method for preparing new documentation is described in the following section.) The surveyors visited each of the resources identified for survey and collected photographic documentation, including each publicly visible façade, select oblique angles, and details and site features of interest.

Furthermore, ARG surveyors gathered documentation of the existing landscape character of the NAS Sunnyvale Historic District, including the spatial organization of contributing buildings, the location and orientation of circulation routes (roadways), vegetation, open areas, and small-scale features such as light standards and monuments. Surveyors documented the landscape characteristics along the north side of Wescoat Road, the roadway that forms the southern boundary of the NAS Sunnyvale Historic District.

DEPARTMENT OF PARKS AND RECREATION INVENTORY FORMS

Following the completion of the field survey and archival research tasks, ARG prepared sets of California Department of Parks and Recreation (DPR) inventory forms for all individual historic-aged properties in the Built Environment Study Area that had not previously been evaluated for historic register eligibility through formal designation efforts or as part of the Section 106 process. For the purposes of the current investigation, "historic-aged" refers to resources that were constructed at least 45 years prior to the date of the field survey (i.e., in 1980 or earlier). Although the NRHP typically recognizes a 50-year age threshold for potential eligibility, ARG employed a 45-year threshold to ensure the results of the investigation would remain valid during the duration of the environmental studies and the proposed start of project construction. Furthermore, the CRHR does not include a 50-year threshold, although 45 years remains a useful benchmark to identify built environment resources with the greatest likelihood of meeting the CRHR significance criteria. The investigation did not evaluate any built environment resources that are not yet 45 years of age. No resources within the Built Environment Study Area appear to have the potential to meet the exceptional significance threshold established by Criteria Consideration G.

Historic-aged resources that had not previously been evaluated for historic register eligibility were recorded on DPR 523A (Primary Record) and 523B (Building, Structure, Object Record) inventory forms. Additional properties in the Built Environment Study Area were previously documented for the Inventory and Evaluation of Cold War Historical Resources (Cole 1999) or as part of the Section 106 process when they were less than 50 years old. In these instances, the resources were previously evaluated using the "exceptional importance" threshold of NRHP Criteria Consideration G. Each resource that has subsequently reached historic age was recorded on a DPR 523L (Continuation Sheet) form attached to the earlier documentation; the 523L form documents a new NRHP and CRHR evaluation without the application of Criteria Consideration G.

Each DPR 523A/523B or 523L form documents the respective resource's physical characteristics, historic context of Moffett Field, construction and property use history, current photographs, and an evaluation of whether the resource appears eligible for listing in the NRHP and/or CRHR individually. Additionally, resources located within the previously defined boundary of the expanded NAS Sunnyvale Historic District were evaluated for whether they appear to qualify as contributors to that district based on their date of construction, historical uses, and physical integrity.

Furthermore, several previously evaluated built environment resources in the study area have been demolished after their most recent documentation. ARG confirmed the demolition of these resources during the field survey, supplemented by desktop survey where necessary. Desktop survey involved review of aerial images available from Google Earth, referenced with NASA property data and Section 106 compliance documentation prepared for past undertakings. For each demolished resource, ARG prepared a DPR 523L form that summarized the resource's past evaluation and documented that no physical elements of the resource appear to remain extant.

The DPR 523-series inventory form sets are attached to this report in Appendix R.

RESULTS OF BUILT ENVIRONMENT IDENTIFICATION

This section describes the results of previous efforts within the Built Environment Study Area and the current investigation to evaluate buildings, structures, objects, and districts for historical register listing. The results of the identification effort are also depicted in the map series attached as Figures A-26 to A-28 in Appendix A of this report.

RESOURCES INDIVIDUALLY ELIGIBLE FOR NRHP LISTING

The Built Environment Study Area contains two extant built environment resources, Hangar One and Hangar Two, that have previously been evaluated as eligible for listing in the NRHP as individual resources. Because both resources were evaluated for NRHP listing with formal review by the SHPO, they qualify as Section 106 historic properties and are also listed in the CRHR. Therefore, they qualify as historical resources under CEQA.

The current investigation did not identify any additional resources that meet the NRHP or CRHR eligibility criteria individually.

Hangar One

Constructed between 1931 and 1933, Hangar One (Building 1) stands at the east end of the NAS Sunnyvale's original administrative campus, and it continues to function as the visual centerpiece of Moffett Field. The Streamline Moderne-style structure measures approximately 1,100 feet long, 300 feet wide, and 200 feet tall. Its open-span steel frame stands on a concrete foundation and accommodates three stories of interior shop and office spaces. The Hangar One Rehabilitation Project has involved the replacement of the original cladding and glazing systems with new materials that replicate the hangar's original exterior appearance. In 1988, the U.S. Navy engaged in consultation with the SHPO through the Section 106 process and determined that Hangar One is eligible for NRHP listing under Criteria A and C. Hangar One is listed in the BERD with a California Historical Resources Information System (CHRIS) status code of 2S2 (determined eligible for listing with consensus determination). (California Office of Historic Preservation 2025; National Aeronautics and Space Administration 2006:14-17)

Hangar Two

Hangar Two (Building 46) was constructed in 1942 and 1943 along the opposite (east) side of the airfield from Hangar One. The wood-framed Hangar Two was built parallel to the matching Hangar

Three (subsequently demolished in 2024) following standardized U.S. Navy plans, and both structures originally housed blimps and other lighter-than-air aircraft that supported Moffett Field's World War II missions. Hangar Two was evaluated as eligible for NRHP listing for the same U.S. Navy Section 106 undertaking as Hangar One, and it also meets the significance requirements of NRHP Criteria A and C. Hangar Two is also listed in the BERD with the assigned CHRIS status code of 2S2 (California Office of Historic Preservation 2025).

CONTRIBUTORS TO THE NAS SUNNYVALE HISTORIC DISTRICT

The Built Environment Study Area overlaps a portion of the expanded NAS Sunnyvale Historic District. As described previously, the historic district's original listing in the NRHP concluded it meets the significance requirements of NRHP Criteria A and C, and its period of significance was defined as 1930-1935 and 1942-1946. NASA ARC later proposed to expand the district by delineating a larger boundary containing the entire airfield and safety buffer zone, as well as by defining a longer period of significance (1930-1961). As proposed by NASA, the expanded NAS Sunnyvale Historic District is nationally significant under Criterion A for the installation's mid-twentieth century military missions.

For the current study, ARG's review of background data and field survey identified 49 extant resources within the Built Environment Study Area that have previously been identified as contributors to the expanded NAS Sunnyvale Historic District. These contributors primarily include resources that were listed in the district's original NRHP designation form or proposed by the 2013 historic district expansion study; a limited number of additional resources have been identified as historic district contributors through subsequent Section 106 consultation between NASA ARC and the SHPO. The resources that contribute to the district include buildings and structures within the original NAS Sunnyvale administrative campus, in addition to hangars and other support facilities that line the edges of the airfield. Contributing resources also include paved runways, taxiways, and parking aprons that comprise the runway complex. The previously identified contributors to the historic district are listed in Table 7. Note that one previously identified historic district contributor, Hangar Three (Building 47), is no longer extant and is addressed under "Demolished Resources," below.

Table 7. Resources Previously Identified as Contributors to the Expanded NAS Sunnyvale Historic District

Resource Number	Resource Name (P Number, If Applicable)	Construction Year
1	Hangar One	1933
5	Water and Storage Tank	1932
6	Mixed Use Warehouse	1933
10	Heat Plant Building	1932
15	Fire Station/Laundry	1933
16	Locomotive Crane Shed	1933
17	Administrative Building	1933
17A	Memorial Anchor	1933
20	Bachelor Officers' Quarters	1933
21	Bachelor Officers' Garage	1933

Resource Number	Resource Name (P Number, If Applicable)	Construction Year
22	Bachelor Officers' Garage	1933
23	Dispensary	1933
24	Ambulance Garage	1933
26	Gate House	1933
32	North Floodlight Tower	1934
33	South Floodlight Tower	1934
40	Flagstaff and Commons	1933
46	Hangar Two	1943
55	Hangars Two and Three Heat Plant	1943
A, B, C, D, E, F, G, H, I	Officers' Residences (Berry Court)	1933
A1, B2, C1, D1, E1, F1, G1, H1, I1	Officers' Garages (Berry Court)	1933
105	Airfield Lighting Vault (P-43-002484)	1947
106	Aircraft Compass Calibration Pad (P-43-002485)	1948
126	Moffett Field Historical Society (P-43-002488)	1949
158	Flight Operations Building and Tower (P-43-002510)	1954
329	Ultra High Frequency/Very High Frequency Receiver Building (P-43-002517)	1958
454	Ultra High Frequency/Very High Frequency Transmission Building (P-43-002541)	1960
MF1000	Runway 32L/14R	1938
MF1001	Instrument Runway 32R/14L	1945
MF1002	Aircraft Parking Apron	1945
MF1016	West Parallel Aircraft Taxiway	c.1946
MF1016	East Parallel Aircraft Taxiway	c.1946
MF1016	Connecting Taxiways	c.1946

Furthermore, NASA ARC has identified several cultural landscape characteristics that contribute to the historical visual and spatial character of the expanded historic district's airfield. These included the following: flat topography; open views across aviation areas; long views north to salt ponds and San Francisco Bay; linear system of runways, taxiways, and associated airfield facilities; the presence of buildings and structures defining the edges of the airfield; visual dominance of Hangar One; views to Hangars Two across the airfield; and ongoing aviation use (AECOM 2013:5-4 through 5-6).

As a result of the current investigation, ARG recommends that the following three built environment resources—which are located within the previously identified boundary of the NAS Sunnyvale Historic District—also qualify as contributors to the expanded historic district. Corresponding DPR inventory forms that document the district contributor status of these resources are attached to this report as Appendix R.

Moffett Field Chapel

The Moffett Field Chapel (Building 86) is a stucco-clad religious building constructed in 1945. The building was designed with elements of the Mission Revival architectural style. It has a cruciform plan and is capped with a cross-gabled roof covered in rounded clay roof tiles. Additional notable architectural features of the building include its domed belltower, rounded Mission-style parapet, and corner buttresses. The building was built near the end of World War II and has functioned as a multi-denominational house of worship for military and civilian personnel associated with Moffett Field.

Although the Moffett Field Chapel is located within the original boundary of the NAS Sunnyvale Historic District, the district's NRHP registration form stated that the building was a non-contributing property due to its 1945 construction date. The current evaluation revisited the contributing status of the chapel and finds that the building appears to contribute to the significance of the expanded NAS Sunnyvale Historic District because it dates to the district's period of significance, played an important role in community life at Moffett Field after World War II, and reinforces the architectural qualities that characterize NAS Sunnyvale's original campus. ARG recommends that Building 86 should be considered a contributor to the expanded NAS Sunnyvale Historic District.

Moffett Field Chapel Boiler House

The Moffett Field Chapel Boiler House (Building 87) is a small, stucco-clad building with a brick chimney and a rounded clay tile roof. It was constructed in 1945 to house heating equipment for the neighboring Moffett Field Chapel. Building 87 was designed with elements of the Mission Revival style that match the appearance of the chapel.

The Moffett Field Chapel Boiler House was treated as a non-contributor to the NAS Sunnyvale Historic District in the district's original NRHP registration form, in the same manner as the functionally related Moffett Field Chapel. The current evaluation concludes that the boiler house appears to contribute to the significance of the expanded NAS Sunnyvale Historic District because it dates to the district's period of significance, supported the operations of the Moffett Field Chapel, and is architecturally compatible with the buildings that formed the early campus of NAS Sunnyvale. ARG recommends that the Moffett Field Boiler House should be considered a contributor to the expanded NAS Sunnyvale Historic District.

Shenandoah Plaza Streetlights

The Shenandoah Plaza Streetlights comprise a series of light standards located along roadways in the original NAS Sunnyvale campus. Generally, the streetlights stand evenly spaced along roadway curbs; they are located adjacent to curblines along Clark Road, S Akron Road, N Akron Road, Wescoat Road, Bushnell Road, McCord Avenue, Severyns Avenue, and Cummins Avenue. Streetlights are also present within the central boulevard of Berry Drive. The streetlights were proposed in the U.S. Navy Bureau of Yards and Dock's original landscape plan for NAS Sunnyvale, and they date to the initial construction of the installation in the early 1930s. Each light standard features a hexagonal, cast concrete base and tapered shaft that terminates with a molded capital and non-original lamp.

The NRHP registration form for the NAS Sunnyvale Historic District generally discussed the installation's original landscape design and noted, "Street furniture, interesting items on the landscape, and street lighting also add to the unique quality of the site. [...] The street lighting still retains its original bases, but the lamps themselves, from a later '50's design, are somewhat inconsistent with the Spanish Colonial Revival buildings of the historic core. Replacement with a more original form should be encouraged" (Urban Programmers 1994:7-6). However, the registration form did not specifically name the streetlights as contributing elements of the district. The current evaluation clarifies the existing district documentation and recommends that the streetlights should be considered contributors to the NAS Sunnyvale Historic District.

RESOURCES EVALUATED AS INELIGIBLE FOR HISTORICAL REGISTER LISTING

The Built Environment Study Area contains 44 built environment resources that have been evaluated as ineligible for NRHP listing during previous Section 106 consultation with SHPO review. These resources were over 50 years old at the time of their evaluations and therefore did not require the application of Criteria Consideration G. These 44 resources were not previously evaluated using CRHR significance criteria. ARG has reviewed the existing evaluation documentation and did not identify any of the NRHP-ineligible resources that appear likely to meet the eligibility requirements of the CRHR or to qualify as a historical resource for CEQA review. The resources previously evaluated as ineligible for NRHP listing are listed in Table 8.

Table 8. Resources Previously Evaluated as Ineligible for NRHP Listing

Resource Number	Resource Name (P Number, If Applicable)	Construction Year
3	Training and Conference Center	1933
77	South Gate Sentry House	1944
82	General/Athletic Storage	1944
104	12/2.4 kV Westside Substation	1944
107	Navy ROICC Administration Building (P-43-002486)	1948
108, 109	NASA Exchange Swimming Pool and Dressing Room (P-43-002487)	1948
111	Transportation Storage	1944
146	Transportation Garage (P-43-003506)	1952
148	Enlisted Men's Barracks (P-43-002501)	1953
149	Enlisted Men's Barracks (P-43-002502)	1953
150	Enlisted Men's Barracks (P-43-002503)	1953
151	Enlisted Men's Barracks (P-43-002504)	1953
152	Conference and Administration Building (P-43-003507)	1953
153	Administration Building (P-43-003508)	1953
154	Administration Building (P-43-003509)	1953
155	Administration Building (P-43-003510)	1953
156	Administration Building	1953
161	Service Station/Fuel Island 1&2 (P-43-002511)	1952
184	Maintenance Storage (P-43-002515)	1955

Resource Number	Resource Name (P Number, If Applicable)	Construction Year
331	Airfield Storage (P-43-002518)	1958
380	Bus/Personal Shelter	1957
400	Air Operations Storage (P-43-002537)	1958
463	Communication Antennas (P-43-002545)	1960
482	Storage Facility (P-43-002550)	1963
498	Hazard Waste Storage Area (P-43-002555)	1965
499	Ground Support Equipment Shed (P-43-002556)	1966
503	Partners Manufacturing and Prototype Facility (P-43-002558)	1966
510	Administrative Building (P-43-002560)	1967
512A-C	Enlisted Barracks (P-43-002562)	1970
526	EM Club Storage (P-43-002564)	1970
529	Storage Facility (P-43-002567)	1970
533	Chase Park Restrooms (P-43-002568)	1971
534	BBQ Shelter	1971
945	Athletic Field Dressing Rooms	1940
951	Insecticide Material Storage (P-43-002610)	1957
958	Covered Storage (P-43-002615)	1956
992	Truck Repair Shop (P-43-002616)	1957

As part of the current investigation, ARG updated the evaluations of 13 historic-aged built environment resources that were previously assessed using Criteria Consideration G only but have subsequently become of historic age. ARG's evaluations of these 13 resources have concluded that none appear to meet the eligibility requirements of the NRHP and CRHR, and none contribute to the NAS Sunnyvale Historic District. The resources subject to the updated evaluations are listed in Table 9, and the corresponding DPR 523L forms are attached to this report as Appendix R.

Table 9. Resources Found Ineligible for Listing Through Updated Evaluations

Resource Number	Resource Name (P Number)	Construction Year
542	Storage Facility (P-43-002571)	1973
543	Research Laboratory Building (P-43-002572)	1973
544	Auto Hobby Shop (P-43-002573)	1974
547B-E	NASA Exchange Service Building (P-43-002576; P-43-002577; P-43-002578)	1974
554	Partner Technology Facility (P-43-002580)	1975
556	Industry Partners Building (P-43-002570)	1979
566	Administration Building (P-43-002573)	1979
567	Facilities Maintenance Warehouse (P-43-002574)	1978
570	Maintenance Storage (P-43-002576)	1978

Resource Number	Resource Name (P Number)	Construction Year
572	Racquetball Courts (P-43-002577)	1963
680	CANG Headquarters (P-43-002601)	1980
683	CANG Civil Engineering (P-43-002604)	1980
949	High Explosives Magazine (P-43-002608)	1956

Furthermore, ARG evaluated 12 additional historic-aged built environment resources that have not previously been evaluated for historical register eligibility and were not recommended to be treated as historic district contributors. These newly evaluated resources do not appear to meet the eligibility requirements of the NRHP and CRHR and are listed in Table 10. Corresponding DPR inventory forms documenting these resources' evaluations of NRHP and CRHR ineligibility are included in Appendix R.

Table 10. Resources Newly Evaluated as Ineligible for Historical Register Listing

Resource Number	Resource Name	Construction Year
38	Tennis Courts	1936
48	Bachelor Officers' Quarters	1943
76	Locksmith Shop	1944
81	Security General Storage	1944
493	Building 20 Swimming Pool	1963
571	Tennis Courts	1979
944	Recreation Center	1941
963	Tennis Courts	1943
964	Basketball Courts	1942
965	Volleyball Courts	1942
966	Softball Field	1957
967	Softball Field	1955

DEMOLISHED RESOURCES

ARG identified 12 previously evaluated built environment resources that have been demolished subsequent to their most recent recordation. These resources include Hangar Three (Building 47), which was previously evaluated as individually eligible for NRHP listing and was identified as a contributor to the NAS Sunnyvale Historic District. The hangar was later demolished as part of the Hangar Three Hazard Remediation Project. The remaining 11 resources were previously evaluated as ineligible for NRHP listing using Criteria Consideration G; nine of the resources were also formally reevaluated as NRHP ineligible during the Section 106 process for the California Air National Guard Facilities Relocation and Improvements project. The 12 demolished resources are listed in Table 11, and corresponding DPR update forms documenting their demolitions are included in Appendix R.

Table 11. Resources Demolished Subsequent to Previous Evaluation

Resource Number	Resource Name (P Number, If Applicable)	Construction Year	Previous Finding
47	Hangar Three	1943	Eligible for NRHP Listing; Contributor to NAS Sunnyvale Historic District
464	Storage (P-43-002546)	1964	Ineligible for NRHP Listing (Criteria Consideration G)
476	Mixed Use Facility (P-43-002548)	1964	Ineligible for NRHP Listing (Criteria Consideration G)
654	P-3 Classroom (P-43-002591)	1969	Ineligible for NRHP Listing
655	P-3 Classroom (P-43-002592)	1945	Ineligible for NRHP Listing
656	P-3 Communications Center (P-43-002593)	1971	Ineligible for NRHP Listing
657	Line Operations (P-43-002594)	1955	Ineligible for NRHP Listing
658	Line Maintenance Shelter (P-43-002595)	1955	Ineligible for NRHP Listing
659	Ammunition Service Locker (P-43-002596)	1956	Ineligible for NRHP Listing
660	Ammunition Service Locker (P-43-002597)	1956	Ineligible for NRHP Listing
661	Line Operations Shelter (P-43-002598)	1956	Ineligible for NRHP Listing
669	P-3 Classroom (P-43-002599)	1943	Ineligible for NRHP Listing

Archaeological Resource Identification

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ARCHAEOLOGICAL RESOURCES WITHIN THE APE

A review of the supplemental records search conducted for the current study as well as previous cultural resources studies conducted for NASA ARC (AECOM 2025) indicates that sixteen archaeological resources are located within the APE, including Precontact sites P-43-000034 (CA-SCL-14), P-43-000035 (CA-SCL-15), P-43-000036 (CA-SCL-16), P-43-000037 (CA-SCL-17), P-43-000038 (CA-SCL-18), P-43-000039 (CA-SCL-19), P-43-000040 (CA-SCL-20), P-43-000041 (CA-SCL-21), and P-43-000044 (CA-SCL-24); multi-component site P-43-001825 (CA-SCL-864/H). Also included are two recently recorded archaeological sites P-43-004487 (CA-SCL-1145) and P-43-004488 (CA-SCL-1146), and four isolates (RP-ISO-01–04). Three of these (P-43-004487, P-43-004488, and RP-ISO-03) are located within the ADI (Table 5; see Appendix A: Figure A-11. Known Cultural Resources). These resources are listed and detailed below.

CA-SCL-14,-15,-16,- 17 (P-43-000034–000037)

This cluster of small sites was originally noted in 1909 by N. Nelson in his analysis of San Francisco Bay Area (Bay Area) shell mounds conducted during the previous decade. In 1912, they were recorded by L. Loud as Precontact occupation sites (Nelson 348-51). According to AECOM (2025), associated site records were updated in 1984 by Basin Research Associates Inc., including updated location maps. To date, these sites have not been evaluated and have not been rediscovered since their original recording in the early 1900s.

CA-SCL-18 (P-43-000038)

This site was originally identified in the early 1900s by N. Nelson during his analysis of Bay Area shell mounds and was formally recorded by L. Loud in 1912. The site was identified as one of Ynigo's campsites and is included in the Santa Clara County Heritage Resource Inventory under the Moffett Field Indian Mound designation. Loud observed that the site had been nearly entirely destroyed. In 1991, Basin Research Associates conducted a survey but did not find any evidence of the resource on the ground surface, leading to the conclusion that the site was likely obliterated due to area development (Garaventa and Anastasio 1991). They determined that the site lacked the integrity necessary for NRHP eligibility; however, no subsurface testing was performed to validate this recommendation, and to date there is no documentation of SHPO concurrence with this finding (AECOM 2025: 32). The site is mapped within the APE, but it falls outside the ADI. Consequently, project activities are not expected to cause any physical or *direct impact* on the site, and therefore, a formal archaeological evaluation is not necessary. Given the highly urbanized and previously disturbed nature of the environment, the likelihood of *indirect impacts* on archaeological resources

within the APE or ADI—such as alterations to the site's setting—is minimal. As a result, these potential impacts do not warrant further assessment.

CA-SCL-19 (P-43-000039)

The site was initially documented by N. Nelson in 1909 and subsequently recorded in 1912 by L. Loud. Based on Nelson's description (Nelson 353), Loud classified the site as an occupation midden, which contains an accumulation of marine shell and faunal remains, likely significantly disturbed by the construction and operation of Moffett Field. Since its original documentation, the site has undergone several updates from 2017 to 2020. In 2017, William Self Associates (WSA) and PaleoWest identified midden soils on the surface resulting from rodent back dirt piles. WSA reported the presence of oyster shell, marine snail shell, and faunal bone fragments, prompting the extraction of 13 core samples in a grid pattern to gain a better understanding of the site's deposits. The cores revealed a layer of dark midden soils containing artifacts and shells at approximately 80 cm below the ground surface. WSA estimated that the lower half of the midden soils remained largely intact and based on previous findings, may contain human remains. Consequently, the resource was recommended as eligible for the NRHP under Criterion D due to its potential to provide significant insights into the Precontact occupation of the region (Clark et al. 2020).

In 2018, WSA developed an Archaeological Data Recovery Plan for the Navigational Aids, Airfield Lighting, and Signage Replacement Project (Clark et al. 2020). The archaeological work involved the excavation of eight control units and construction monitoring. During the construction monitoring, human remains were identified, necessitating a work stoppage and subsequent project redesign. The redesign involved transitioning from open trenching to horizontal directional boring beneath the intact archaeological deposit. Prior to the boring process, six control units were strategically placed along the bore path, along with two micro trenches at the entry and exit pits for the horizontal directional drill. Throughout this data recovery effort, one pit feature, nine intact burials, and isolated human remains were uncovered. A disturbed midden was documented to range from 15–40 cm below the surface (situated below a layer of sterile fill), with pit and burial features extending to about 90 cm below grade (Clark et al. 2020). Radiocarbon dating indicates that the site was most intensively occupied during an 800-year period between 2,300- and 1,500-years cal BP, aligning with the Middle Period and Berkeley Pattern cultural manifestation. Additionally, two outlier radiocarbon dates were obtained from one charred bone sample (3,400 cal BP) and one obsidian hydration sample (900 +/- cal BP). Consequently, the boundary for CA-SCL-19 was expanded to the northeast and southeast. It is important to note that the north, west, and east boundaries remain poorly defined due to the presence of the existing runway and taxiway. This resource is eligible for the NRHP and is likely eligible for the CRHR. The site is mapped in the APE but is outside the ADI and is not likely to be physically affected by project activities. Additionally, the environment is highly urbanized and has been disturbed before. Because of this, the chance of affecting archaeological resources indirectly, such as changing the site's surroundings is very low. Therefore, there is no need for further assessment of these impacts.

CA-SCL-20 (P-43-000040)

Originally identified by N. Nelson in 1909 and subsequently recorded in 1912 by L. Loud, the resource was documented as a significant occupation site featuring an earth mound designated as "Loud's Big Ynigo Mound." Loud described the mound as extending 0.6 mile in length and varying in depth from 2–5 ft, encircled by campsite deposits. Additionally, a single burial, a pestle, and a hammerstone

were noted at the site. However, it was reported that the site had suffered considerable destruction (Kelly 1989). In 1987, the California Department of Transportation (Caltrans) undertook a survey along with an Extended Phase I study but failed to relocate the site (Kelly 1987b) a finding echoed by the Basin Research Associates' 1991 survey (Garaventa and Anastasio 1991). AECOM's 2025 Archaeological Resources Study documented several testing efforts that did not yield any subsurface deposits or evidence of the resource (i.e., Baker 1991; Kelly 1987b; URS Corp. 2014). AECOM 2025 highlighted the case that to date, testing has been limited to the southern extent of the site boundary, with no systematic subsurface studies conducted north of Macon Road. To date, this resource has not been formally evaluated for the NRHP or CRHR. Most of the site is mapped within the southern portion of the APE, but outside the ADI. As such, project activities would not physically affect the site and evaluation is not required. As discussed previously, the environment is highly urbanized and has been disturbed before. Because of this, the chance of affecting archaeological resources indirectly, such as changing the site's surroundings is very low. Therefore, there is no need for further assessment of these impacts.

CA-SCL-21 (P-43-000041)

Originally identified by N. Nelson in 1909 (known as the Third Ynigo Mound) and later recorded in 1912 by L. Loud, this resource was documented as an occupation site featuring a 4-foot-high, oval-shaped compact earthen mound. The site is located at the northeast corner of the junction of Moffett Road and U.S.-101 (formerly Bay Shore Road). David Chavez & Associates (1981) conducted an NRHP cultural resource evaluation of the site, noting a significant likelihood that CA-SCL-21 contained intact subsurface deposits. Consequently, augers and test units were excavated; however, no archaeological resources were found within or immediately adjacent to the site boundary. Given these negative results, it was concluded that CA-SCL-21 had either been destroyed or was not mapped correctly. The site record for this resource was updated by Basin Research Associates, Inc. in 1984 (AECOM 2025:33). The site is mapped in the [redacted] portion of the APE, but outside of the ADI. Project activities would not physically affect the site and therefore evaluation is not required. In addition, the environment in question is predominantly urbanized and has experienced prior disturbances. Consequently, the likelihood of indirect impacts on archaeological resources—such as alterations to the site's immediate surroundings—is minimal. As a result, additional assessments concerning potential impacts are deemed unnecessary.

CA-SCL-24 (P-43-000044)

Documented by N. Nelson and L. Loud in 1909 and 1922, respectively, this resource is characterized as an occupation mound located north of U.S.-101 (formerly Bay Shore Road). In 1981, David Chavez & Associates conducted an NRHP cultural resource evaluation, noting the presence of potential midden soils and artifacts on the surface (including a bone awl, a pestle fragment, three chert tools) suggesting a high likelihood that CA-SCL-24 contained intact subsurface deposits. However, exploration of the site using augers and test units revealed a sparse accumulation of highly fragmented shell, indicating that the site has likely been destroyed (Chavez 1981). The site record for this resource was subsequently updated by Basin Research Associates, Inc. in 1984 (AECOM 2025:33). The likely NRHP and CRHR eligible site is mapped within the [redacted] portion of the APE, but outside of the ADI. Project activities would not physically affect the site and therefore further evaluation is not required. Additionally, the local environment is predominantly urbanized and has experienced prior disturbances. As such, the likelihood of indirect impacts on archaeological

resource—such as alterations to the site's immediate surroundings—is minimal. As a result, additional assessments concerning potential impacts are deemed unnecessary.

CA-SCL-864/H (P-43-001825)

Originally recorded in 2006 by Albion Environmental, Inc., this resource is a multicomponent archaeological site. The Precontact component features a human burial and a midden containing shell, bone, charcoal, fire-affected rock, lithic tools, and debitage. The historic component includes square nails, brick, glass, metal, and slag, likely linked to military housing constructed in the 1930s, which falls within the documented site boundary. Substantial subsurface deposits were documented during Albion's subsequent Extended Phase I study; however, the age of the deposit was not determined due to a lack of materials suitable for radiocarbon dating. AECOM (2025) suggested that the site may be associated with nearby CA-SCL-21 and CA-SCL-24, which were "part of the original Loud site recordings of the early 20th century, and which have ill-defined locations and have not been fully rediscovered or studied." To date, the resource has not been evaluated for listing on local, state, or Federal registers. The site is mapped in the [redacted] portion of the APE, but outside of the ADI. As such, project activities would not physically affect the site and therefore evaluation is not required. The environment is highly urbanized and has been disturbed before. Because of this, the chance of affecting archaeological resources indirectly, such as changing the site's surroundings is very low. Therefore, there is no need for further assessment of these impacts.

CA-SCL-1145 (P-43-004487)

This resource comprises a low-density scatter of faunal shell and bone fragments found within [redacted] (AECOM 2025:43), adjacent to [redacted]. The shell assemblage includes fragments from three bent nose clams (*Macoma nasuta*), two oyster fragments (*Ostrea lurida*), and two horn snail shells (*Cerithideopsis sp.*). Additionally, a fragment of a calcined mammal long bone was observed. Given the species of faunal shell identified, this resource may represent Precontact dietary remains from one of the many nearby recorded mound sites that have previously been disturbed, likely indicating redeposited soils and cultural materials. Despite this evidence for surficial disturbance, there is still a possibility that intact subsurface Precontact deposits exist at this location. Most of the site is mapped within the Project Site portion of the project ADI. Given the potential for physical (direct) impacts by the proposed project, this resource should be treated as eligible for inclusion in the CRHR and NRHP.

CA-SCL-1146 (P-43-004488)

This resource consists of a low-density, highly fragmented shell scatter within a 20-meter-diameter area surrounding a modern watermain valve foundation pad. The identifiable shells are predominantly from the oyster species (*Ostrea lurida*). The condition of the fragments indicates that the site may represent Precontact dietary remains, potentially originating from one of the many nearby recorded mound sites that have been significantly disturbed and redeposited during prior development in the area. Although the surface materials likely do not constitute a primary (intact) cultural deposit, there remains the potential for intact subsurface deposits (AECOM 2025:44). The resource is situated along [redacted] of the Project Site within the project ADI. Given the potential for physical (direct) impacts, this resource should be treated as eligible for inclusion in the CRHR and NRHP.

RP-ISO-01

This resource consists of a fragment of a long bone from a single mammal; it is likely to be either historic or modern in age (AECOM 2025); however, this has not been confirmed. The resource is located within the [redacted] portion of the APE, just outside the boundary of the Project Site. Given the absence of additional cultural materials (e.g., artifacts, midden soils), the resource is likely not eligible for state or Federal registers, and no further evaluation is needed.

RP-ISO-02

This resource includes a single flake tool identified within a rodent spoil pile located [redacted] (AECOM 2025). The artifact is crafted from green chert, measuring 47.5 cm long and 13 mm thick. The resource is in the [redacted] portion of the APE, outside the boundary of the Project Site. Given the absence of additional cultural materials (e.g., artifacts, midden soils), the resource is likely not eligible for state or Federal registers, and no further evaluation is needed.

RP-ISO-03

This isolate is a solitary rib bone fragment from a mammal. It is mapped within the Project Site in the ADI. The presence of potential saw-cut marks indicates that it likely originated from a historical or contemporary context, rather than from a Precontact site (AECOM 2025); however this has not been confirmed. Given the absence of additional cultural materials (e.g., artifacts, midden soils), the resource is likely not eligible for state or Federal registers, and no further evaluation is needed.

RP-ISO-04

Documented in 2023, this isolate includes a single fragment of human bone, likely redeposited from one of the numerous Precontact mounds documented in the general vicinity (AECOM 2025). The resource is located in the APE, [redacted] of the Project Site.

According to the DPR Primary Record, the bone was removed and NASA is consulting with Ohlone representatives to rebury the remains.

PEDESTRIAN SURVEY FIELD METHODS

On May 15, 2025, Albion Archaeologists Brittney Biasi and Claire Allen conducted an intensive surface survey of the ADI. The survey area involved the approximately 39-acre Project Site as well as approximately 2.4-miles of surrounding roads (Appendix A: Figure A-29. Survey Area methods and results, overview). The determination to conduct pedestrian survey within the ADI exclusively, rather than the entire APE, was predicated upon the determination that the ADI represents the area of potential direct effects on archaeological resources. Given the highly urbanized and previously disturbed environment, indirect impacts to archaeological resources (i.e., changes to setting) are not likely and were not considered for this proposed project.

The survey of the Project Site was accomplished by walking 10-meter-wide transects while closely inspecting the ground surface so that the entire accessible ADI was inspected for archaeological

resources including Precontact and historic-era archaeological features and deposits. Areas within the ADI with exposed soils were intensely inspected during the pedestrian survey.

Because the ADI along the roadways was completely paved, Ms. Biasi and Ms. Allen performed a dashboard survey consisting of driving on the roads and periodically stopping to observe surrounding soils to take photographs for documentation. The dashboard survey included a portion of Lindbergh Avenue, a gravel portion of De France Avenue, Zook Road, a small portion of Bushnell Road, Wescoat Road, Clark Road, Perimeter Road, and Ellis Street.

Due to restricted access, Albion was unable to survey approximately 0.12-miles of Zook Road between Hall Road and the NASA Ames Fire Department and the entire 0.25-miles of Cummins Avenue. In addition, after Albion had completed the pedestrian survey, the project expanded the Limits of Work along Cody Road. However, the survey conducted by AECOM between October 2023 and January 2024 encompassed all areas Albion was not able to survey as part of the current study, as detailed in AECOM 2025:37-38. The methodologies employed by AECOM were comparable to those used in our own inventory, including inspection of all unpaved and undeveloped areas. Given the scope and rigor of the recent prior study, we regard it as a dependable reference for our inventory and assessment.

SITE RECORDING

The following procedures were followed during the survey. Once an artifact was encountered, surveyors inspected the area immediately adjacent to the find for additional materials. For the current study, isolated Precontact finds were defined as those that contain fewer than 10 items per 10 square meters. Isolated historic finds were defined as consisting of fewer than three artifacts per 100 square meters (e.g., several fragments from a single glass bottle are one artifact). Generally, archaeological deposits with more than three items were considered a site. If a site was encountered, whether existing or previously unrecorded, its surface was carefully inspected and crew members pin-flagged all surface artifacts and features. After having established the site characteristics and boundaries, crews then collected all information needed to complete California DPR primary site record forms (when applicable), took site overview photographs, and obtained UTM coordinates using a Trimble GPS device. Isolated artifacts and sites were numbered consecutively within the survey area during the survey (e.g., ISO #1). No artifacts were collected during the course of this survey.

IDENTIFICATION AND ASSESSMENT OF PREVIOUSLY RECORDED RESOURCES

Within the Project Site, three previously documented archaeological resources have been identified, comprising two Precontact sites (P-43-004487 and P-43-004488) and one isolate (RP-ISO-03) (AECOM 2025). During the survey, Albion was responsible for their relocation and assessment, employing the site recording methods previously outlined.

PEDESTRIAN SURVEY RESULTS

During Albion's pedestrian survey of the Project Site, previously recorded P-43-004487 and P-43-004488 were identified; however, RP-ISO-03 was not found (see Appendix A: Figure A-29. Survey Area methods and results, overview and A-30. Survey Area Results, Project Site).

During the survey, an isolated scatter of approximately 30 to 40 freshwater clam shells (*Corbicula* sp.) was observed [redacted] (Albion-BSC-ISO-01) (Appendix A: Figure A-30. Survey Area Results, Project Site and Figure A-33. Fieldwork photos, 2 of 3: Photographs 12-14).

No Precontact or historic-era artifacts were observed on the surface of the 2.4 miles of road within the ADI.

Surface visibility was poor across the entire ADI, with approximately 80% of the ground surface obscured by paved roadways, walkways, parking lots, buildings, and concrete pads from demolished buildings. Approximately 12% was covered by vegetation (grasses, shrubs, trees), leaving about 8% of the ADI visible for inspection. The areas devoid of any hardscaping consisted of barrier planters in parking lots, roadside embankments, empty building lots (previously razed), and landscaped areas associated with existing buildings. In the areas devoid of hardscaping, every effort was made to closely inspect areas free of heavy vegetation cover (e.g., spoils from ground burrowing animals/dens).

Survey Constraints

As discussed in the Field Methods section, due to restricted access, Albion was unable to survey approximately 0.12-miles of Zook Road between Hall Road and the NASA Ames Fire Department and the entire 0.25-miles of Cummins Avenue. In addition, after Albion had completed the pedestrian survey, the project expanded the Limits of Work along Cody Road. However, the survey conducted by AECOM between October 2023 and January 2024 encompassed all areas Albion was not able to survey as part of the current study, as detailed in AECOM 2025:37-38. The methodologies employed by AECOM were comparable to those used in our own inventory, including inspection of all unpaved and undeveloped areas. Given the scope and rigor of the recent prior study, we regard it as a dependable reference for our inventory and assessment.

RESOURCES IDENTIFIED

During the survey, the team successfully located the two previously documented sites (P-43-004487 and P-43-004488). Previously identified RP-ISO-03 was not found (see Appendix A: Figure 30. Survey Area Results, Project Site). In addition, Albion identified an isolated scatter of approximately 30 to 40 freshwater clam shells (*Corbicula* sp.) [redacted] (Albion-BSC-ISO-01). A detailed description of each resource and its current condition is provided below.

P-43-004487 (CA-SCL-1145)

Site conditions observed during the 2025 survey were generally consistent with previous observations (AECOM 2025). However, in addition to the shell observed in the [redacted] oyster shell fragments and horn snail shells were also observed in larger quantities within [redacted] of the recorded site boundary (AECOM 2025) (Appendix A: Figure A-30. Survey Area Results, Project Site and Figure A-32, Fieldwork Photos, 2 of 3: Photographs 7-9). Therefore, Albion has expanded the site boundary for CA-SCL-1145 to include these additional materials. Crews did not observe any mammal bone or bent nose clam fragments. The soils

observed were a dark gray (Munsell 10YR 4/1) clay loam. The area has previously been affected by development activities and rodent burrowing.

P-43-004488 (CA-SCL-1146)

This resource was relocated during the 2025 survey effort; however, the oyster shell was observed solely within a substantial rodent back dirt pile [redacted] (Appendix A: Figure A-29. Survey Area methods and results, overview, A-30. Survey Area Results, Project Site, A-32. Fieldwork Photos, 2 of 3: Photograph 10, and A-33. Fieldwork Photos, 2 of 3: Photograph 11). The soils observed were a dark gray (Munsell 10YR 4/1) clay loam. Areas immediately adjacent to the site boundary appear to have been significantly affected by underground utilities, [redacted]

Albion-BSC-ISO-01

This resource is a scatter of 30 to 40 freshwater clam shells (e.g., *Corbicula* sp.) located [redacted]. (Appendix A: Figure A-30. Survey Area Results, Project Site and Figure A-33. Fieldwork Photos, 2 of 3: Photographs 12-14). The surrounding soil is a dark grayish brown (Munsell 10YR 4/2) silty loam interspersed with imported gravels. The genus identified is non-indigenous and was likely introduced to the United States around 1945 (Cohen and Carlton 1995); it is commonly associated with fluvial and slough environments characterized by silty loam substrates. Specimens observed during the survey range from 1 to 4 cm in maximum length and exhibit minimal weathering, including the presence of extant periostracum. Based on the taxa represented, depositional context, and condition of the specimens, Albion determined that the shell scatter does not constitute an intact archaeological deposit (precontact or historic) and was most likely introduced inadvertently through the placement of imported fill. These shells were not collected.

CANINE FORENSIC SURVEY

The Institute for Canine Forensics completed a Canine Forensic Survey on the Project Site, and the results were positive. The Institute for Canine Forensics provided five handlers and seven canines who conducted the survey throughout the entire Project Site. The Tamien Nation provided five tribal monitors to monitor each hander/canine team. The canine team alerted at several locations, including two high-density alert zones: Area 9 / ZK1 and Area 8 / BB9. This study suggests that human remains are likely located within the Project Site. See Appendix C for a complete description of the methods and results of the Canine Forensic Survey.

ALBION-BSC-ISO-02

During the Canine Forensic Survey, the field team identified an isolated artifact scatter (Albion-BSC-ISO-02) [redacted] (Appendix A. Figure 33. Fieldwork photos, 3 of 3: Photographs 15 and 16). The scatter consists of 17 artifacts — 16 shell fragments and one green Franciscan chert flake — concentrated within an approximately 1 × 2 ft. area. Surface soils are characterized as a brown (10YR 5/3) sandy clay loam. The shell assemblage comprises the following: four oyster (*Ostrea* spp.) fragments, four unidentifiable bivalve fragments, one horned snail

(*Ceratostoma* spp.), one button shell (*Trimusculus* spp.), and six fragments of unidentifiable shell. All shell specimens exhibit heavy weathering. The degree of weathering, combined with the disturbed surface context of the deposit, suggests this scatter does not represent an in-situ archaeological deposit. Per the Tamien Nations request, these artifacts were collected by Albion. They will be returned to NASA at the conclusion of the project.

SENSITIVITY ASSESSMENTS

A study from 1991 concluded that post-1931 utility lines and other improvements appear to have destroyed the integrity of any Precontact or historic-era archaeological resources within the Ames facility. However, the methods and results of the 1991 study are brief, generalized, and based primarily on anecdotal evidence. The authors provide little concrete data that such improvements destroyed all intact archaeological deposits and none for the current ADI. Further, subsequent studies have identified intact archaeological resources and human remains within the Ames facility, deemed eligible for the NRHP, e.g., CA-SCL-19 (Clark et al. 2020) and CA-SCL-864/H (Garlinghouse and Hylkema 2006), disproving the hypotheses made in the 1991 study. As such, the conclusions of this earlier study cannot be relied on in developing sensitivity assessments for the current proposed project. Instead, Albion concurs with a more recent sensitivity study conducted by AECOM (2025).

PRECONTACT SITE SENSITIVITY

Near-Surface Site Sensitivity

The presence of twelve archaeological sites with Precontact components in the APE indicates a significant sensitivity for additional Precontact resources. These known sites reflect the long history of occupation in the San Francisco Bay region, dating back at least 11,000 years. Archaeological research has shown that the diverse ecological characteristics of the South Bay and northern Santa Clara Valley supported large populations who established their residential communities in productive environments, including tidal marshlands, grassland prairies, oak woodlands, and riparian corridors.

Many of these sites were initially documented during Nels Nelson's survey of shell mounds conducted from 1907 to 1908 in the Bay area. Of the 425 mound sites that he recorded, many were already suffering from extensive erosion and destruction from urban development. The locations were subsequently recorded and mapped in greater detail in 1912 by archaeologist Lewellyn Loud from UC Berkeley.

Over the past four decades, numerous investigations have been conducted on these resources. A majority were conducted in coordination with various projects including cultural resource evaluations, highway and road improvements, and underground utility installments. Many of these studies attest to the highly disturbed nature of these resources, with a significant number of these reported as completely removed or buried due to grading and filling activities that occurred during the 20th century (i.e., David Chavez and Associates 1981, Kelley 1987b, Baker 1991, URS, 2014).

Within the current APE, intact deposits have been reported at three locations indicating heightened sensitivity for near-surface Precontact archaeological resources. At CA-SCL-20 (about 360 meters east of the ADI). Loud documented intact midden deposits extending between 2–5 ft below grade,

with the upper 22 inches exhibiting significant disturbance. While a number of subsequent studies failed to confirm Loud's findings, researchers surmise that there remains potential for intact portions of the site to exist beneath the current ground surface (AECOM 2025: 53). Furthermore, there is a substantial likelihood that Precontact features, such as hearths and burials, may extend below these seemingly disturbed deposits.

This assessment is bolstered by recent trenching and data recovery excavations at CA-SCL-19 (about 600 meters east of the ADI), which revealed consistent stratigraphy throughout the site. The findings demonstrate approximately 25 cm of sterile surficial fill overlaying about 15 cm (6 inches) of disturbed shell midden deposits, followed by 35 to 50 cm of dark sub-midden deposits containing pit features and burials (Clark et al. 2020).

An intact Precontact component was also identified at CA-SCL-844/H about [redacted] of the ADI (Project Site). Investigations here revealed midden deposits and a human interment at about 40 cm, situated within [redacted]. Archaeological deposits surrounding [redacted] were highly mixed, containing Precontact and historic age materials (Garlinghouse and Hylkema 2006). In their archival review of areas in NASA ARC, AECOM (2025) proposed that the site may be associated with nearby CA-SCL-21 and CA-SCL-24; however, both of these are mostly destroyed or at least highly obscured by historic and modern development.

Based on these findings, AECOM (2025) assessed NASA ARC, including the areas within current the APE, as sensitive for surface and near- surface Precontact archaeological resources. Specifically, they recommended high sensitivity be assigned to all known archaeological resources, each with a 300-foot buffer to account for potential imprecision in the original recording of these resources as well as the potential for associated subsurface deposits beyond the current recorded site boundaries (AECOM 2025:53) (Appendix A: Figure A-34. Archaeological Sensitivity within the APE). Several portions of the current ADI overlap with areas deemed highly sensitive for surface and near-surface deposits (i.e., areas involving P-43-004487 and P-43-004488) including areas within the Project Site, demolition along Bailey Road, and utility improvements along Perimeter Road (Appendix A: Figure A-35. Archaeological Sensitivity within the ADI).

Several areas of the ADI fall outside areas deemed to have heightened sensitivity by AECOM (2025) ; however, numerous studies within NASA ARC, such as those by David Chavez and Associates (1981), Kelley (1987),(Baker 1991), URS (2014), and Clark et al. (2020) have shown that historic and modern-era urban development has significantly altered, removed, or buried archaeological deposits, signaling that surface expressions are unreliable indicators of near-surface deposits. Accordingly, we recommend that the entire ADI should be considered sensitive for surface and near-surface archaeological deposits. These types of resources are typically explored via manual or mechanical archaeological excavation or near-surface geophysical techniques such as ground penetrating radar (GPR).

Buried Landform Sensitivity (Deeply Buried Archaeological Sites)

San Francisco Bay, formerly a stream valley during the Pleistocene, became a bay about 8,000 years ago when world temperatures rose and melting glaciers made sea levels rise accordingly (Atwater et al. 1977). With the rise of bay waters, sediment and debris from the Sacramento Valley catchment and the San Joaquin Valley catchment commenced to back up, forming what is known today as the Sacramento-San Joaquin Delta. By the mid-to-late Holocene, the Bay estuary expanded as a result of

subsidence and compaction of intertidal deposits. High sea levels in southern San Francisco Bay enabled estuarine environments to migrate southward. Consequently, Precontact human populations may have had to move inland in response to the estuary expansion. Since the 1850s, tidal marshes along the Bay margins have shrunk by 50%, placing the current shoreline where it would have been 5,000 years ago (Atwater 1979).

Previous research on geology, soils, bay and estuary formation, and flood events have illustrated how Precontact archaeological resources are often buried under recent alluvial deposits. Modern roadways and building construction have further obscured these resources, rendering traditional ground surface surveys inadequate for identifying these types of resources.

In recent years, geoarchaeological studies have made great strides in assessing potential for buried landforms, significantly increasing our ability to identify resources. One such investigation involved a comprehensive geoarchaeological study of the Santa Clara Valley conducted in conjunction with the Caltrans Route 87 Guadalupe Parkway Upgrade project (Allen et al. 1999; Meyer 2000). The project included a review of archaeological sites in the South Bay to understand the relationship between site distribution and landform deposits.

The study compared the frequency of surface and buried sites with several contexts including alluvial flood plain deposits (Qhfp), flood basin deposits (Qhb), and natural levee deposits along major streams (Qhl). Precontact archaeological deposits have been found in each context with flood plain deposits (Qhfp) containing the highest concentration of sites, followed by basin (Qhb) and levee deposits (Qhl). The study found that buried sites occur in all contexts, accounting for between 55-70% of the total sites for each landform, a finding confirmed in later geoarchaeological studies of the Santa Clara Valley (e.g., Meyer and Rosenthal 2007). Analyses have shown that buried sites are not randomly distributed across this landscape; rather, they are influenced by specific environmental and geomorphic factors, including proximity to water, the slope of the landform (with flatter areas being more sensitive), and the relative age of the landform, where generally younger formations tend to be more sensitive (Meyer and Rosenthal 2007).

Based on the regional studies conducted in the Santa Clara Valley, one might assume it is reasonable to conclude that all areas within the current ADI (mapped entirely in Qhb) should be regarded as sensitive for Precontact deposits, both near surface and buried. However, AECOM (2025) in their geoarchaeological assessment of NASA ARC suggests that the basin deposits in the vicinity differ from those in other parts of the Valley and are not sensitive due to the absence of freshwater streams or rivers that would have created a highly favorable depositional environment. Additionally, the characteristics of Hangar one soils, which comprise the basin deposits, are heavily saturated (with seeps and springs) and unsuitable for habitation, except for elevated topographic features such as knolls and natural levees adjacent to the basin soils (AECOM 2025: 56).

AECOM's archaeological assessment included a review of data from geoprobe cores excavated for a Caltrans project along U.S. 101 near Moffett Boulevard (URS Corp. 2014). The investigation identified several locations with evidence for paleosols (buried surfaces), though their depth varied widely (4–16.5 feet below surface) and likely formed within freshwater marsh or pond environments, suggesting low potential for archaeological sensitivity (AECOM: 2025:56). AECOM (2025) posits that the buried landform was covered by sediment and stopped receiving organic material during the early Holocene. This surface was covered by fine alluvial deposits, which may show the change from a freshwater marsh to a low-energy alluvial fan or floodplain, a change that may be linked to

increased floodplain buildup from nearby Stevens Creek as sea levels rose quickly in San Francisco Bay between about 10,000 and 8000 years ago.

This interpretation is reinforced by their analysis of a database containing hundreds of previous geotechnical investigations conducted at NASA ARC. These investigations indicate that the ARC vicinity was characterized by numerous "aggrading and anastomosing" stream channels during the late Pleistocene and early Holocene, prior to the inundation of the Bay and the formation of the basin landform. The variability in subsurface conditions, along with the presence of numerous high-energy features, further diminishes the likelihood of encountering preserved, deeply buried Precontact archaeological resources (AECOM 2025: 60).

In comparing the various lines of evidence from the local record with those from other areas of the Santa Clara Valley that feature younger alluvial landforms near major streams, AECOM (2025) suggested that NASA ARC likely has only a moderate potential for containing Precontact archaeological sites that may be deeply buried due to natural geomorphic processes. As a result, comprehensive subsurface geoarchaeological investigations, such as mechanical excavation or coring aimed at revealing buried landforms, were considered unnecessary for the assessment of deeply buried archaeological resources.

This recommendation applies to the entirety of the current proposed project ADI (see Appendix A: Figure A-35. Archaeological Sensitivity within the ADI). Notably, heightened sensitivity for geoarchaeological resources was indicated for the northern boundary of NASA ARC (northern portion of the current APE, out of the ADI), where recent Bay muds and related estuary sediments may conceal older terrestrial landforms (see Appendix A: Figure A-34. Archaeological Sensitivity within the APE).

HISTORIC-ERA SITE SENSITIVITY

Sensitivity in the APE

AECOM (2025:46-51) prepared a recent sensitivity assessment of historic-era archaeological resources for the NASA Ames Research Center within a study area very similar to the current APE (see Appendix A: Figure A-34. Archaeological Sensitivity within the APE and A-35. Archaeological Sensitivity within the ADI). For this assessment, they divided the facility's history into two distinct periods: the period prior to 1931 dominated by rural agriculture and the period after 1931 defined by military and research development. AECOM concluded that the potential for significant archaeological resources from the military period is very low because of strict waste management protocols preventing refuse accumulation and detailed record keeping documenting material life at the facility better than archaeology could. They, therefore, focused their sensitivity assessment on the pre-1931 agricultural period when the area was dominated by farms and coastal transportation and shipping, and Albion concurs with their methods and results.

AECOM based their mapping of elevated pre-1931 historic-era archaeological sensitivity primarily on farmsteads depicted on archival maps with an added 200-foot buffer around each one, as there is only one previously recorded archaeological site with a historic-era component within the boundaries of NASA ARC (or within the current APE), CA-SCL-864/H (P-43-001825) (see Appendix A: Figures A-11. Known Cultural Resources and A-34. Archaeological Sensitivity within the APE). In particular, they relied on the 1876 Thompson & West map, 1897 U.S. Coast and Geodetic Survey T-

sheet, and 1899 U.S. Geological Survey topographic map, plus data from the 1859 Rancho Posolmi plat and 1873 Geological Survey of California map (see Appendix A: Figures A-13 – A-18). The most detailed and accurate of these maps, they noted, is the 1897 T-sheet, with other documents like the 1876 Thompson & West map much less precise. When overlain on current project boundaries, results show that historic farmsteads were concentrated along the eastern side of the APE east of the runways and in the southwest portion of the APE in and adjacent to the ADI.

AECOM reported that there are few detailed records of cutting and filling within the Ames facility in the post-1931 era and it is not possible to determine whether buried archaeological deposits associated with any particular farm depicted on historic maps were preserved or destroyed by subsequent earthmoving activity. This includes areas of the APE where buildings and other improvements currently exist or once existed. AECOM therefore recommends assuming that all farmsteads depicted on historic maps have at least moderate archaeological potential. In contrast, AECOM concluded based on as-built drawings that Whisman's/Bernard's/Jagel's Landing in the northern part of the current APE was destroyed by over-excavation during extension of the runways in the 1950s and is no longer sensitive.

The one previously recorded archaeological site in the APE with a historic-era component is CA-SCL-864/H (P-43-001825). The site is located approximately [redacted] of the ADI and comprises disturbed and mixed deposits of Precontact and historic-era materials in the top 60 cm based on subsurface testing in 2006 (Garlinghouse and Hylkema 2006). Historic artifacts identified during testing included ceramic brick and tile, mortar, ceramic tableware, bottle and window glass, slag, metal nails, and unidentified metal. Unfortunately, it was not possible to date these artifacts with any precision, and they could be from the pre-1931 agricultural period or post-1931 military period. However, the presence of machine-cut nails, which are relatively rare after the nineteenth century, suggests that at least some of this material dates to the agricultural period. For the purposes of the current study, the presence of historic-era artifacts in proximity to the ADI, albeit in a disturbed context, indicates that historic-era archaeological deposits may also survive within the ADI itself, some of which may remain intact.

Sensitivity in the ADI

Consistent with the APE more broadly, sensitivity for historic-era archaeological resources within the ADI is associated with historic farmsteads depicted on archival imagery, as there are no previously recorded historic-era archaeological sites in the ADI.

In particular, there is moderate to high potential for historic-era archaeological resources associated with one farmstead that falls within the triangular Project Site portion of the ADI. The road later known as Whisman Road passed north through this part of the ADI on its way to Whisman's Landing starting in the 1850s or earlier and remained the main travel corridor to and from the waterfront through the 1920s. It is clearly shown on most historic maps of the area and aligns approximately with current Dailey Road. The 1876 Thompson & West Map shows a farmyard, including buildings and an orchard associated with Evan Jenkins abutting the east side of Wisman Road within the ADI and the 1897 T-Sheet shows this farm in greater detail. This farm was later owned by J.L. Azevido in the 1910s and A. M. Meteiros in the 1920s. As discussed by AECOM (2025), the accuracy of the 1876 map is limited, and we will rely here on the far more accurate 1897 T-sheet. Overlaying the T-Sheet on the modern landscape, any surviving archaeological deposits associated with this farmstead would probably be in the vicinity of the NASA Lodge, the parking lot to the north, and the parking lot

and grassy field east of Gorsky Road., approximately the area bounded by Dailey Road, Edquiba Road, and Kaiser Road (see Appendix A: Figures A-35. Archaeological Sensitivity within the ADI and A-36. Closeup of ADI on 1948 and 1965 aerial photos). Such archaeological deposits could include buried structural remains and household and agricultural refuse associated with the Jenkins and later occupations. Post-1931 historic aerial photos show that, while a series of temporary military dwellings were located here in the 1940s they appear to have had only limited subsurface impacts, and by the 1960s most of these buildings were gone and the location of the historic farmstead in the ADI contained substantial open space (see Appendix A: Figure A-36. Closeup of ADI on 1948 and 1965 aerial photos). This limited post-1931 development increases the potential for intact historic-era archaeological deposits within the Project Site.

The linear portions of the ADI intersect with other sections of historic Whisman Road and some agricultural fields and orchards depicted on historic maps (see Appendix A: Figure A-20. 1929 McMillan Map of Santa Clara County). However, they do not overlap with any dwellings or farmyards, places where archaeological deposits tend to be concentrated. Whisman Road itself has very low archaeological sensitivity because it is well documented on historic maps and has little data potential. As such, the sensitivity for intact historic-era archaeological deposits with research potential in these areas is low. One exception is Whisman's property and ditch shown on the 1859 map of Rancho Posolmi, which overlap with part of the linear ADI in the southwest corner of the APE (see Appendix A: Figure A-13. 1859 Plat Map of Rancho Posolmi). However, this part of the ADI consists of utility upgrades within existing roads, and it is possible that prior construction has destroyed any archaeological deposits in these locations. Sensitivity here, then, is low to moderate.

Tribal Resource Identification

8

UC Berkeley (on behalf of the UC Regents) is conducting formal consultation with Native American representatives pursuant to AB 52, in conjunction with NASA conducting Section 106 consultation, with assistance from Albion. This chapter discusses the methods and results in which NASA and UC Berkeley consulted with tribes.

AB 52 and Section 106 consultation is active and ongoing.

METHODS AND RESULTS

SACRED LANDS FILE AND NATIVE AMERICAN CONTACT LIST REQUEST

On June 26, 2024, Albion, on behalf of NASA and UC Berkeley, contacted the NAHC requesting a SLF search and to obtain a list of Native American tribes and their representatives that may have important information on the proposed project APE as per Section 106 of the NHPA and AB 52. In April 2025, NASA sent a second SLF request to the NAHC.

Andrew Green of the NAHC provided the results of a Sacred Lands File search and list of tribal stakeholders on July 17, 2024 (See Appendix D). According to the NAHC, The Sacred Lands File search was negative. NASA sent a second SLF request to the NAHC and on April 15, 2025, the NAHC responded that the SLF search was negative, and again provided a list of tribal stakeholders. No additional tribal stakeholders were identified in the second request. No federally recognized Tribes were identified as associated with the Project Site.

The following list of tribal stakeholders was provided:

- Ed Ketchum and Valentin Lopez of the Amah Mutsun Tribal Band
- Irene Zwierlein of the Amah Mutsun Tribal Band of Mission San Juan Bautista
- Carla Muñoz, Samuel Rodriguez, Henry Muñoz of the Costanoan Rumsen Carmel Tribe
- Kanyon Sayers-Roods and Ann Marie Sayers of the Indian Canyon Mutsun Band of Costanoan
- Charlene Nijmeh and Richard Massiatt of the Muwekma Ohlone Tribe of the San Francisco Bay Area
- Katherine Perez, Timothy Perez of the Northern Valley Yokut/Ohlone Tribe
- Lilian Camarena, Jonathan Wasaka, and Quirina Luna Geary of the Tamien Nation
- Vincent Medina, Desiree Vigil, and Andrew Galvan of the Ohlone Indian Tribe
- Kenneth Woodrow of the Wuksache Indian tribe/Eshom Valley Band

CONSULTATION

Tribal consultation early on in the project development process allows tribes to be involved with the process and address their legitimate and culturally sensitive concerns. There is no one size fits all template for consultation and in order for consultation to be successful, meaningful engagement with tribal governments is necessary to adequately understand and mitigate the impacts to TCPs and TCRs. All consultation efforts are documented in the Native American Consultation Log (Appendix E). The Native American Consultation Log captures all tribal consultation efforts through April 15, 2026.

Tribal consultation is active and ongoing.

Correspondence

UC Berkeley sent AB 52 Consultation letters on August 16, 2024. NASA as the lead federal agency invited the non-federally recognized tribes to participate in the Section 106 process as "additional consulting parties" due to their demonstrated interests and knowledge of potential historic properties in the APE that should be considered in the Section 106 process. NASA sent Section 106 letters to the tribes on August 22, 2024. The letters included information regarding the project location (including a location map), project description with project alternatives, information regarding the Notice of Preparation, and a request to consult with tribal representatives.

On behalf of UC Berkeley and NASA, Albion sent follow-up emails and made follow-up phone calls to solicit tribal interest in formal consultation. Follow-up emails were sent out on August 30, 2024, and again on April 18, 2025. Additionally, phone calls were made to representatives who did not respond via email or by letter.

Prior to AB 52 and Section 106 letters being sent out, a Notice of Preparation and Notice of Intent was sent out to the public on June 21, 2024, to which UC Berkeley received a response from Lucy Gil on behalf of the Confederated Villages of Lisjan Nation, who deferred to the Tamien Nation as the proposed Project Area was outside of the tribe's traditional area (Appendix H).

Indian Canyon Mutsun Band of Costanoan, Northern Valley Yokut/Ohlone Tribe, and the Wuksache Indian Tribe/Eshom Valley Band did not respond to project correspondence (Appendices K, L, and O). The Ohlone Indian Tribe responded on April 22, 2025, that they had received correspondence, but did not respond to future outreach attempts (Appendix N). The Amah Mutsun Tribal Band of San Juan Bautista responded on September 2, 2024, and provided a letter stating that the area was positive for cultural resources and recommended a cultural sensitivity training for crews working in the Project Area, along with monitoring of earth moving activities with a Native American Monitor and qualified Archaeologist. A duplicate response was sent on April 23, 2025 (Appendix G).

Three California Native American tribes, the Muwekma Ohlone Tribe of the San Francisco Bay Area, Costanoan Rumsen-Carmel Tribe, and the Tamien Nation responded to the request to consult (Appendix I, K, and M). For the purposes of this report, the Muwekma Ohlone Tribe of the San Francisco Bay Area, Costanoan Rumsen-Carmel Tribe, and the Tamien Nation are included in the ARC Center Consulting Parties.

Consultation Meetings

Confidential meeting notes and results from consultation with the Muwekma Ohlone Tribe of the San Francisco Bay Area, Costanoan Rumsen Carmel Tribe, and the Tamien Nation were compiled by Albion and are represented in Appendices I, K, and M.

Initial consultation meetings were held with the Muwekma Ohlone Tribe of the San Francisco Bay Area, Costanoan Rumsen Carmel Tribe, and the Tamien Nation between May 14, and May 29, 2025. Project representatives present at the meetings included Trina Meiser (NASA), Shraddha Navilli Patil (UC Berkeley), James Sarmento (Albion), Tim Smith (Project Proponent). Consultation meetings were held including a PowerPoint presentation that followed the below agenda:

1) Introductions
2) Cultural Resources Management at NASA Ames Research Center
3) Project Overview
4) Research and Findings
5) Known Sites within the ADI
6) Discussion, Questions, and Next Steps

The tribes did not request any agenda topics for this first consultation meeting. The draft slide deck was provided to the tribes prior to the consultation meeting. Discussion items 1, 2 and 6 of the agenda were presented by Trina Meiser of NASA ARC, item 3 was presented by Shraddha Navalli Patil (UC Berkeley) and Tim Smith (Project Proponent), and items 4 and 5 were presented by James Sarmento (Albion).

Following the first consultation meeting, NASA provided the tribes with periodic project updates, and UC Berkeley provided each tribe with the September 2025 Draft Cultural Resources Technical Report for review and comment. Between September and November 2025, UC Berkeley sent several emails (on September 30, 2025, October 17, 2025, and November 3, 2025) to each of the consulting tribes requesting their review and comments on the September 2025 Draft Cultural Resources Technical Report. None of the tribes responded via email to these requests to provide comments on the September 2025 Draft Cultural Resource Inventory Report. During the federal government shut down period (October – November 2025) NASA employees were on furlough. On December 9, 2025, NASA sent an email to the tribes requesting a meeting to discuss the September 2025 Draft Cultural Resources Report and the proposed Mitigation. Albion sent several emails in December and January to schedule the second consultation meeting with the tribes.

A second consultation meeting was held with each of these three tribes in January and February of 2026 (January 21, 2026 – Costanoan Rumsen Carmel Tribe; January 30, 2026 – The Tamien Nation; February 17, 2026 – Muwekma Ohlone Tribe of the SF Bay Area). Project representatives present at the meetings included Trina Meiser (NASA), Shraddha Navalli Patil (UC Berkeley), and James Sarmento and Sarah Peelo (Albion), and Tim Smith and Kristina Covall (Project Proponent), Consultation meetings were held including a PowerPoint presentation that followed the below agenda:

1) Introductions

2) Summary of Consultation
3) Cultural Resources
4) Recommendations from the Tribes
5) Draft Cultural Resources Mitigation
6) Discussion, Questions, and Next Steps

Tribal representatives did not request specific topics for this consultation meeting. The draft slide deck was provided to the tribes prior to the consultation meeting. Discussion items 1 and 2 of the agenda were presented by Trina Meiser of NASA, items 3 and 4 were presented by Sarah Peelo and James Sarmento of Albion. Shraddha Navalli Patil of UC Berkeley presented items 5 and 6. Trina Meiser of NASA also discussed the NPA with the tribes during this consultation meeting.

In February and March 2026, the lead agencies made concerted efforts to schedule site visits with each of the tribes, and to also schedule the Canine Forensic Survey. In March 2026, one tribe re-requested the September 2025 Draft Cultural Resources Technical Report, which the lead agencies provided, noting that the September 2025 Draft Cultural Resources Technical Report did not yet incorporate information provided by the tribes after September 2025. In March 2026, the lead agencies were revising the Cultural Resources Technical Report to incorporate information provided by the tribes after September 2025.

A third consultation meeting was held with each of the three tribes in April 2026 (April 6, 2026 - The Tamien Nation and Costanoan Rumsen Carmel Tribe; April 7, 2026 – Muwekma Ohlone Tribe of the SF Bay Area). Project representatives present at the meetings included Trina Meiser (NASA), Shraddha Navalli Patil (UC Berkeley), and James Sarmento and Sarah Peelo (Albion), and Tim Smith (Project Proponent). Consultation meetings were held including a PowerPoint presentation that followed the below agenda:

1) Introductions
2) Summary of Consultation
3) Cultural Resources
4) Tribal Cultural Resources
5) Canine Forensic Survey Results
6) Draft Cultural Resources Mitigation
7) Draft Tribal Cultural Resources Mitigation
8) Discussion, Questions, and Next Steps

Tribal representatives did not request specific topics for this consultation meeting. The draft slide deck was provided to the tribes prior to the consultation meeting. Discussion items 1, 2, and 8 of the agenda were presented by Trina Meiser of NASA, items 3, 4, and 5 were presented by Sarah Peelo and James Sarmento of Albion. Shraddha Navalli Patil of UC Berkeley presented items 6 and 7, emphasizing that these draft mitigation measures were preliminary and would continue to evolve during tribal consultation. Trina Meiser of NASA also discussed the NPA with the tribes during this consultation meeting.

Following the third consultation meeting, the Tamien Nation provided two documents for the consultation record: 1) The Tamien Nation Position Statement and Formal Comments on the Draft Cultural Resource Inventory Report and Proposed TCR Mitigation Measures, and 2) The Tamien Nation Formal Tribal Comments on the Institute for Canine Forensics, Historic and Pre-Contact Human Remains Detection Dog Services, Canine Field Survey. Both documents were provided by the Tamien Nation via email on April 13, 2026. On April 14, 2026, the Tamien Nation provided the Tamien Nation Position Statement with minor edits and signature and provided the following appendices to the Position Statement: a formal boundary map for the [redacted]CL and Resolution # 2025-04-13-001 of the Tamien Nation Recognizing the [redacted] Cultural Landscape as a Traditional Cultural Property (TCP) and Tribal Cultural Resource (TCR) of the Tamien Nation. On April 14, 2026, NASA acknowledged receipt of the materials from the Tamien Nation; on April 15, 2026, UC Berkeley acknowledged receipt of the materials from the Tamien Nation. Copies of these documents are in the confidential appendix for the Tamien Nation (Appendix M). NASA and UC Berkeley scheduled a follow-up meeting with the Tamien Nation prior to the publishing of the joint draft EIR/EIS. The input received by the Taimen Nation was addressed in the joint Draft EIR/EIS.

Site Visits

All three of the consulting tribes were given the opportunity to participate in a site visit of the Project Site. The Tamien Nation participated in a site visit on March 20, 2026, the Muwekma Ohlone Tribe of the SF Bay Area participated in a site visit on March 25, 2026, and the Costanoan Rumsen Carmel Tribe participated in a site visit on March 31, 2026.

Requests for Information

During the consultation meetings, the tribes requested additional information. Here we list the requests for information made by the tribes, and document when the lead agencies provided that information to the tribes.

Tribes requested the California Historical Resource Information System (CHRIS) Records Search results and the 2023 AECOM report. NASA provided both the CHRIS Records Search and the 2023 AECOM report to the tribes on Wednesday, June 18, 2025. Tribes also requested the Cultural Resources Study for this proposed Project. UC Berkeley provided the Draft Cultural Resources Technical Report, dated September 2025, to the tribes on three occasions (September 30, 2025; October 17, 2025; and November 3, 2025) and requested their input.

The tribes also requested a site visit. The lead agencies scheduled site visits on March 20, 2026 (Tamien Nation), March 25, 2026 (Muwekma Ohlone Tribe of the SF Bay Area), and March 31, 2026 (Costanoan Rumsen Carmel Tribe).

The Tamien Nation also requested a Canine Forensic Survey of the Project Site, and they requested to monitor the survey. On March 16 and March 17, 2026, the Institute for Canine Forensics completed a Canine Forensic Survey on the Project Site. The Institute for Canine Forensics provided five handlers and seven canines who conducted the survey throughout the entire Project Site. The Tamien Nation provided five tribal monitors to monitor each hander/canine team.

RESULTS

Tribal Resources

The following information is based on the results of the confidential consultation completed for the Project, which is fully documented in confidential Appendices I, K, and M. During the consultation meetings, all three of the tribes noted that the APE/ADI is important to them. All of the tribes who responded and attended consultation meetings revealed that they have a rich history in the area and have continued cultural ties with it. Broadly, tribes indicated that tribal resources are present in the APE.

Through consultation with the tribes, multiple tribes identified the twelve (12) known tribal archaeological sites in the APE as potential Traditional Cultural Places (TCPs) / Tribal Cultural Resources (TCRs) (i.e., P-43-000034 (CA-SCL-14), P-43-000035 (CA-SCL-15), P-43-000036 (CA-SCL-16), P-43-000037 (CA-SCL-17), P-43-000038 (CA-SCL-18), P-43-000039 (CA-SCL-19), P-43-000040 (CA-SCL-20), P-43-000041 (CA-SCL-21), P-43-000044 (CA-SCL-24), P-43-001825 (CA-SCL-864/H), CA-SCL-1145, and CA-SCL-1146).

The Tamien Nation identified the [redacted] Cultural Landscape ([redacted]CL) and its multiple contributing components as potential TCPs/TCRs within the APE. The Tamien Nation has identified multiple contributing components of the [redacted] CL, including [redacted] The Tamien Nation identified specific contributing components of the [redacted] CL that overlap with the APE [redacted] The [redacted] CL has not been formally evaluated for eligibility under the CRHR or NRHP criteria, although the Tamien Nation indicated significance under NRHP Criteria A and D.

[redacted] *Cultural Landscape*

The [redacted] Cultural Landscape ([redacted]CL) was, and continues to be, a cultural landscape for the Tamien Nation. The entirety of the landscape, as defined by the Tamien Nation, is a TCP/TCR and includes multiple contributing components, including [redacted].

Specific contributing components of the [redacted]CL which overlap with the APE include:

- [redacted]
  - [redacted]

    - [redacted]
    - [redacted]
    - [redacted]
    - [redacted]
    - [redacted]
    - [redacted]
    - [redacted]
    - [redacted]
    - [redacted]
    - [redacted]
    - [redacted]
- [redacted]
    - [redacted]
    - [redacted]

[redacted]

[redacted]

Specific contributing components of the [redacted] CL which overlap with the ADI include:

- [redacted]
    - [redacted]
    - [redacted]
- [redacted]
    - [redacted]
    - [redacted]

Based on this information, it is likely that additional contributing components of the [redacted] CL, including new archaeological discoveries, which the tribes would identify as TCPs/TCRs, may be identified within the Limits of Work.

Tribal Resource Eligibility

Under PRC Section 21074(a)(1)(2), [redacted] CL, and its contributing components, identified by the tribes as TCRs within the APE, have been determined by the CEQA lead agency, in its discretion and supported by substantial evidence, to be significant.

Under Section 106 of the NHPA, NASA acknowledges that the tribes identified [redacted] in the APE as TCPs. NASA will continue to assess the presence of NRHP-eligible archaeological sites and TCPs in the APE and potential adverse effects under the Section 106 process informed by these identification efforts. NRHP evaluation of the entire [redacted] CL (which encompasses a vast area of approximately 22 square miles, or 14,000 acres) as identified by the Tamien, is beyond the scope of the proposed project (which has an APE of approximately 1,280 acres and ADI of 45 acres). Further consultation with the tribes will seek to clarify the presence of contributing components to the [redacted] CL, including [redacted], in the APE.

Recommendations by Tribes

The tribes provided several recommendations for the project. For example, tribal representatives recommended developing an ethnography in partnership with each of the tribes that incorporates tribal realities. In addition, tribal representatives recommended that the lead agencies work collaboratively with the tribes to develop public interpretation for the proposed project. All recommendations provided by the tribes are detailed in confidential Appendices I, K, and M and were considered by the lead agencies when developing the mitigation measures.

Conclusions and Recommendations

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Albion's and ARG's work comprised seven tasks: 1) archival and background research; 2) a review of records from the NWIC; 3) archaeological survey of the proposed project ADI; 4) survey of the built environment within the Built Environment Study Area; 5) Canine Forensic Survey; 6) supporting NASA and UC Berkeley's consultation with Native Americans and interested parties; and 7) a report of findings. The investigation was designed to adequately consider cultural resources under Section 106 of the NHPA (54 United States Code §306108) and CEQA guidelines (Article 5: Section 15064.5).

BUILT ENVIRONMENT RESOURCE IDENTIFICATION

ARG's field survey and review of property data and previous documentation identified two built environment resources, Hangar One and Hangar Two, that have been evaluated as individually eligible for NRHP listing. The Built Environment Study Area furthermore extends into a portion of the expanded NAS Sunnyvale Historic District. The study area contains 49 built environment resources that have been identified as contributors to the historic district. Numerous additional resources in the study area have previously been evaluated as ineligible for NRHP listing during past Section 106 review.

As a result of the current investigation, ARG recommends that three additional resources in the Built Environment Study Area qualify as contributors to this district: Moffett Field Chapel (Building 86), Moffett Field Chapel Boiler House (Building 87), and the Shenandoah Plaza Streetlights. Hangar One, Hangar Two, and other contributors to the expanded NAS Sunnyvale Historic District qualify as historic properties for the purposes of Section 106 review and meet CEQA's definition of historical resources. Hangar Three, which was previously evaluated as eligible for NRHP listing and was identified as a contributor to the NAS Sunnyvale Historic District, has subsequently been demolished and no longer qualifies as a Section 106 historic property or CEQA historical resource.

ARCHAEOLOGICAL RESOURCE IDENTIFICATION

The NWIC records search identified 155 previously recorded cultural resources within the APE, with an additional 40 recorded within a half-mile radius. Within the APE, ten sites are archaeological resources, including nine Precontact sites P-43-000034 (CA-SCL-14), P-43-000035 (CA-SCL-15), P-43-000036 (CA-SCL-16), P-43-000037 (CA-SCL-17), P-43-000038 (CA-SCL-18), P-43-000039 (CA-SCL-19), P-43-000040 (CA-SCL-20), P-43-000041 (CA-SCL-21), and P-43-000044 (CA-SCL-24) and one multi-component site P-43-001825 (CA-SCL-864/H). Additionally, a review of previous cultural resources studies conducted for NASA ARC (AECOM 2025) identified two recently recorded Precontact archaeological sites P-43-004487 (CA-SCL-1145) and P-43-004488 (CA-SCL-1146), and four isolates (RP-ISO-01 through -04). Three of these (P-43-004487, P-43-004488, and RP-ISO-03) are located

within the ADI. Sites P-43-004487 and P-43-004488 are low density shell scatters, while RP-ISO-03 consists of a single faunal rib bone fragment.

Albion's pedestrian archaeological survey of the proposed Project ADI on May 15, 2025, identified the two previously documented sites (CA-SCL-1145 and CA-SCL-1146); based on survey results, Albion expanded the site boundary for CA-SCL-1145 to include additional materials observed just outside the recorded boundary. RP-ISO-03 was not identified. The survey also identified Albion BSC-ISO-01 which includes an isolated scatter of clam shells intermixed with imported gravels adjacent to a sidewalk along Edquiba Road. The context and the absence of weathering on the shell suggest the materials may be representative of recent activities rather than an intact archaeological deposit.

The Institute for Canine Forensics completed a Canine Forensic Survey on the Project Site, and the results were positive. The Institute for Canine Forensics provided five handlers and seven canines who conducted the survey throughout the entire Project Site. The Tamien Nation provided five tribal monitors to monitor each hander/canine team. The canine team alerted at several locations, including two high-density alert zones: Area 9 / ZK1 and Area 8 / BB9. This study suggests that human remains are likely located within the Project Site. See Appendix C for a complete description of the methods and results of the Canine Forensic Survey.

During the Canine Forensic Survey, the field team identified an isolated artifact scatter (Albion-BSC-ISO-02) on [redacted]. The scatter consists of 16 shell fragments and a chert flake — concentrated within an approximately 1 × 2 ft. area. Surface soils are a brown (10YR 5/3) sandy clay loam. Heavy weathering observed on the shells and disturbed surface context indicates this scatter does not represent an in-situ archaeological deposit.

Currently, neither of the two archaeological sites identified within the ADI have been evaluated for eligibility under the CEQA or NHPA. These sites include CA-SCL-1145 and CA-SCL-1146. Conducting comprehensive pre-construction archaeological studies in densely urbanized areas presents significant logistical challenges. These challenges include the need to remove and replace paved surfaces and manage traffic control, which can be both complex and costly. Given these factors, it is advisable to treat all known resources within the Project Site as eligible for inclusion in the CRHR and the NRHP, for CEQA purposes. NASA will continue to assess the presence of NRHP-eligible historic properties in the APE and potential adverse effects under the Section 106 process informed by these identification efforts. Mitigation strategies for these resources should be integrated into the ongoing environmental review process, ensuring that effects are appropriately addressed (see Methods of Impact Analysis). This approach aligns with best practices for managing archaeological resources in urban development projects, emphasizing proactive planning and comprehensive impact analysis to preserve cultural heritage while facilitating Project progress.

ARCHAEOLOGICAL SENSITIVITY

Precontact Resources

The background research and pedestrian survey have confirmed that the APE and ADI are sensitive concerning Precontact resources, including sites with habitation debris such as stone tools and shell middens, as well as human remains. This sensitivity assessment aligns with the findings from

AECOM, which designated high sensitivity to all known archaeological resources, each with a 300-foot buffer zone to accommodate recording discrepancies and the potential for subsurface deposits beyond recorded site boundaries (AECOM 2025:53) (see Appendix A: Figure A-34. Archaeological Sensitivity within the APE and A-35. Archaeological Sensitivity within the ADI). Several sections of proposed project ADI overlap with areas identified as highly sensitive for Precontact deposits (i.e., areas of CA-SCL-1145 and CA-SCL-1146), including regions within the Project Site, demolition zones along Bailey Road, and utility improvement areas along Perimeter Road (see Appendix A: Figure A-35. Archaeological Sensitivity within the ADI). Based on AECOM's recommendations, the remaining portions of the ADI are considered to have low sensitivity for surface and near-surface Precontact archaeological resources. That said, numerous studies within the ARC, such as those by David Chavez and Associates (1981), Kelley (1987),(Baker 1991), URS (2014), and Clark et al. (2020) have demonstrated that historic and modern era urban development has significantly altered, removed, or buried archaeological deposits, indicating that surface expressions are unreliable indicators of near-surface deposits. Consequently, it is the judgment of Albion that the entire ADI should be regarded as sensitive concerning surface and near-surface archaeological deposits.

A comprehensive review of geological and soil maps, along with prior geoarchaeological assessments for the immediate vicinity and the broader Santa Clara Valley (e.g., Meyer 2000, Meyer and Rosenthal 2007, AECOM 2025), indicates that most areas within the APE and the entire ADI are only moderately sensitive for deeply buried Precontact archaeological sites, which may be obscured by natural geomorphic processes. The APE and ADI are primarily characterized by flood basin deposits. Although these deposits are often considered highly sensitive for buried resources, the absence of highly depositional Holocene-age contexts—such as alluvial overflow from freshwater streams—and evidence for numerous aggrading stream channels prior to basin formation reduce the likelihood of encountering well-preserved, deeply buried Precontact archaeological resources (AECOM 2025: 60). High sensitivity for buried resources is primarily confined to the northern boundary of the Archaeological Resources Corridor (outside of the ADI) where recent Holocene Bay muds and estuarine sediments may conceal older terrestrial landforms.

Based on this assessment of moderate sensitivity for deeply buried resources across most of the APE, Albion concurs with AECOM's recommendation that extensive subsurface geoarchaeological testing for deeply buried archaeological resources is unnecessary. This conclusion applies to the entire proposed project ADI (see Appendix A: Figure A-35. Archaeological Sensitivity within the ADI).

Historic-Era Resources

Background research indicates that the APE and ADI are sensitive for historic-era archaeological resources, though no previously recorded resources of this nature are documented in the ADI and none were found during the pedestrian survey for this study. This sensitivity is primarily for the pre-1931 agricultural period and is based on a series of archival maps showing the locations of historic-era farmsteads in the area between the 1850s and 1920s. These farmsteads were concentrated along the east side of the APE and the southwest portion in and adjacent to the ADI. In particular, one farmstead associated with Evan Jenkins and other known owners overlaps with the ADI on historic maps from the 1870s and 1890s. There are few detailed records of cutting and filling at the Ames facility during the post-1931 era that may have damaged or destroyed historic-era archaeological deposits but the presence of historic artifacts at CA-SCL-864/H (P-43-001825) about 250 m southwest of the Project Site indicates that such material may also be present in the ADI

itself. Archaeological deposits could include structural remains and household and agricultural refuse.

TRIBAL RESOURCES INVESTIGATION

In this report, Albion Environmental, Inc. (Albion) documented tribal consultation for the proposed project, as conducted by the Federal lead agency (NASA) and CEQA lead agency (UC Berkeley). Three tribes, the Muwekma Ohlone Tribe of the San Francisco Bay Area, Costanoan Rumsen-Carmel Tribe and the Tamien Nation participated in consultation meetings.

To date, there have been a total of nine (9) consultation meetings, three (3) with the Muwekma, three (3) with the CRCT, and three (3) with the Tamien. The tribes have also all participated in a site visit, and all requested information has been shared with the tribes. The tribes have raised concerns about the potential impact of the project to tribal resources.

The twelve (12) known precontact archaeological sites located within the APE were identified by multiple tribes as TCPs/TCRs (i.e., P-43-000034 (CA-SCL-14), P-43-000035 (CA-SCL-15), P-43-000036 (CA-SCL-16), P-43-000037 (CA-SCL-17), P-43-000038 (CA-SCL-18), P-43-000039 (CA-SCL-19), P-43-000040 (CA-SCL-20), P-43-000041 (CA-SCL-21), P-43-000044 (CA-SCL-24), P-43-001825 (CA-SCL-864/H), CA-SCL-1145, and CA-SCL-1146).

The Tamien Nation identified the [redacted] Cultural Landscape ([redacted] CL) and its multiple contributing components as potential TCPs/TCRs within the APE. The Tamien Nation has identified multiple contributing components of the [redacted] CL, including [redacted] The [redacted] CL has not been formally evaluated for eligibility under the NRHP criteria, although the Tamien Nation indicated significance under NRHP Criteria A and D.

Under PRC Section 21074(a)(1)(2), the [redacted] CL, and its contributing components, identified by the tribes as TCRs within the APE, have been determined by the CEQA lead agency, in its discretion and supported by substantial evidence, to be significant.

Under Section 106 of the NHPA, NASA acknowledges that the tribes [redacted] in the APE as TCPs. NASA will continue to assess the presence of NRHP-eligible archaeological sites and TCPs in the APE and potential adverse effects under the Section 106 process informed by these identification efforts. NRHP evaluation of the entire [redacted] CL (which encompasses a vast area of approximately 22 square miles, or 14,000 acres) as identified by the tribe, is beyond the scope of the proposed project (which has an APE of approximately 1,280 acres and ADI of 45 acres). Further consultation with the tribes will seek to clarify the presence of contributing components to the [redacted] CL, including [redacted], in the APE.

AB 52 and Section 106 consultation is active and ongoing.

IMPACT ANALYSIS AND CONCLUSIONS

Section 106 of the NHPA and CEQA, as well as NEPA, require lead agencies to assess their projects' potential effects on significant cultural resources. Each of these regulatory environments considers built environment resources and archaeological resources, although they differ in their definitions of significant resources and impact thresholds. CEQA additionally requires lead agencies to assess their projects' potential impacts on Tribal Cultural Resources.

As introduced in Chapter 2, Section 106 considers a project's effects on historic properties, which are defined as cultural resources listed in or meeting the eligibility requirements for listing in the NRHP (36 CFR Part 800.16(l)(1)). Pursuant to Section 106 (36 CFR Part 800.5), Federal agencies must analyze whether a project would result in an adverse effect on historic properties. An adverse effect would occur "when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the NRHP in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. […] 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." Direct effects refer to adverse changes in a historic property's integrity that occur at the same time and place as the construction or operation of the proposed project. In contrast, indirect effects are those that are removed in time and/or distance but are still consequences of the undertaking. The Section 106 regulations present the "criteria of adverse effect," which are examples of adverse effects that include the following: physical destruction of or damage to a historic property; alteration not in compliance with the Secretary of the Interior's Standards; removal of a property from its historic location; change in use or physical features in a property's setting; introduction of new visual, atmospheric, or audible elements; neglect of a property that leads to physical deterioration; and transfer, lease, or sale of a property out of Federal ownership (36 CFR Part 800.5(2)).

When Federal agencies choose to coordinate their project review responsibilities under Section 106 and NEPA, the Section 106 effects analysis informs the agency's assessment of impacts to the "human environment" that is required under NEPA. For the purposes of NEPA review, the human environment includes cultural resources—i.e., buildings, structures, objects, districts, and sites that are ascribed cultural value.

CEQA considers cultural resources meeting the definition of a "historical resource," which are defined in Chapter 2 of this report. According to Appendix G of the CEQA Guidelines, a significant impact to historical resources would occur if the project causes a substantial adverse change in the significance of a historical resource. Section 15064.5(b) of the CEQA Guidelines defines "substantial adverse change" as "physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired." Material impairment, in turn, would occur when a project "demolishes or materially alters in an adverse manner" the physical characteristics that justify its inclusion in, or eligibility for listing in, the CRHR or other qualifying designation.

METHODS OF IMPACT ANALYSIS

Built Environment Resources

Assessment of a project's effects under Section 106 and impacts under CEQA considers how a project may alter the physical features that support a significant built environment resource's historical integrity. Proposed change to a resource or its setting does not automatically equate to an adverse effect or significant impact; instead, it must be demonstrated that a project would diminish the resource's ability to convey the reasons for which it is significant and that qualify it for its historic property or historical resource status.

Section 106 and CEQA thresholds are related and involve similar considerations. In general, Section 106 adverse effects and CEQA significant impacts often are caused when construction activities change the physical features of the resource itself, particularly through demolition, damage, rehabilitation, or relocation. Even if a project does not propose changes to the physical elements of a significant built environment resource, damage to the resource could still occur resulting directly from ground-borne vibration produced from construction activities taking place in the immediate vicinity, for example. It is possible that construction methods could produce vibration reaching such intensities that it would result in damage to a nearby historic property's character-defining features. (Note that a detailed analysis of vibration-related damage is included separately in the *Noise and Vibration Technical Report* but is referenced in this document.) Alteration of a property's significant physical characteristics relates to the criteria of adverse effects (i), (ii), and (iv) under 36 CFR Part 800.5(a)(2).

Furthermore, the resource may still sustain an adverse effect and/or significant impact if important qualities within its vicinity are discernibly altered. Such an impact would occur if the resource's integrity of setting, feeling, and/or association were changed in a manner that reduces the resource's ability to convey its significance. The CEQA Guidelines note broadly that significant impacts can result from changes to a resource's "immediate surroundings." The Section 106 regulations more specifically identify that adverse effects would result from changes in the character of a property's historic setting, as well as new "visual, atmospheric, or audible elements that diminish the integrity of the property's significant historic features" (36 CFR Part 800.5(a)(2)(iv) and (v)). In these scenarios, analysis should consider whether the proposed project would remove—or obstruct views towards—elements within a resource's setting that allow it to express its historically or architecturally significant character. Changes in "atmospheric conditions," such as a permanent increase in noise or vibration levels, may constitute an adverse effect if a quiet setting is closely tied to the resource's reasons for significance.

BUILT ENVIRONMENT RESOURCE IMPACTS

The following analysis discusses impacts to historical resources in the built environment that could be caused by construction of the proposed project. The analysis first addresses the CEQA Proposed Project's potential to alter the physical characteristics of significant built environment resources (including demolition), then discusses potential vibration-related damage to individual historical resources and historic district contributors. The analysis subsequently assesses potential changes in the setting of historical resources.

Although multiple alternatives remain under consideration, all of the alternatives propose the same land uses, site plan, maximum development height, roadway infrastructure, and depth/extent of ground disturbance as one another. Therefore, the anticipated impacts of all project alternatives are anticipated to be the same. This analysis does not differentiate among project alternatives and applies to all alternatives equally.

Changes in Physical Characteristics

Construction of the proposed project would not require the demolition of any building that meets the definition of a CEQA historical resource or Section 106 historic property, either individually or as a contributor to the NAS Sunnyvale Historic District. Furthermore, Hangar One stands approximately 125 feet north of the Project Site's northeast corner, and Hangar Two is located on the east side of the airfield, a distance of more than 3,000 feet from the eastern edge of the Project Site. Construction of the project would not alter the physical characteristics of these NRHP-eligible resources.

However, the Project Site extends a short distance into the expanded NAS Sunnyvale Historic District, and the project proposes alterations to a limited number of contributing properties. The project proposes to shift Cody Road from its current alignment to a new location approximately 80 feet to the east. South of Hangar One, the realigned roadway would encroach into the NAS Sunnyvale Historic District and would overlap with a portion of MF1002, an aircraft parking apron that has been identified as a historic district contributor. The realignment of Cody Road would extend approximately 50 feet east into the boundary of the NAS Sunnyvale Historic District and would disturb approximately 11,000 square feet (or 0.25 acre) of MF1002, which is currently characterized by a surface of level, paved concrete. The affected parking apron retains the gridded pattern of concrete squares that characterized the resource during the historic district's period of significance. The portion of MF1002 that would be disturbed by the project constitutes a small portion of the entire parking apron, which measures approximately 1,700,000 square feet (almost 40 acres) to the south and east of Hangar One. Therefore, the size of the affected parking apron would be decreased by less than one percent of its total area, and following project construction MF1002 would still clearly convey its historical role supporting aircraft circulation between Hangar One and the adjacent airfield.

Additionally, the Project proposes construction activities in the immediate vicinity of streetlights that were evaluated in the current investigation as contributors to the NAS Sunnyvale Historic District. A sanitary sewer would be installed within the existing Wescoat Road roadway; this sanitary sewer would continue west along the Clark Road corridor and may require ground disturbance within an area extending approximately 20 feet north of Clark Road that contains one contributing streetlight. During construction of the project, Wescoat Road would also be widened to accommodate a new traffic configuration, which would entail shifting the location of the south curbline. Although no contributing streetlights are located along the southern edge of Wescoat Road, five of the streetlights stand along the northern curbline of the roadway and would be adjacent to the location where construction equipment would be used. Another off-site utility corridor would be installed in the Cummins Avenue roadway, which leads past six of the contributing streetlights.

The Project intends to retain the historic streetlights in their current locations during construction and to protect them from inadvertent damage (i.e., resulting from construction equipment or

construction-related vibration). Following completion of construction, the widened Wescoat Road roadway and off-site utility work would not be anticipated to represent a perceptible change to the NAS Sunnyvale Historic District when viewed from ground level. The streetlights would continue to convey the symmetrical layout and regular spacing along Wescoat Road that reinforce the formal landscape character of the historic district.

However, further details on the methods that would be used to protect the streetlights have not yet been developed. Therefore, it remains possible that the streetlights would not be protected adequately during project construction. Were the streetlights to be damaged, the pattern of streetlights in the NAS Sunnyvale Historic District would no longer reinforce the formal landscape character of the historic district.

Vibration-Related Damage

Construction in the vicinity of individual historical resources and historic district contributors appears to have the potential to cause vibration at levels exceeding applicable damage criteria outlined by Caltrans. As described in the *Noise and Vibration Technical Report (ICF 2026)*, ground-borne vibration generated by construction activities would exceed the damage threshold for the category "historic and some old buildings" (peak particle velocity [PPV] of 0.25 inch per second [in/sec])(California Department of Transportation 2020:38) where vibratory rollers are used for soil compaction or in-street utility work within 22 feet of such resources.

Based on currently available information, the use of vibratory rollers is the most vibration-intensive construction activity that may be employed to construct the proposed project. This construction method within the Cummins Avenue roadway may occur less than 20 feet from Hangar One's southwest corner. Similar work occurring in the Wescoat Road roadway could be as close as 22 feet from Building 6 and Building 16, which are contributors to the NAS Sunnyvale Historic District. Using a conservative analysis, at this distance it is possible that Hangar One, Building 6, and Building 16 could experience construction-related vibration reaching a PPV as high as 0.268 in/sec, which is above the damage threshold for "historic and some old buildings" (PPV of 0.25 in/sec). Therefore, it is possible that the use of vibratory rollers for in-street utility work in Wescoat Road and Cummins Avenue could cause damage to character-defining physical characteristics of nearby historical resources.

Changes in Setting

In addition to the project's potential to remove or damage contributing elements of the NAS Sunnyvale Historic District, the project proposes to construct new buildings adjacent to the southern boundary of the historic district and in the vicinity of Hangar One. The project would replace the buildings currently located in the Project Site—which are generally one to two stories tall and surrounded by surface parking lots—with approximately 2.3 million square feet of new academic and research facilities. The proposed facilities would be housed within buildings reaching a maximum of 105 feet tall, which includes a maximum building height of 80 feet in addition to a 25-foot allowance for mechanical equipment and screens. The facilities have been designed at a conceptual level and include stepdown zones along Wescoat Road and Cody Road, across which the Project Site faces the expanded NAS Sunnyvale Historic District. The stepdown zones propose a 15-foot step back for the portions of the new buildings above 35 feet tall.

During the period of significance for the expanded NAS Sunnyvale Historic District (1930-1961), the Project Site contained a collection of low-scaled, one- and two-story military support buildings, such as lodging and recreational facilities. Although some buildings within the Project Site date to the period of significance, the current conditions of the Project Site do not appear to be important elements in the setting of Hangar One, Hangar Two, or the larger NAS Sunnyvale Historic District. The demolition of the industrial and institutional buildings currently within the Project Site would not remove any features that allow the historic district to convey its historically significant military missions.

However, the scale of the new buildings constructed by the project would represent a visible increase compared to the buildings now located in the Project Site, and the proposed scale and pattern of development would change the setting of historical resources (particularly Hangar One and the expanded NAS Sunnyvale Historic District).

If built up to the maximum development parameters, the new buildings constructed under the project would be visible from areas inside the historic district. Assessing whether views of the new development from the historic district would result in an impact to the historic district requires an understanding of the NAS Sunnyvale Historic District's most important visual relationships. Previous investigations have considered visual relationships within the NAS Sunnyvale Historic District and have identified the following views as character-defining qualities of the historic district:

- Broad, open views across aviation areas;
- Long views to the salt ponds and San Francisco Bay;
- Visual dominance of Hangar 1 from all areas, including from the main entrance gate at Moffett Boulevard, from Hangar Two, and from the airfield; and
- Views to aircraft maintenance Hangar 2 (AECOM 2013: 4-3, 5-4 through 5-6).

Visual simulations prepared for the project's broader environmental analysis indicate that the proposed project would not interrupt these visual relationships. New buildings would be visible from vantage points surrounding the airfield, including the view west from Hangar Two, but would remain subordinate volumes compared to Hangar One. The hangar would be approximately twice as tall as the maximum height of buildings with mechanical screens proposed by the project (105 feet). Hangar One would be obscured only from vantage points south and southwest of Hangar One. Although these view corridors allow members of the public to see the hangar from areas outside of NASA ARC, such as along U.S. 101, they are not historically significant visual relationships.

The proposed project would also be visible from the Shenandoah Plaza open space, which follows the primary east-west axis from the entrance of Moffett Field toward Hangar One. New development is anticipated to be obscured by intervening mature trees and existing buildings when viewed facing east toward Hangar One from the west end of Shenandoah Plaza. The upper stories and mechanical screens of the new buildings are more likely to be visible nearer Hangar One, such as in front of Building 17, because their 105-foot maximum height (which includes the 25-foot maximum mechanical screen height) would surpass the two-story buildings that line Shenandoah Plaza to the south.

The change in setting would also be apparent along Wescoat Road and Cody Road, which form the southern and western boundaries of the historic district, respectively. Along these corridors, new

buildings proposed by the project would rise taller than the low-scaled buildings currently in the Project Site. The nearest district contributors along Wescoat Road stand within 100 feet of the Project Site and are typically one or two stories tall, which is perceptibly lower than the maximum development parameter proposed by the project. The 15-foot step back above a height of 35 feet would somewhat mediate the change in building scale across Wescoat Road between the Project Site and the NAS Sunnyvale Historic District, but the building masses would remain clearly visible from the historic district. Along Cody Road, Building 158 (the Flight Operations Building) is the primary district contributor that faces the Project Site, but it is separated from the Project Site by a greater distance (more than 300 feet). Furthermore, Building 158 maintains a close functional and visual relationship with the airfield, which is located adjacent to its east side; the proposed project would not interrupt that relationship.

Although the project would not obscure the most important views within the NAS Sunnyvale Historic District, it would still introduce large building masses into the historic district's setting where none existed previously. The project design remains at a conceptual stage, and the architectural character of new buildings in the Project Site has not yet been developed. However, the following proposed Standards in the Development Guidelines are intended to promote architectural compatibility with the historic district[16]:

- The architectural character of Berkeley Space Center shall reflect its own time and the unique purposes of the research buildings, conveying a keen sense of place and identity, both for the immediate Berkeley Space Center area and within the broader NASA Ames Research Center, complementing the historic buildings and avoiding simulacrum. […]
- Architectural character shall both complement the historic character of Shenandoah Plaza and provide a contemporary response to the new development as an urban research district. Façades shall be articulated to convey a sense of human scale, denote building entries and reinforce the design of the streetwall.

The intention of the Master Plan standards is to support the architectural compatibility of new development in relation to the NAS Sunnyvale Historic District, consequently lessening the impact of the project's scale and visual bulk. However, the design of the project has not been developed to the extent that it can be demonstrated whether project-specific interpretation of the Master Plan standards will successfully achieve architectural compatibility with the historic district. The proposed project design may still introduce visually distracting and out-of-scale facilities into the immediate setting of the historic district, where the setting has historically been characterized by rural or low-density institutional development. Therefore, construction of the proposed project would change aspects of the historic district's setting that help convey its historical development between the 1930s and 1960s.

The potential visual effects created by the proposed project would also be compounded by other projects that are recently completed, occurring, or proposed at NASA ARC. Cumulative projects include alterations to previously identified historic district contributors, including: the reskinning of Hangar One, which installed an architecturally compatible cladding on Hangar One to replace original cladding panels that were removed in 2011; the demolition of Hangar Three, which removed a large historic district contributor located on the east side of the airfield due to its structural

[16] The proposed Development Guidelines refer to the Shenandoah Plaza Historic District and the NAS Sunnyvale Historic District interchangeably.

deficiencies; and the rehabilitation of Building 19, a historic district contributor on the north side of Shenandoah Plaza. Other cumulative projects include the construction of a 50,000-square-foot laboratory facility along Akron Road within the boundary of the NAS Sunnyvale Historic District, as well as improvements and expansion of the Google Bus Fleet Maintenance Facility northeast of Hangar Two. Finally, the cumulative projects include proposed construction of approximately 135,000 square feet of office/high density R&D facilities within the historic district, as envisioned in the 2002 NADP, and the construction of 1,800,000 square feet of new housing within the NRP. The boundary of the NRP encompasses Shenandoah Plaza (within the NAS Sunnyvale Historic District), the Project Site, and an area to the south of the current Project Site and north of U.S. 101.

In combination with the cumulative projects, the proposed project would contribute to an ongoing diminishment of the NAS Sunnyvale Historic District's integrity. Although the specific locations and designs for proposed new housing construction within the NRP have not been defined, it remains possible that new construction could occur within the boundary of the NAS Sunnyvale Historic District. In this area, new construction could replace historic district contributors or could be built in their immediate vicinity, which has the potential to introduce new buildings that are not compatible with the historic scale and design qualities of Shenandoah Plaza. It is also possible that housing units could be built south of the Project Site. Construction in this location would not replace any historic district contributors, but it may alter the historic district's current setting that is defined by low-scaled, utilitarian-style support buildings. When viewed facing west from Hangar Two, the west side of the airfield could be lined by a series of building masses constructed by the proposed project and additional housing projects. The scale of the proposed new housing facilities has not been determined, but it may introduce a pattern of continuous development between the NAS Sunnyvale Historic District and U.S. 101. This area could be developed with new buildings that are clearly visible along the western edge of the airfield and that contribute to the densification of the NAS Sunnyvale Historic District's open historic setting.

The impact of these projects on the setting of the expanded NAS Sunnyvale Historic District would also amplify the effect of Hangar Three's demolition, which removed the easternmost of two large aircraft hangars constructed on the east side of the airfield during World War II. Prior to the demolition of Hangar Three, the two eastern hangars provided visual balance with Hangar One and Shenandoah Plaza at the west side of the airfield. With the loss of Hangar Three and the construction of new housing within the NRP, the visual and spatial qualities that historically defined the historic district would be further diminished.

Section 106 Conclusion

Because construction of the project has the potential to produce ground-borne vibration that may causes physical damage to Hangar One and contributors to the NAS Sunnyvale Historic District, it may alter characteristics that qualify the properties for inclusion in the NRHP by impairing their integrity of design, materials, and workmanship. There would be an adverse effect to Hangar One and the NAS Sunnyvale Historic District under criteria examples 36 CFR 800.5(a)(2)(i).

Furthermore, the proposed project would change the character of the NAS Sunnyvale Historic District's physical setting in a manner that would diminish the historic district's integrity. There would be an adverse effect under criteria examples 36 CFR 800.5(a)(2)(iv) and 800.5(a)(2)(v).

In conclusion, construction of the proposed project would result in an ***adverse effect*** on built environment historic properties.

CEQA Conclusion

Construction of the proposed project may result in indirect physical damage to Hangar One and contributors to the NAS Sunnyvale Historic District, and new development would introduce new facilities into the vicinity of the NAS Sunnyvale Historic District that materially impair significant qualities of the district's setting. Furthermore, the new visual elements in the vicinity of the historic district would act in tandem with other projects to diminish setting qualities that help the historic district express its historically significant character.

With implementation of the identified mitigation measures in (discussed under *Identified Measures to Avoid or Lessen Impacts*), the proposed project would result in a ***significant and unavoidable impact*** on built environment historical resources.

ARCHAEOLOGICAL RESOURCE IMPACTS

Albion applied the impact analysis methods to the proposed project. Appendix A: Figure A-37. Archaeological Impact Analysis, identifies the proposed project elements affecting the two archaeological sites, treated here as eligible for the NRHP and CRHR, for CEQA purposes, identified within the Project Site. Project elements impacting CA-SCL-1145 would include proposed excavations for building foundations (depth of impact is 5 feet) and open space and landscaping (depth of impact is up to 4 feet). Resource CA-SCL-1146 is mapped within areas impacted by proposed open space and landscaping activities (depth of impact up to 4 feet). The archaeological sensitivity assessment shows that the proposed project also has high sensitivity for previously unidentified Precontact and historic-era archaeological sites within the ADI (see Appendix A: Figures A-34. Archaeological Sensitivity within the APE and A-35. Archaeological Sensitivity within the ADI), and data from known sites indicate that deposits associated with any unidentified sites could exist at depths as shallow as the top 60 cm (2 ft.) below surface.

Based on this information, the proposed project impacts within the Project Site extending up to 5 feet in depth could result in partial or complete destruction of the eligible subsurface deposits.

Section 106 Conclusion

NASA will continue assess the presence of NRHP-eligible archaeological resources and TCPs in the APE and potential adverse effects under the Section 106 process informed by identification efforts documented in this report. Based on this assessment, construction of the proposed project could result in an ***adverse effect*** on archaeological historic properties.

CEQA Conclusion

The proposed project may result in physical damage to archaeological resources CA-SCL-1145 and CA-SCL-1146 that have the potential to materially impair site significance. With implementation of the identified mitigation measures in (discussed under *Identified Measures to Avoid or Lessen Impacts*), the proposed project would result in a ***significant and unavoidable impact*** on archaeological historical resources.

TRIBAL CULTURAL RESOURCES IMPACTS

Under PRC Section 21074(a)(1)(2), the CEQA lead agency has determined, in its discretion and supported by substantial evidence, that the [redacted] Cultural Landscape, and its contributing elements, including [redacted], located within the APE are significant for the purpose of CEQA; only five of these resources are located within the ADI/Limits of Work, including the [redacted]. The proposed project impacts within the Project Site extending up to 5 feet in depth could result in partial or complete destruction of [redacted], identified as TCRs by the tribes, identified within the Project Site [redacted] (see Appendix A: Figure A-37. Archaeological Impact Analysis). Furthermore, if [redacted] are identified [redacted] in the ADI, the proposed project impacts within the Project Site could result in partial or complete destruction of these [redacted]. In addition, the entire ADI has the potential to contain as yet unidentified TCRs.

CEQA Conclusion

Because the project has the potential to cause physical damage to TCRs, it may alter characteristics that qualify them as TCRs.

With implementation of the identified mitigation measures in (discussed under *Identified Measures to Avoid or Lessen Impacts*), the proposed project would result in a ***significant and unavoidable*** impact on TCRs.

IDENTIFIED MEASURES TO AVOID OR LESSEN IMPACTS

The following mitigation measures are proposed to avoid or minimize the identified adverse effect and significant impact on significant cultural resources. For compliance with Section 106, NASA ARC will negotiate conditions to resolve adverse effects through consultation with the SHPO and other entities that have elected to participate as consulting parties. Mitigation measures may include modified or newly added measures, based upon input from consulting parties. For CEQA and NEPA, mitigation measures will be documented in the cultural resources chapter of the proposed project's EIR/EIS.

BUILT ENVIRONMENT RESOURCES

The following mitigation measures relate to project-specific impacts:

Protect Shenandoah Plaza Streetlights

Prior to the issuance of permits for work occurring in the Clark Road, Wescoat Road, and Cummins Avenue roadways, the Project Proponent should submit site plans for review and approval by the NASA ARC cultural resources manager to ensure that historic streetlights are retained in their current locations at the conclusion of project construction. This measure applies to the 17 streetlights installed during the 1930s that line Clark Road, Wescoat Road, and Cummins Avenue. The Project Proponent should also incorporate into contract specifications a requirement that the contractor(s) prepare a written protection plan that outlines the methods and equipment to be used

so that equipment- and vibration-related damage to the streetlights is avoided during construction. Such methods may include staging equipment and materials so as to avoid direct damage, installing physical barriers, and temporarily stabilizing the area, as deemed appropriate by the contractor. Specifications should also stipulate that any damage incurred to historic properties as a result of construction activities should be reported to the NASA ARC cultural resources manager. The site plans and contract specifications should be reviewed and deemed adequate by the NASA ARC cultural resources manager prior to the issuance of permits.

If damage to a streetlight occurs during construction, the Project Proponent should engage a qualified professional who meets the standards for historical architecture, as set forth by the Secretary of the Interior's Professional Qualification Standards (36 Code of Federal Regulations, part 61), to assess the damage and provide treatment recommendations. Damage incurred to the resource should be repaired according to the Secretary of the Interior's Standards in consultation with the qualified professional and NASA ARC cultural resources manager.

Protect Adjacent Structures from Construction-generated Vibration

This mitigation measure applies to construction with vibratory rollers that occurs within 22 feet of Vibration-Sensitive Structures (i.e., structures in the "historic and some old buildings" category per the Caltrans Vibration Damage Criteria). Historic district contributors within approximately 22 feet of the project's Limits of Work that would be expected to fit into this category include Buildings 6 and 16.

The Project Proponent or its contractor(s) should develop a construction vibration control plan to mitigate potential vibration-related damage effects. The plan should be prepared by a qualified vibration expert with input from a qualified historical architect and the construction contractors, and submitted to NASA for review and approval prior to the start of construction with vibratory rollers within 22 feet of Vibration-Sensitive Structures (expected to include Buildings 6 and 16). The Project Proponent should incorporate a requirement into construction specifications for the proposed project for the construction contractor(s) to use all feasible means to avoid damage to the nearby Vibration-Sensitive Structures, without resulting in safety concerns. For the purposes of this mitigation measure, feasible is defined as being possible without impairing the contractors' ability to safely and effectively construct the project, causing unreasonable inefficiencies in the project's construction schedule, or substantially increasing costs such that they that are not commensurate with the vibration reduction achieved. Methods to reduce vibration-related damage effects may include using smaller and less vibration-intensive equipment in proximity to the potentially affected building.

The construction contractor should implement a monitoring program to minimize damage to adjacent buildings and ensure that any such damage is documented and repaired. The monitoring program should include the following components:

- Prior to the start of any construction activity that includes the use of a vibratory roller within 22 feet of a Vibration-Sensitive Structure (expected to include Buildings 6 and 16), the construction contractor should engage a structural engineer or other professional with similar qualifications to document and photograph the existing conditions of potentially affected buildings within 22 feet of areas where the use of a vibratory roller is proposed.

- Based on the type, age, and existing conditions of Buildings 6 and 16 as observed during pre-construction surveys, the qualified vibration expert, in conjunction with project architectural historians and/or structural engineers, may establish a building-specific maximum vibration threshold for each building that should not be exceeded during construction. The Caltrans criterion for "historic and some old buildings" (PPV limit of 0.25 in/sec) should be used as the default criterion unless otherwise justified. Any such adjustment should be documented and approved by NASA prior to construction.
- To ensure that vibration levels do not exceed the established standard, the Project Proponent should monitor vibration levels at Buildings 6 and 16 when a vibratory roller is used within 22 feet of said structure, and prohibit vibratory construction activities that generate vibration levels in excess of the applied standard.
- Should vibration levels be observed in excess of the applicable standard, construction should be temporarily halted to the extent feasible (i.e., when it is safe to do so) and alternative construction techniques used, to the extent feasible (i.e., if using alternative construction techniques, such as a static roller in lieu of a vibratory roller).
- A structural engineer should conduct an initial inspection of the Vibration-Sensitive Structure for damage within 7 days of construction within 22 feet of said buildings (i.e., Buildings 6 and 16). If damage is observed at the initial inspection, additional inspections should be conducted every 7 days (for as long as that activity at that location takes place) to evaluate if further damage has occurred. However, if no damage occurs to said building within the first 7 days of a given construction activity at a given location, the 7-day inspection period may be increased to 30 days for that activity (i.e., the subsequent inspection could take place 30 days after the initial inspection).
- Should damage to a Vibration-Sensitive Building occur and be identified during the inspections described above, the damage should be remediated to bring the Vibration-Sensitive Building to its pre-construction condition at the conclusion of ground-disturbing activity on the site.

Review Project Design for Architectural Compatibility

To ensure the designs of project buildings adjacent to the NAS Sunnyvale Historic District (i.e., along Wescoat Road and Cody Road) are informed by the Secretary of the Interior's Standards, the Project Proponent should retain a qualified professional to consult on and evaluate project construction plans at conceptual design, schematic design, and permit submittal phases. The purpose of this mitigation measure is to promote architectural compatibility between project and the historic district, on balance with appropriate differentiation. This mitigation measure establishes a review process that applies only to exterior building facades that are most immediately visible from the historic district (i.e., the northernmost 150' of subareas 1, 2, and 6, as well as the easternmost 150' of subarea 3). The qualified professional should meet the Secretary of the Interior's Professional Qualifications Standards (36 CFR Part 61) for architectural history or historic architecture.

In coordination with the Schematic Design Review process required through the NASA Research Park Design Review Board (pursuant to Ames Procedural Requirement 8822.1), the qualified professional should provide input during the development of conceptual design of exteriors of project buildings in subareas along Wescoat Road and Cody Road (adjacent to the NAS Sunnyvale Historic District) using the Secretary of the Interior's Standards (particularly Standard 9). Input on the exteriors of

project buildings may relate to massing, fenestration patterns, entry placement, exterior materials, and façade articulation. Following completion of conceptual design, the qualified professional should prepare a memorandum that analyzes the compatibility of project building design elements that have been developed. If the design of project buildings does not comply with the Secretary's Standards, the qualified professional should provide recommendations for modifying the project building design to improve its compatibility with the historic district. The memorandum should be included in the Conceptual Design Phase submittal, and the NASA ARC cultural resources manager should review and provide comments on the analysis during the Conceptual Design Review process. The Project Proponent should incorporate the recommended design changes that are feasible while also meeting the objectives of the project (i.e., do not conflict with code requirements or remove programmatically necessary amenities). The Project Proponent should provide a response documenting the reasons any recommendations are not feasible and cannot be incorporated into the project design.

The qualified professional should prepare memoranda that document and analyze the schematic design and permit submittal documents to address any subsequent design changes with the potential to cause visual effects to the NAS Sunnyvale Historic District that occurred from previous review. Each analysis should be submitted to the Project Proponent and NASA ARC cultural resources manager. Should NASA ARC disagree with any conclusions in the analysis, they should notify the Project Proponent within two weeks of NASA's receipt of the memo of proposed design changes. The plans should not be resubmitted, but those changes should be incorporated into the next plan submission to the extent feasible. Prior to the issuance of a building permit, the NASA ARC cultural resources manager must sign off that the final permitted plans have been developed with the greatest possible adherence to the objectives defined in the design review process while also meeting project objectives. NASA should notify ARC Center Consulting Parties under the NASA-Wide Programmatic Agreement, as appropriate, of the approval of construction documents and should distribute the approved memorandum to demonstrate compliance with this measure.

Develop and Implement an Interpretive Program

The Project Proponent should develop and implement an interpretive program that documents and commemorates the historical development and setting of the NAS Sunnyvale Historic District. Interpretive materials should address the general history of the Naval Air Station Sunnyvale and incorporate visual representations of the installation's historical setting (including the Project Site) during the Interwar, World War II, and early Cold War periods. Interpretive media may include on-site displays placed in visible and accessible locations and/or digital platforms (i.e., using a mobile device application).

An interpretive plan should be prepared in coordination with an architectural historian or historian who meets the Secretary of the Interior's Professional Qualification Standards and an exhibit designer, graphic designer, and/or other professional with historical interpretation design experience. The interpretive plan should describe, at a minimum, the proposed location(s), formats/media, and content themes of interpretive materials. The NASA ARC cultural resources manager should advise on whether the interpretive plan should be developed in coordination with separate interpretive requirements (i.e., interpretation of archaeological materials required by the Cultural Resources Treatment and Monitoring Plan). Representatives from the Moffett Field Museum should be invited to collaborate on the interpretive plan to ensure that proposed materials

and themes are coordinated with existing or planned interpretive efforts at NASA ARC. The interpretive plan should be reviewed and approved by the NASA ARC cultural resources manager.

Following approval of the interpretive plan, the qualified historian and designer should then develop detailed interpretive content (including text and images) and applicable design specifications for the interpretive materials. The NASA ARC cultural resources manager should review and approve the text, images, and applicable design specifications prior to production and installation or publication of the interpretive materials prior to the completion of the first construction phase.

ARCHAEOLOGICAL RESOURCES

Cultural Resources Treatment and Monitoring Plan

Prior to any ground-disturbing activity, the Project Proponent should retain a qualified Archaeologist who meets the Secretary of the Interior's Professional Qualifications Standards (qualified Archaeologist) to develop a Cultural Resources Treatment and Monitoring Plan (CRTMP) in consultation with the Project Proponent, NASA, and ARC Center Consulting Parties under the NASA-Wide Programmatic Agreement, as appropriate. The CRTMP will specify the procedures to be used to implement the mitigation measures or conditions of approval in the field, the standards of evaluation for unanticipated discoveries that will be appropriate given the locations and kinds of cultural properties predicted, and treatment methods for resources determined eligible for the National Register of Historic Places (NRHP). The CRTMP should meet the Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation (U.S. Department of the Interior, National Park Service, 1983, as amended and annotated). Within each construction phase, all actions mandated in the CRTMP should be implemented after demolition, but before any other ground-disturbing activities (e.g., grading, trenching), except for the activities as noted below. The CRTMP will include descriptions and/or summaries of:

- The proposed project and its subsurface impacts;
- The proposed project's regulatory requirements;
- Known cultural resources in the APE and ADI;
- Canine Forensic Survey Alert Results and Interpretations;
- Archaeological Site Sensitivity Assessments;
- A Monitoring Plan that includes:
    - A definition of the Cultural Resources Monitoring Area (CRMA)
    - Requirements for cultural resources sensitivity training
    - Requirements for tribal resources sensitivity training, monitoring schedules, consultation requirements, procedures for addressing tribal resource discoveries made during construction, documentation requirements
    - Monitoring schedules
    - Procedures for addressing archaeological discoveries made during construction
    - Documentation requirements, etc.

- A tribal ethnographic study for each consulting tribe developed in partnership with the tribes that incorporates tribal realities (recommended to be completed prior to occupancy of Phase 4);
- Public interpretation, as determined through consultation with ARC Center Consulting Parties, as appropriate, and designed as part of the interpretive program (see above) (recommended to be completed prior to occupancy of Phase 4);
- Protocols for the treatment of isolate artifacts;
- A plan for conducting subsurface archaeological assessment/evaluation of a sample of the archaeologically sensitive areas and Canine Forensic Survey Alert locations, with sample locations focused on areas of clustered Canine Forensic Survey Alerts and/or areas where the archaeological sensitivity overlaps with the Canine Forensic Survey Alert results. The sample testing locations would be determined through continued consultation with ARC Center Consulting Parties, as appropriate. The plan should include subsurface testing through a combination of non-invasive methods (e.g., ground-penetrating radar), mechanical trenching, and hand excavation to allow the qualified Archaeologist and tribal monitor to observe subsurface conditions and locate any buried cultural deposits, features, or artifacts. If the subsurface investigation identifies archaeological resources, the Archaeologist should conduct hand excavation to evaluate the find to recommend its eligibility under the National Historic Preservation Act (NHPA) Section 106 (36 CFR Part 800). The plan would include research themes and eligibility criteria to guide the evaluation of archaeological resources under the NRHP. The qualified Archaeologist should document any findings and subsurface conditions in a report that should be submitted to NASA. The draft technical report would be shared with the SHPO and ARC Center Consulting Parties, as appropriate, for review and comment. This plan should be developed and implemented after demolition, but prior to any other ground-disturbing activity (e.g., grading, trenching) for each construction phase.
- A plan for documenting the data potential and integrity of CA-SCL-1145 and CA-SCL-1146. The plan should include subsurface testing through a combination of non-invasive methods (e.g., ground-penetrating radar), mechanical trenching, and hand excavation to allow the qualified Archaeologist and Native American monitor to observe subsurface conditions and locate any buried cultural deposits, features, or artifacts. The project will develop and implement treatments commensurate with the data potential and integrity of archaeological resources CA-SCL-1145 and CA-SCL-1146, and any additional NRHP eligible resources identified through the subsurface archaeological assessment/evaluation (see above), which would include data recovery guided by a data recovery plan; the amount of data recovery may be scaled based on the integrity of the resources. The data recovery plan should include controlled subsurface excavations at archaeological resources CA-SCL-1145 and CA-SCL-1146, archival research, and detailed analysis of artifacts and organic remains recovered during excavation, per protocols outlined in this CRTMP. The qualified Archaeologist would document the findings and subsurface conditions in a data recovery report, which would be submitted to NASA. The draft data recovery report would be shared with the SHPO and ARC Center Consulting Parties, as appropriate, for review and comment. The final data recovery report would be submitted to Northwest Information Center (NWIC) and ARC Center Consulting Parties under the NASA-Wide Programmatic Agreement, as appropriate. This plan should be developed and implemented after demolition, but prior to

any other ground-disturbing activity (e.g., grading, trenching) that includes archaeological resources CA-SCL-1145 and CA-SCL-1146.

- If currently unknown NRHP eligible resources are present, treatment plans to reduce project impacts to eligible resources to less than significant/minimize or offset adverse effects, including:
    - Where feasible, protect sites or portions of sites identified during subsurface testing (e.g., incorporating sites within proposed project open space, re-routing proposed project underground infrastructure, covering the archaeological sites with a layer of chemically stable soil before building impervious surface improvements) (recommended to be completed prior to the start of each construction phase); and/or
    - Archaeological Data Recovery (post-field activities recommended to be completed prior to occupancy of Phase 4); and/or
    - Public Interpretation (recommended to be completed prior to occupancy of Phase 4).
- Curation and/or reburial requirements for non-human remains and non-funerary objects (recommended to be completed prior to occupancy of Phase 4);
- Reporting requirements (recommended to be completed prior to occupancy of Phase 4); and
- Conflict resolution (recommended to be completed prior to occupancy of Phase 4).

Cultural Resources Monitoring and Sensitivity Training

The qualified Archaeologist will oversee an archaeological monitor who should be present during ground disturbing activities (e.g., demolition activities that involve ground disturbance, clearing/grubbing, grading, trenching) within the Cultural Resources Monitoring Area (CRMA), as defined the CRTMP. Native American tribal representatives from the Costanoan Rumsen Carmel Tribe, Muwekma Ohlone of the San Francisco Bay Area, and Tamien Nation should also monitor ground disturbing activities in the CRMA on a rotating basis. Tribal monitoring should also be required for all archaeological testing and data recovery. In addition, cultural resources sensitivity training will be pre-recorded for presentation to all construction personnel. The training will be prepared by the qualified Archaeologist and representatives from the Native American tribes, focusing on how to identify cultural resources that may be encountered during earthmoving activities and the procedures to be followed in such an event. The pre-recorded training materials and a sign-in sheet from the training should be provided to the Project Proponent to ensure compliance with this mitigation measure. The qualified Archaeologist should prepare a monitoring report at the conclusion of archaeological monitoring. Tribal representatives from the Costanoan Rumsen Carmel Tribe, Muwekma Ohlone of the San Francisco Bay Area, and Tamien Nation will review and provide comments on the monitoring report. The final monitoring report would be submitted to Northwest Information Center (NWIC) and participating Native American communities. The monitoring program and report should be completed prior to occupancy of Phase 4.

Cultural Resources Inadvertent Discoveries Protocols

In the event that unforeseen precontact (e.g., hearths, stone tools, shell and faunal bone remains, etc.) or historic-era (e.g., bottles, foundations, refuse dumps/privies, etc.) archaeological resources are unearthed, ground-disturbing activities within 100-foot radius of the discovery should be halted or diverted. Work should be allowed to continue outside of the 100-foot buffer area. All archaeological resources unearthed by project construction activities should be evaluated by a qualified Archaeologist, in consultation with tribal representatives from the Costanoan Rumsen Carmel Tribe, Muwekma Ohlone of the San Francisco Bay Area, and Tamien Nation, using methods outlined in the CRTMP. If a resource is determined by NASA, in consultation with the qualified Archaeologist and the tribes, to constitute a "historic property" pursuant to Section 106 of the NHPA, the qualified Archaeologist, in consultation with the tribes, should direct implementation of mitigation using methods outlined in the CRTMP. Proper treatment of all inadvertent discoveries, per the CRTMP, should be completed before occupancy of Phase 4 of the proposed project.

Human Remains Discovery Protocols

If human remains are encountered unexpectedly during implementation of the proposed project at NASA ARC:

- NASA's Protective Services and ARC's Cultural Resources Manager should be immediately notified.
- If it is determined that the human remains are recent, then the issue becomes a matter for law enforcement officials and there are no further cultural resource responsibilities.
- If it is determined that the human remains are archaeological in nature, NASA should immediately notify the SHPO and ARC Center Consulting Parties under the NASA -Wide Programmatic Agreement, as appropriate, pursuant to approved inadvertent discovery mitigation.
- If it is determined that the human remains are of Native American origin, NASA should initiate consultation with the appropriate Tribe(s) per the Native American Graves Protection and Repatriation Act, 43 CFR Part 10, which requires a draft plan of action. NASA and the Project Proponent should assist the appropriate Tribe(s) to implement the plan of action, as necessary.

TRIBAL CULTURAL RESOURCES

Under PRC Section 21074(a)(1)(2), the CEQA lead agency has determined, in its discretion and supported by substantial evidence, that the [redacted] Cultural Landscape, and its contributing elements, including [redacted], located within the APE are significant for the purpose of CEQA; only five of these resources are located within the ADI/Limits of Work, including [redacted]. As part of the AB 52 Consultation process with the tribes, the CEQA lead agency has assumed that the project will result in a substantial adverse change in the significance of a TCR, as defined in Public Resources Code Section 21074, which is a significant and unavoidable impact. We recommend that the AB 52 process be documented in the CEQA impact analysis and that the CEQA lead agency continue AB 52 Consultation.

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Appendix A

Figures

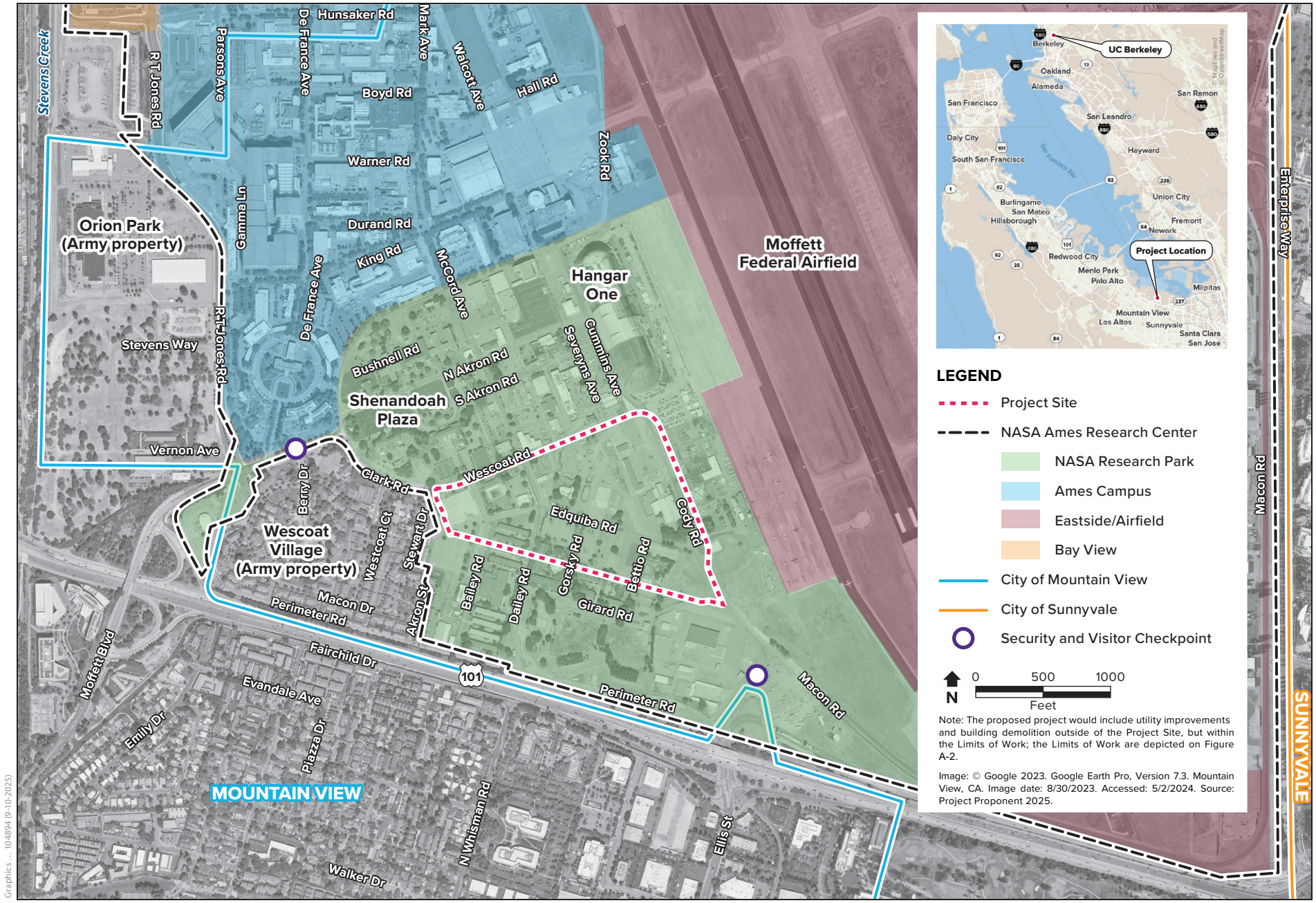


Figure A-1
Project Location
Berkeley Space Center at NASA Research Park

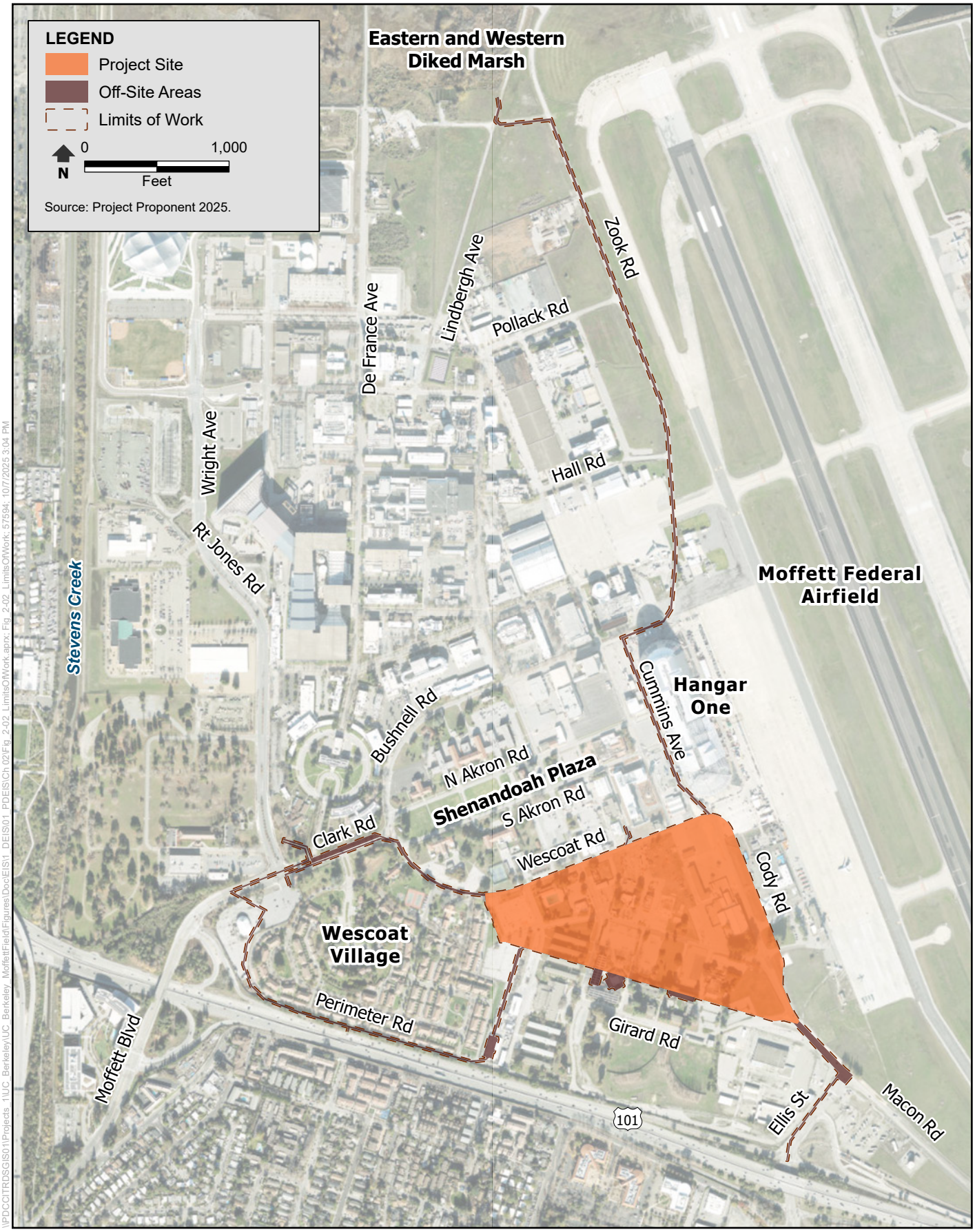
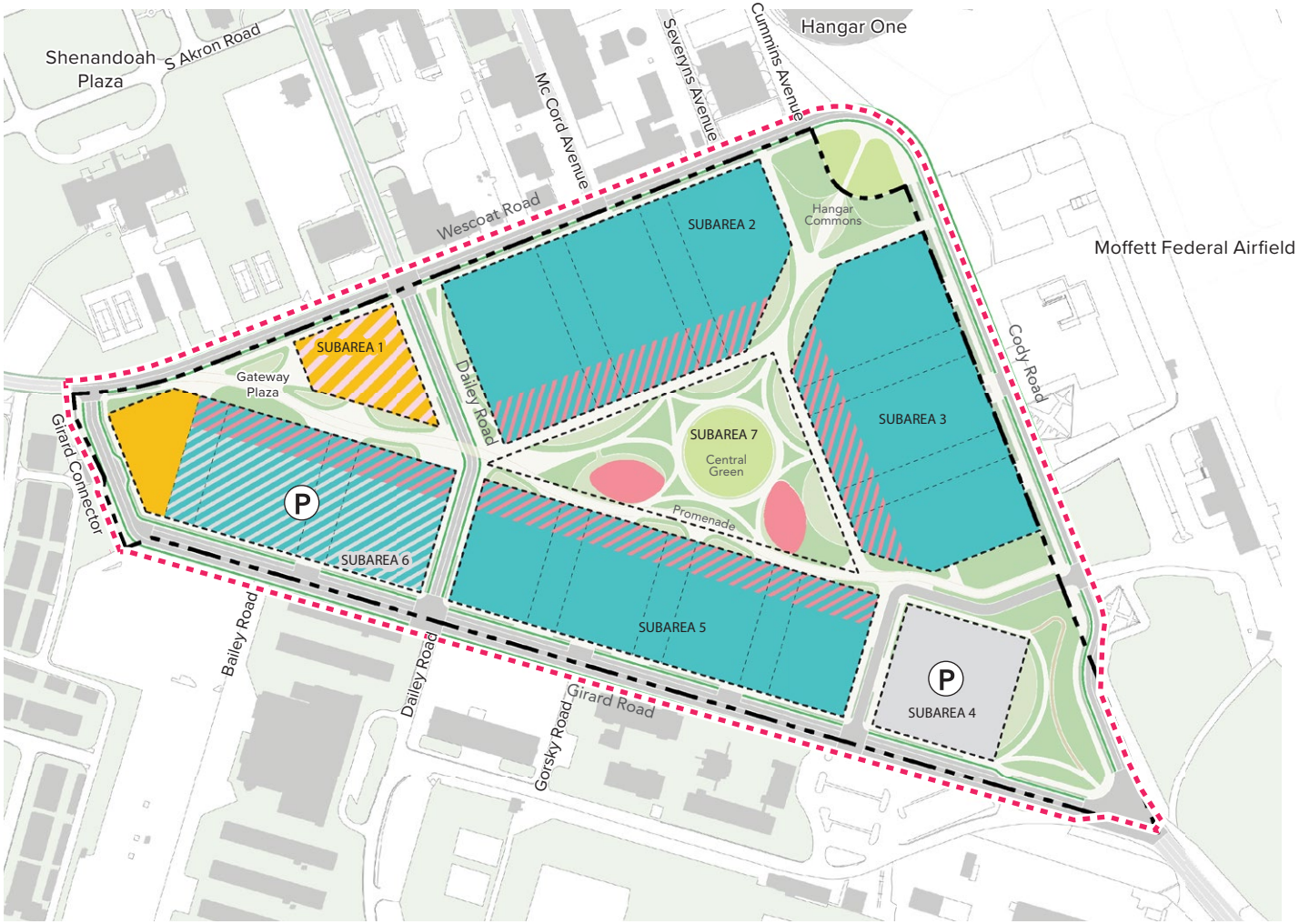


Figure A-2
Limits of Work
Berkeley Space Center at NASA Research Park

LEGEND

- Project Site
- Parcel Boundary
- Research and Office Uses
- Research and Office Uses and Parking
- Research and Office Uses and Ground-Floor Active Uses
- Student/Faculty Housing
- Conference Uses, Short-Term Lodging, and Active Uses
- Active Uses
- Parking

0′ 100′ 200′ 400′



Note: Images are conceptual until after project approval. The proposed project would include utility improvements and building demolition outside of the Project Site, but within the Limits of Work; the Limits of Work are depicted on Figure A-2. The parcel boundary includes the leased premises; it is provided for informational purposes only.

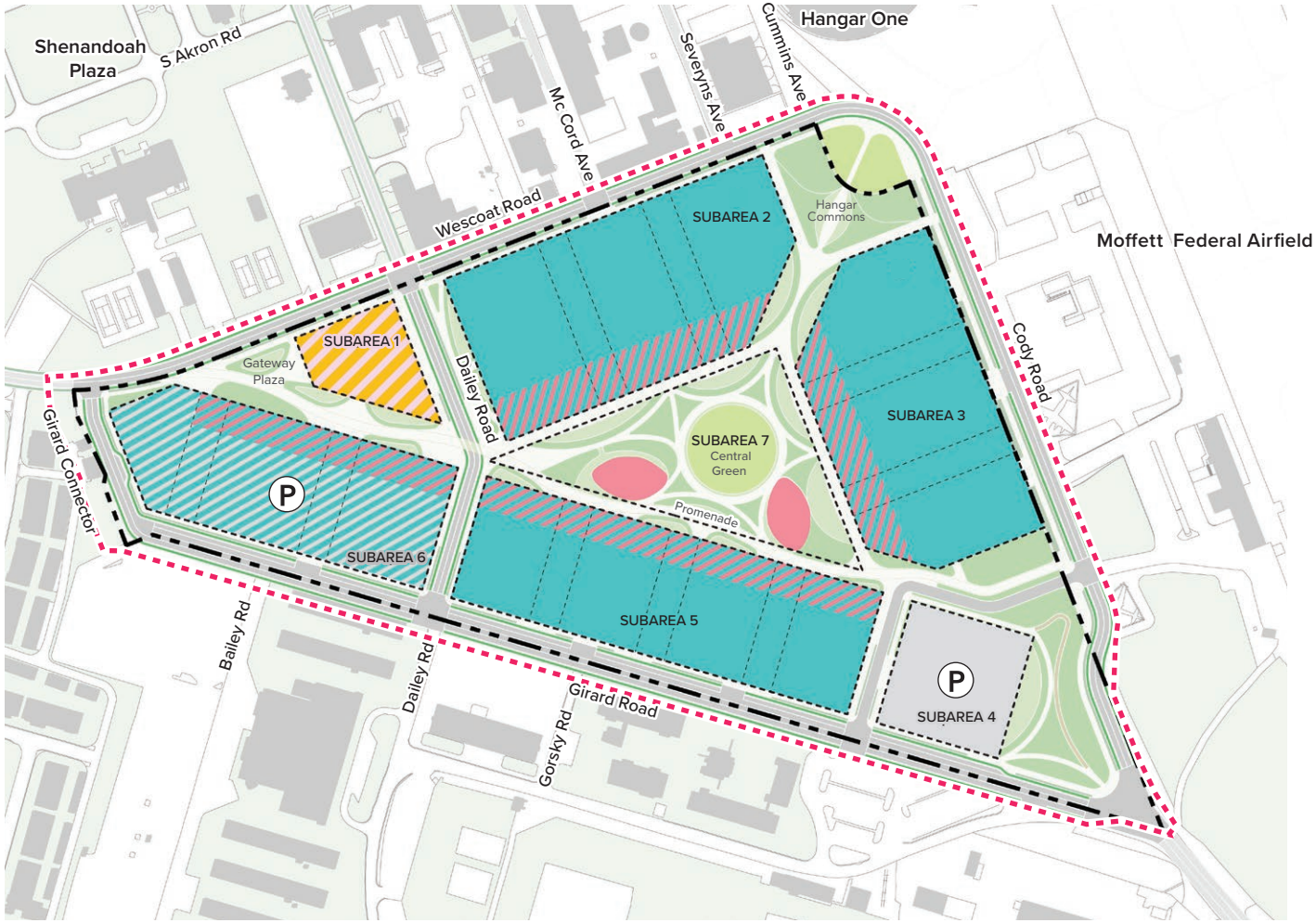
Source: Project Proponent 2024.

Graphics ... 104894 (9-9-2025) tg

Figure A-3

Conceptual Land Use Plan for the CEQA Proposed Project and CEQA Reduced Density Alternative

Berkeley Space Center at NASA Research Park



LEGEND

- Project Site
- Parcel Boundary
- Research and Office Uses
- Research and Office Uses and Parking
- Research and Office Uses and Ground-Floor Active Uses
- Conference Uses, Short-Term Lodging, and Active Uses
- Active Uses
- Parking

0' 100' 200' 400'

Note: Images are conceptual until after project approval. The proposed project would include utility improvements and building demolition outside of the Project Site, but within the Limits of Work; the Limits of Work are depicted on Figure A-2. The parcel boundary includes the leased premises; it is provided for informational purposes only.

Source: Project Proponent 2025.

Graphics ... 104894 (9-10-2025) TG

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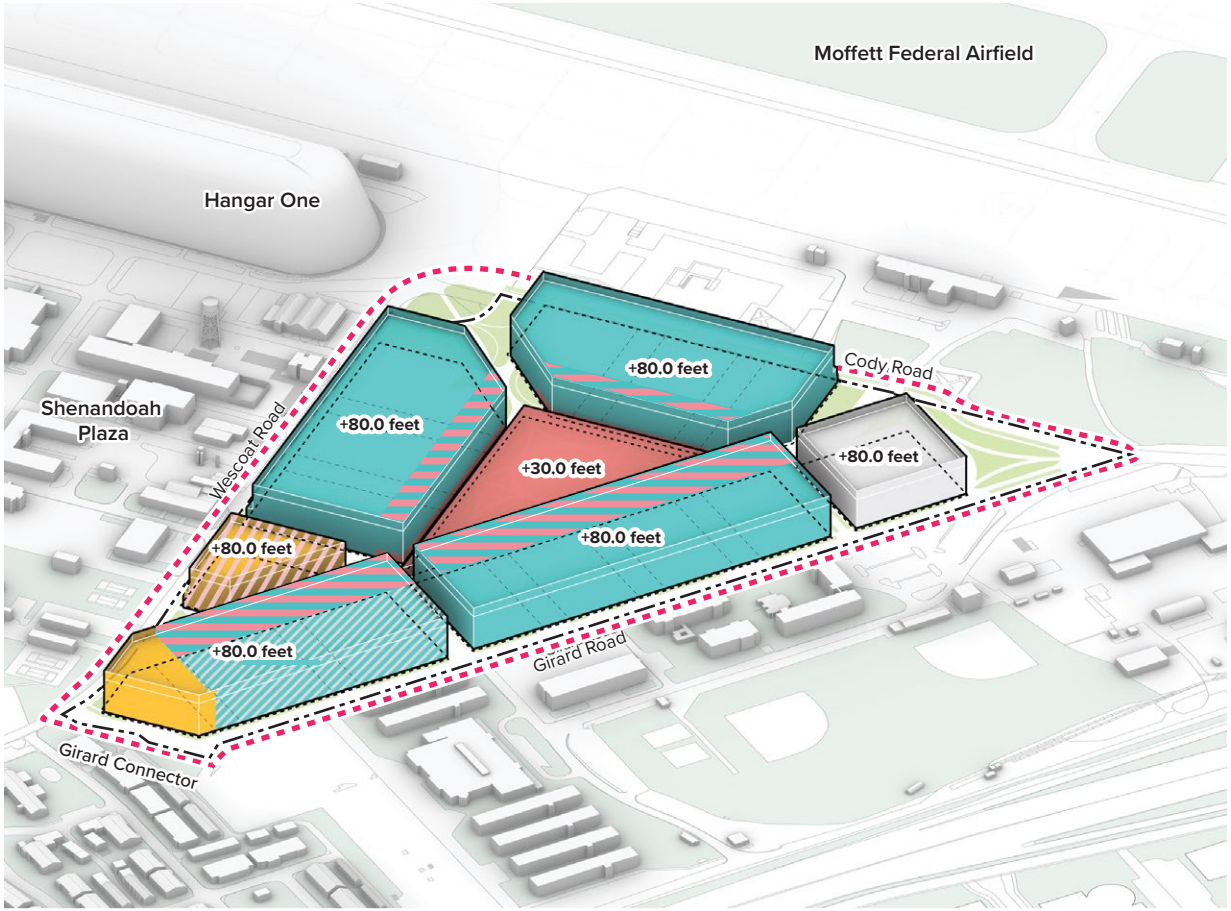
Figure A-4

Conceptual Land Use Plan (No Student/Faculty Housing Variant)

Berkeley Space Center at NASA Research Park



LEGEND

- Project Site
- Parcel Boundary
- Research and Office Uses
- Research and Office Uses and Parking
- Research and Office Uses and Ground-Floor Active Uses
- Student/Faculty Housing
- Conference Uses, Short-Term Lodging, and Active Uses
- Active Uses
- Parking

0′ 200′ 400′ 800′

N

Note: Images are conceptual until after project approval. The proposed project would include utility improvements and building demolition outside of the Project Site, but within the Limits of Work; the Limits of Work are depicted on Figure A-2. The parcel boundary includes the leased premises; it is provided for informational purposes only.

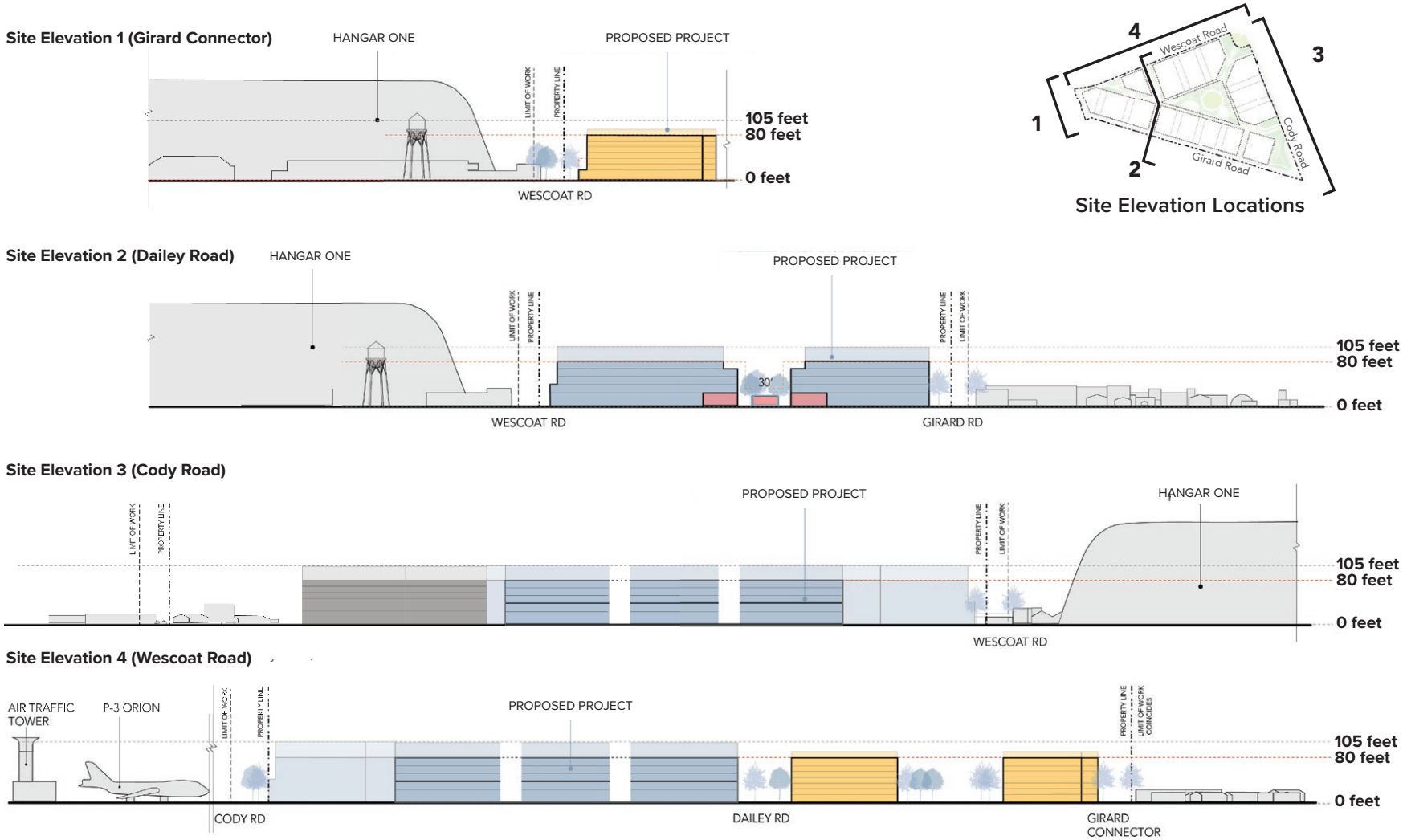
Source: Project Proponent 2024.

Graphics ... 104894 (9-9-2025) TG

Figure A-5

Conceptual Building Heights for the CEQA Proposed Project and CEQA Reduced Density Alternative

Berkeley Space Center at NASA Research Park



Note: Images are conceptual until after project approval. The proposed project would include utility improvements and building demolition outside of the Project Site, but within the Limits of Work; the Limits of Work are depicted on Figure A-2. The parcel boundary includes the leased premises; it is provided for informational purposes only.

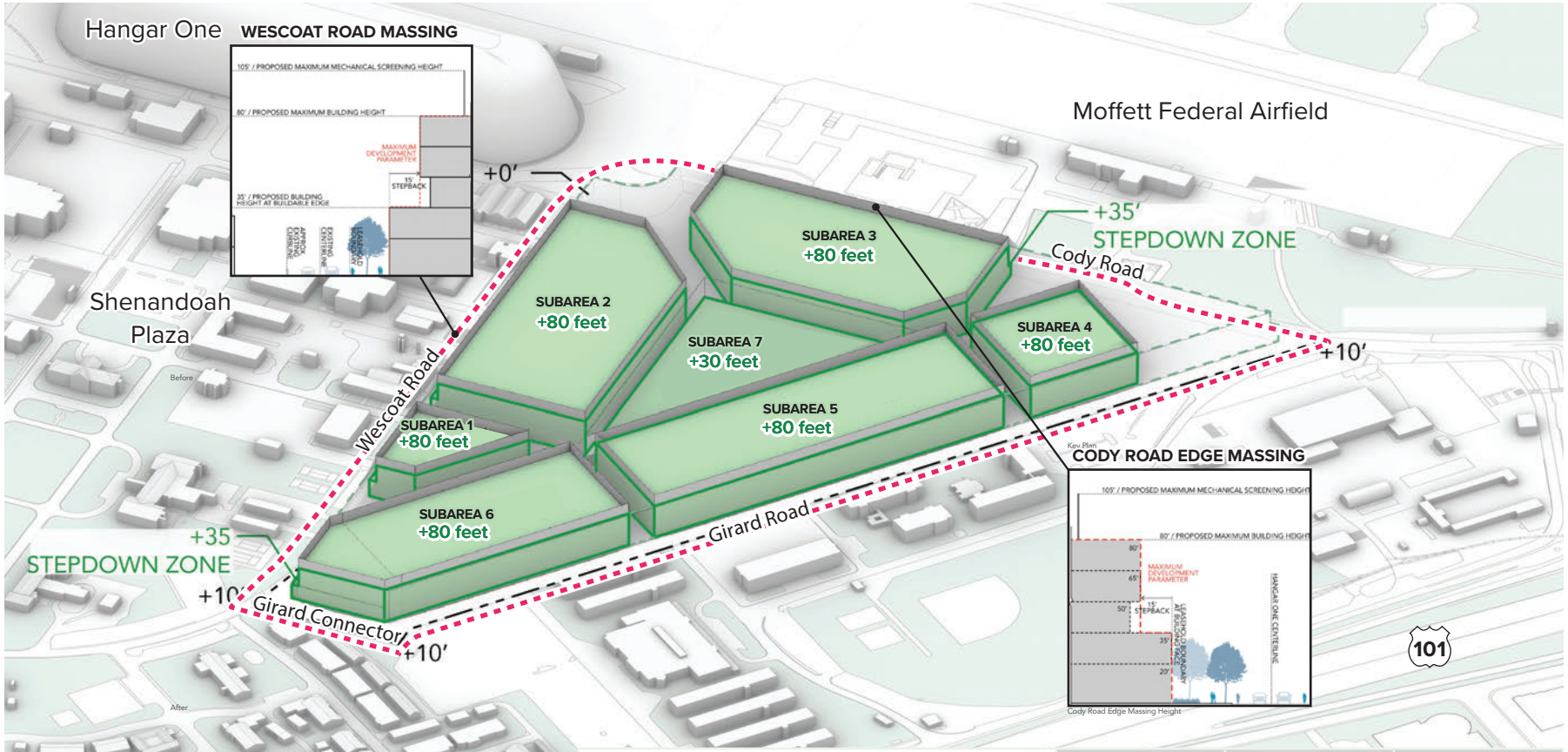
Source: Project Proponent 2024.

Graphics ... 104894 (9-10-2025) TG

Figure A-6

Conceptual Elevations for the CEQA Proposed Project and CEQA Reduced Density Alternative

Berkeley Space Center at NASA Research Park



EDGE CONDITION	Girard Road	Wescoat Road	Cody Road
Maximum Height (exceedance up to 25 feet is allowed for mechanical equipment and screens)	80 ft	80 ft	80 ft
Stepdown Zone (15-foot stepback for the portions of the buildings higher than 35 feet)	—	35 ft	35 ft
Minimum Setback from Roadway	12.5 ft	—	—

Maximum Development Parameters of Each Subarea

Note: Image is a conceptual layout depicting the horizontal and vertical dimensions of the proposed development based on the proposed project's maximum and minimum development standards for each Subarea. Because the proposed project would not be required to be developed to reach the maximum dimensions in each Subarea, image represents a conservative depiction of the project's conceptual layout. The proposed project would include utility improvements and building demolition outside of the Project Site, but within the Limits of Work; the Limits of Work are depicted on Figure 2-2.

Source: Project Proponent 2024, 2025.

LEGEND

Project Site

Not to Scale

Graphics ... 104894 (10-6-2025) tg

ICF

Figure A-7

Maximum and Minimum Development Parameters for the CEQA Proposed Project and CEQA Reduced Density Alternative

Berkeley Space Center at NASA Research Park

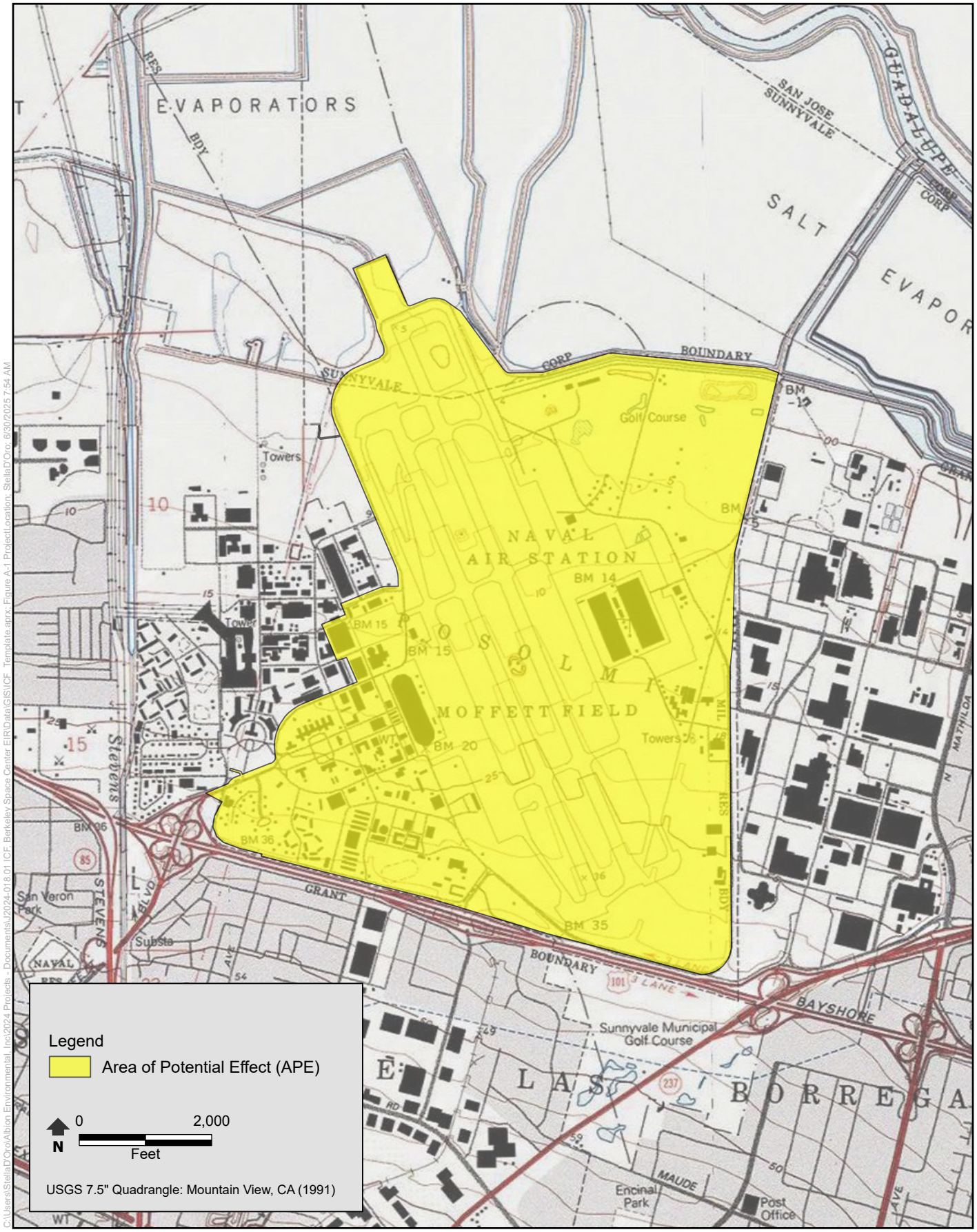


Figure A-8
APE Map
Berkeley Space Center at NASA Research Park

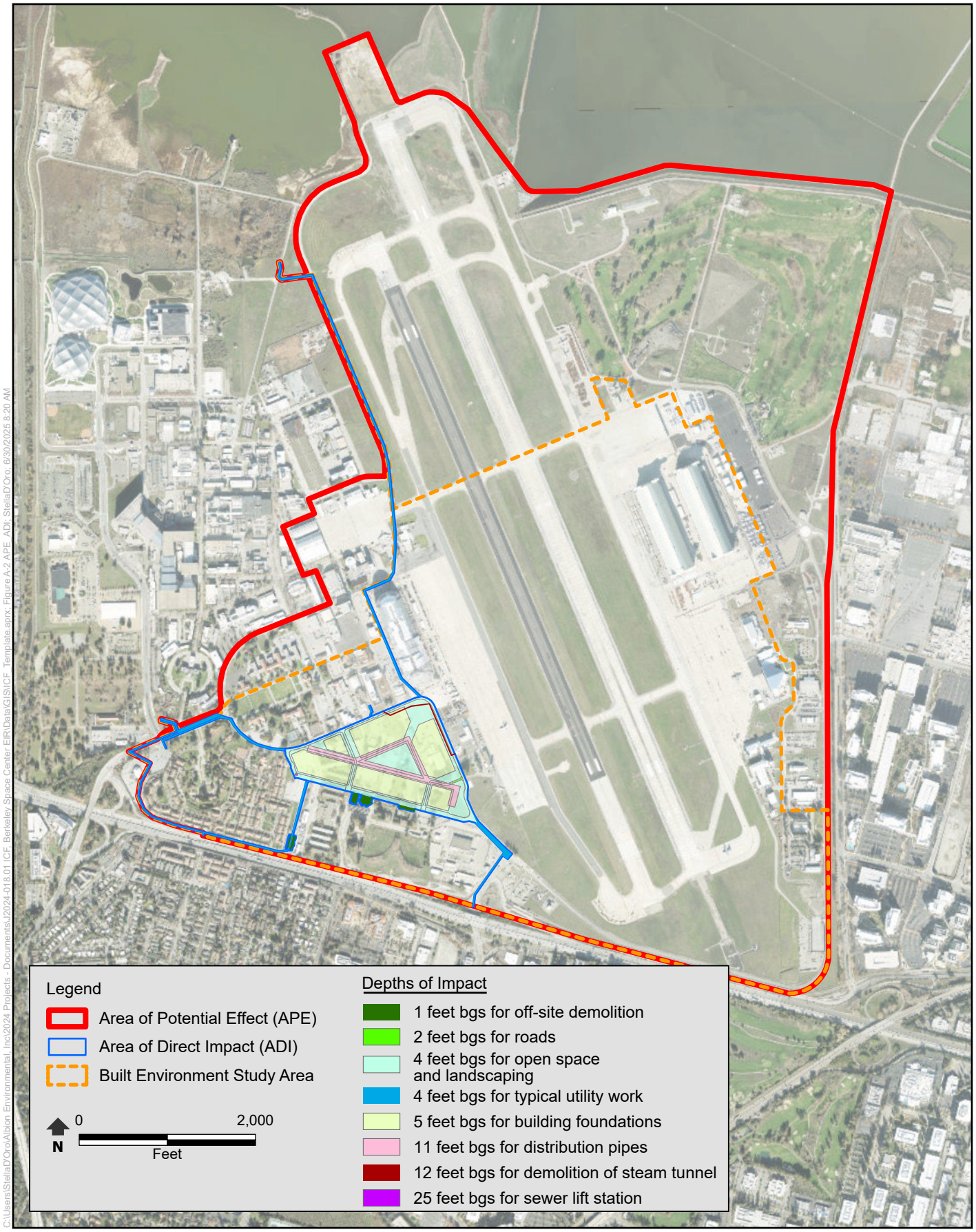


Figure A-9
APE and ADI map with depths of impact
Berkeley Space Center at NASA Research Park

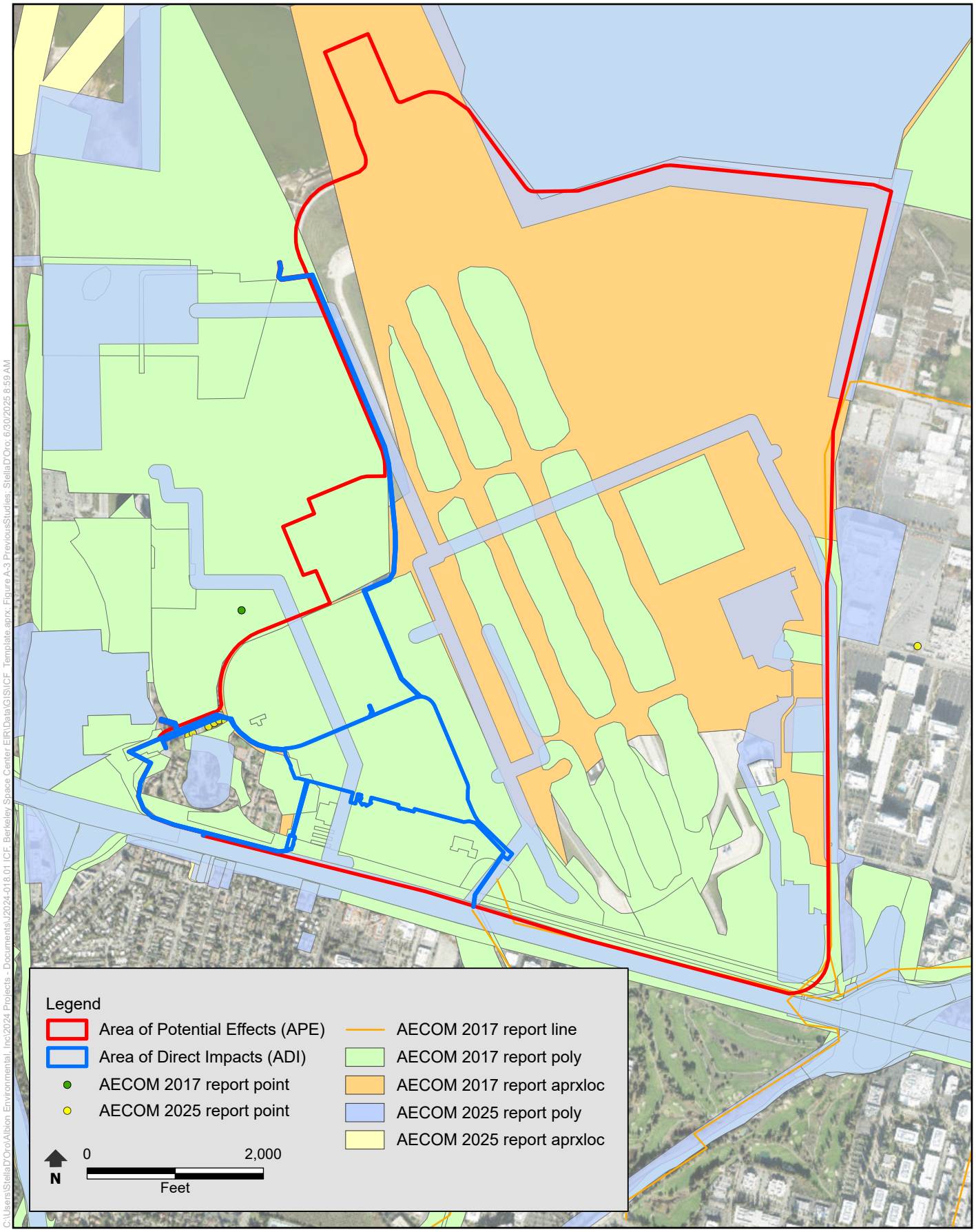


Figure A-10
Previous studies within the APE
Berkeley Space Center at NASA Research Park

-REDACTED-

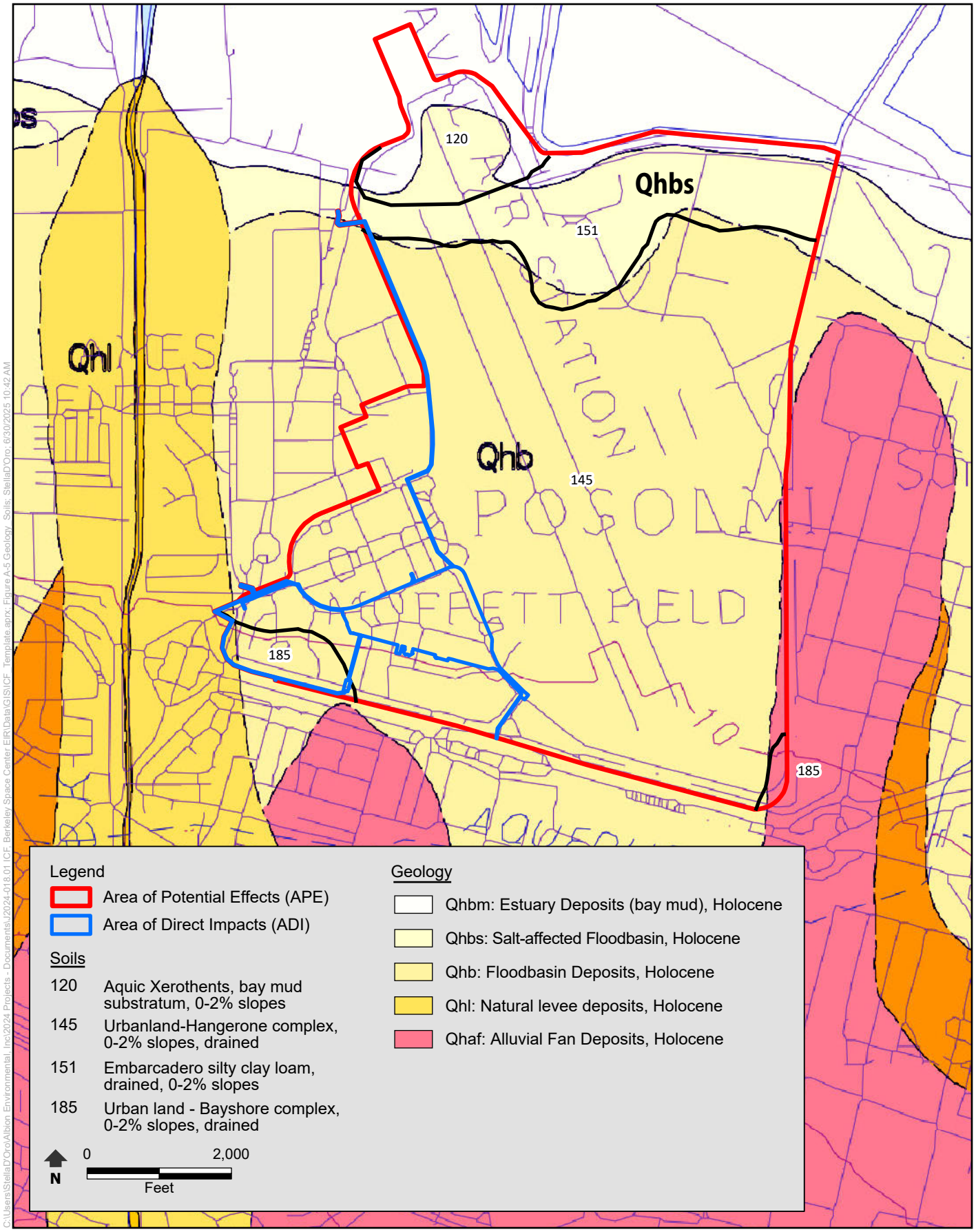


Figure A-12
Geology and soils
Berkeley Space Center at NASA Research Park

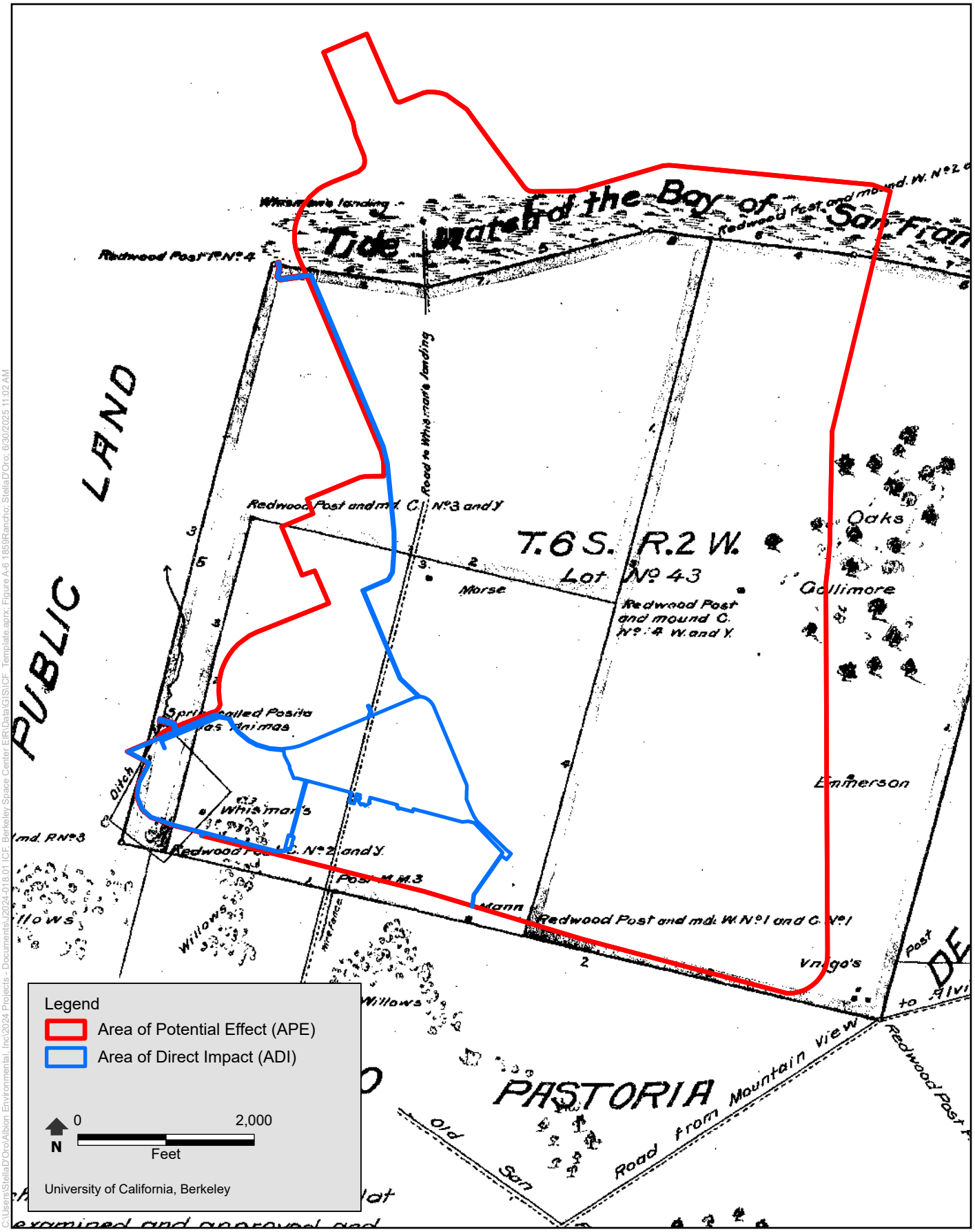


Figure A-13
1859 Plat Map of Rancho Posolmi
Berkeley Space Center at NASA Research Park

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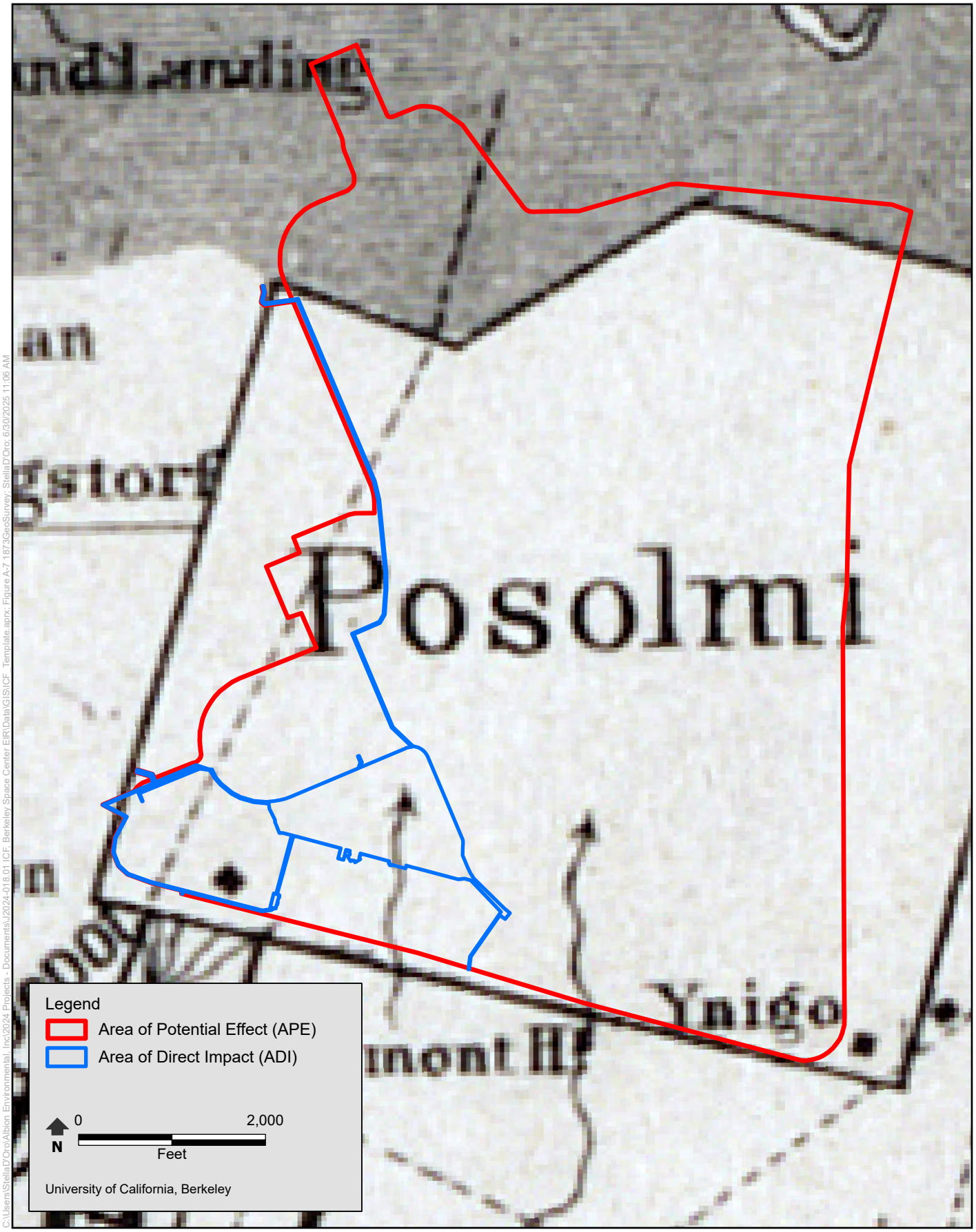

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Figure A-14
1873 Geological Survey of California Map of the Region Adjacent to the Bay of San Francisco
Berkeley Space Center at NASA Research Park

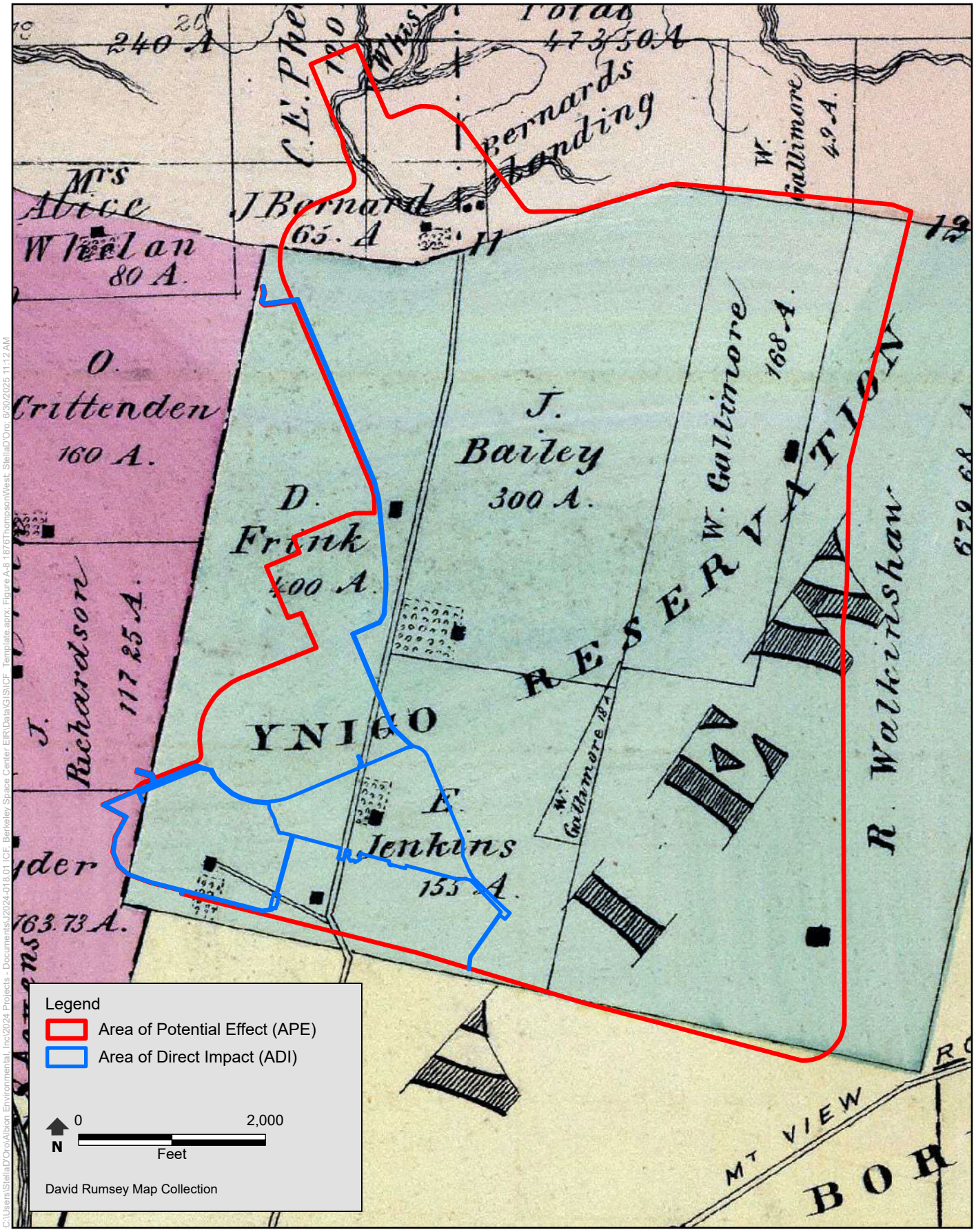

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Figure A-15
1876 Geological Survey of California Map of the Santa Clara County
Berkeley Space Center at NASA Research Park

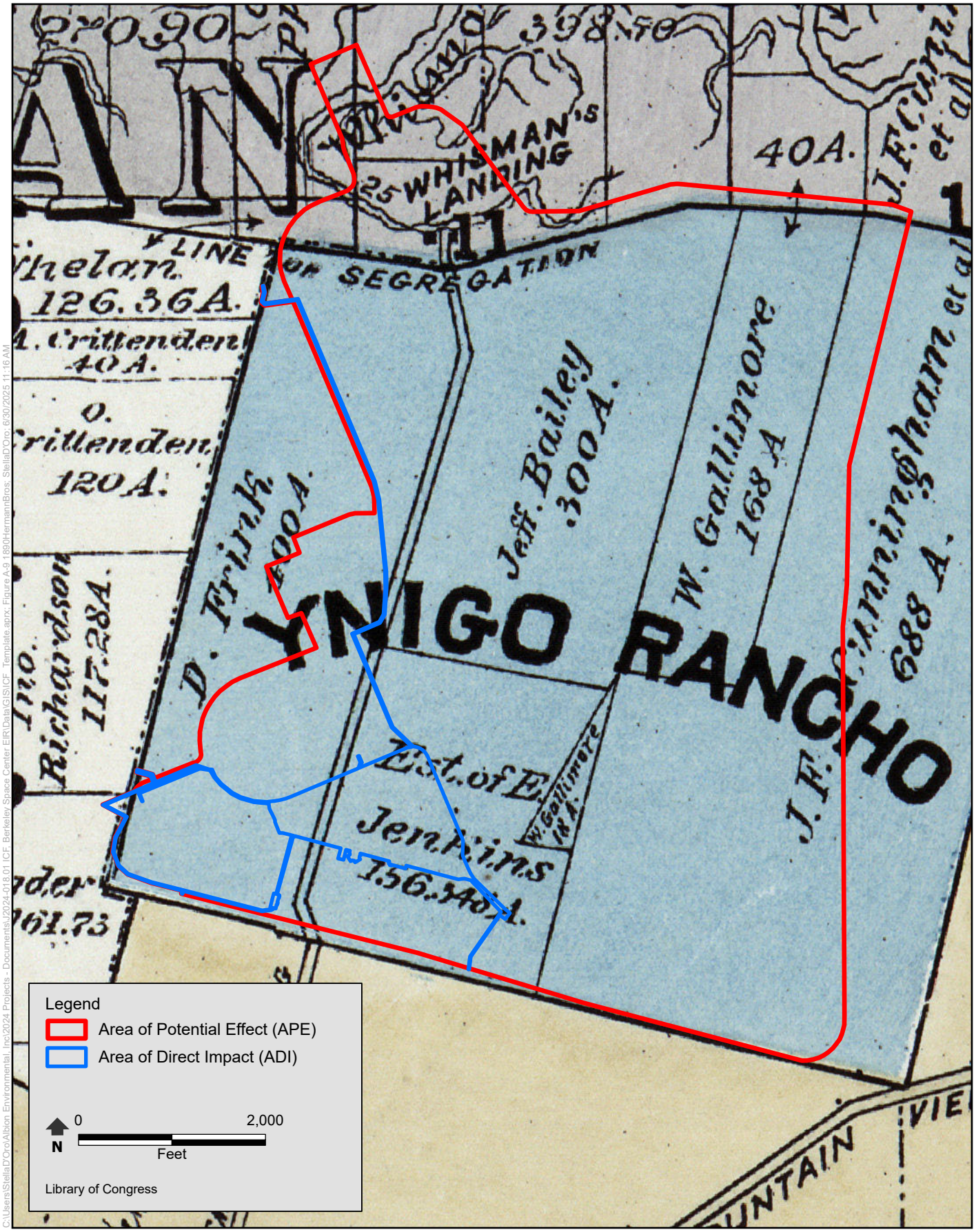

Figure A-16
1890 Hermann Bros. Map of Santa Clara County
Berkeley Space Center at NASA Research Park

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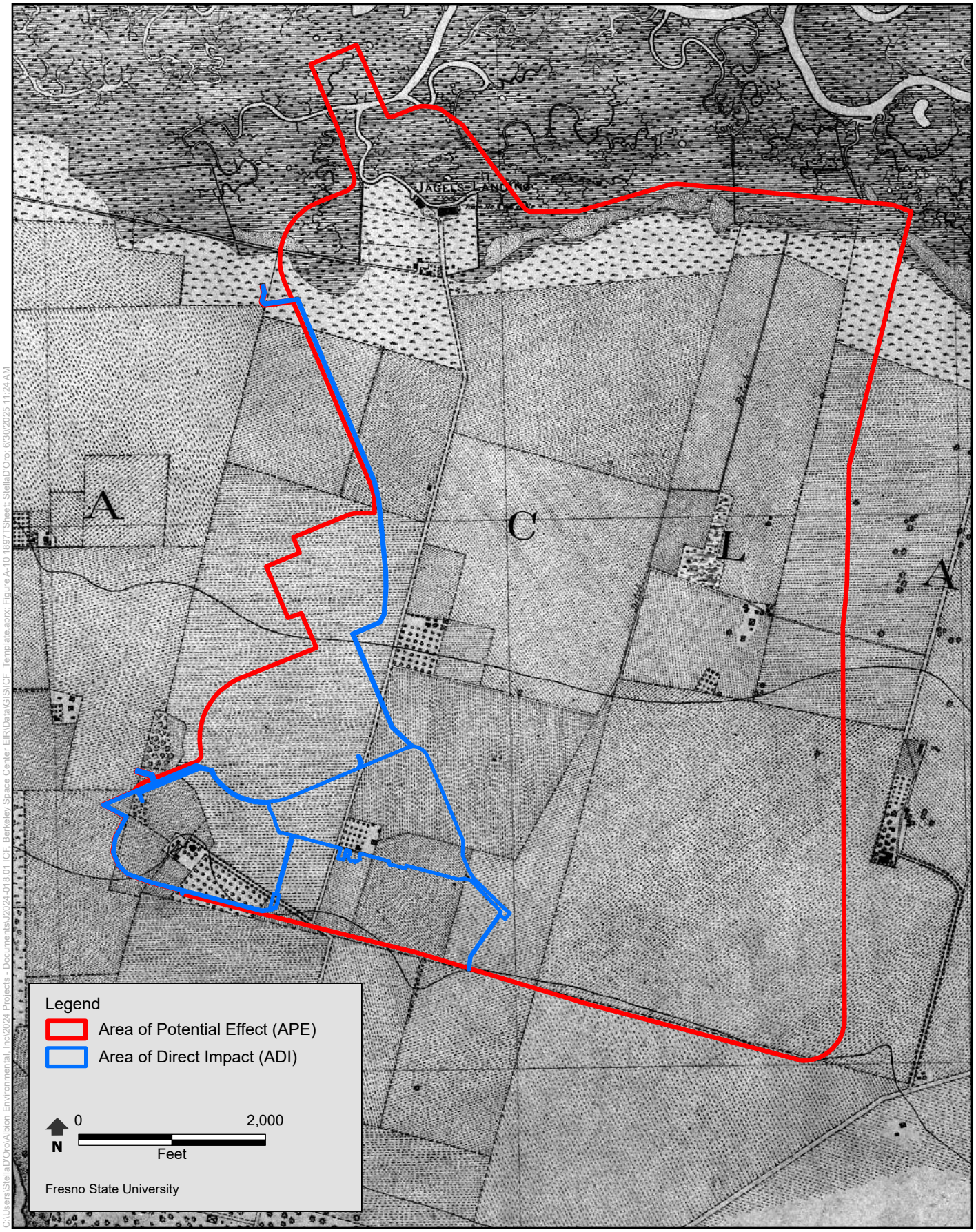

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Figure A-17
1897 U.S. Coast Guard and Geodetic Survey T-Sheet Map of San Francisco Bay, T-2315, Mountain View to Alviso
Berkeley Space Center at NASA Research Park

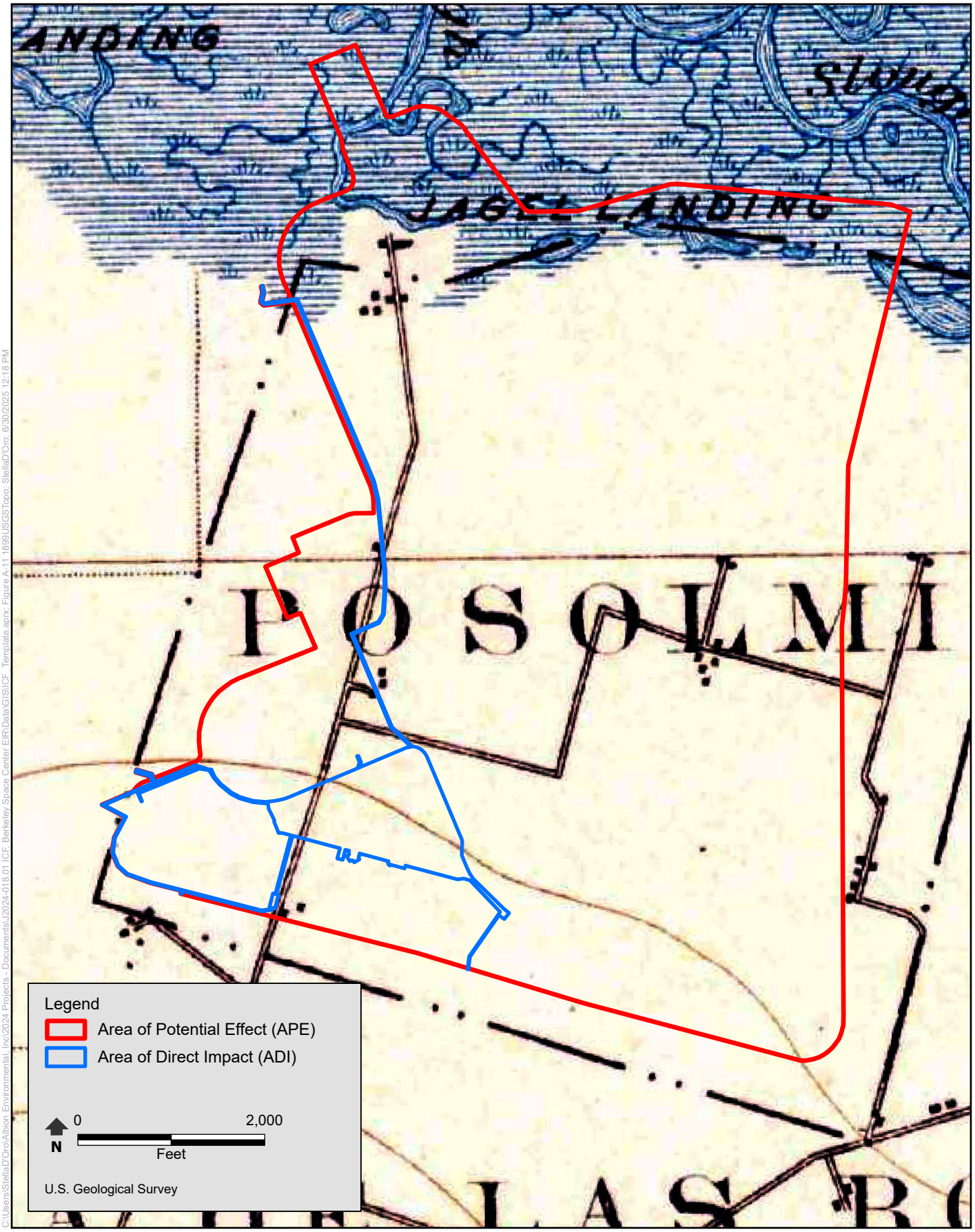

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Figure A-18
1899 USGS Topographical Map, Palo Alto Quadrangle
Berkeley Space Center at NASA Research Park

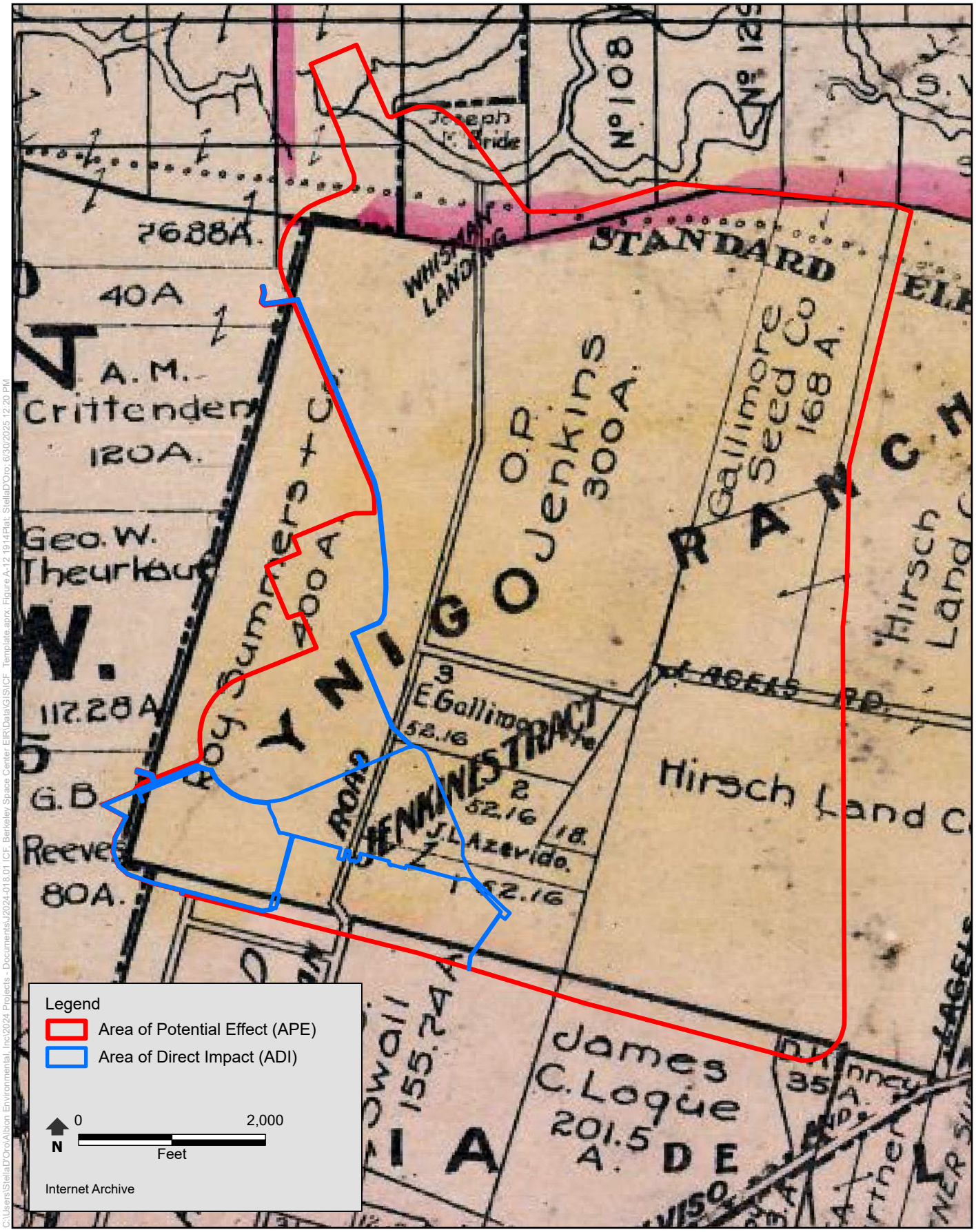

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Figure A-19
1914 McMillan Map of Santa Clara County
Berkeley Space Center at NASA Research Park

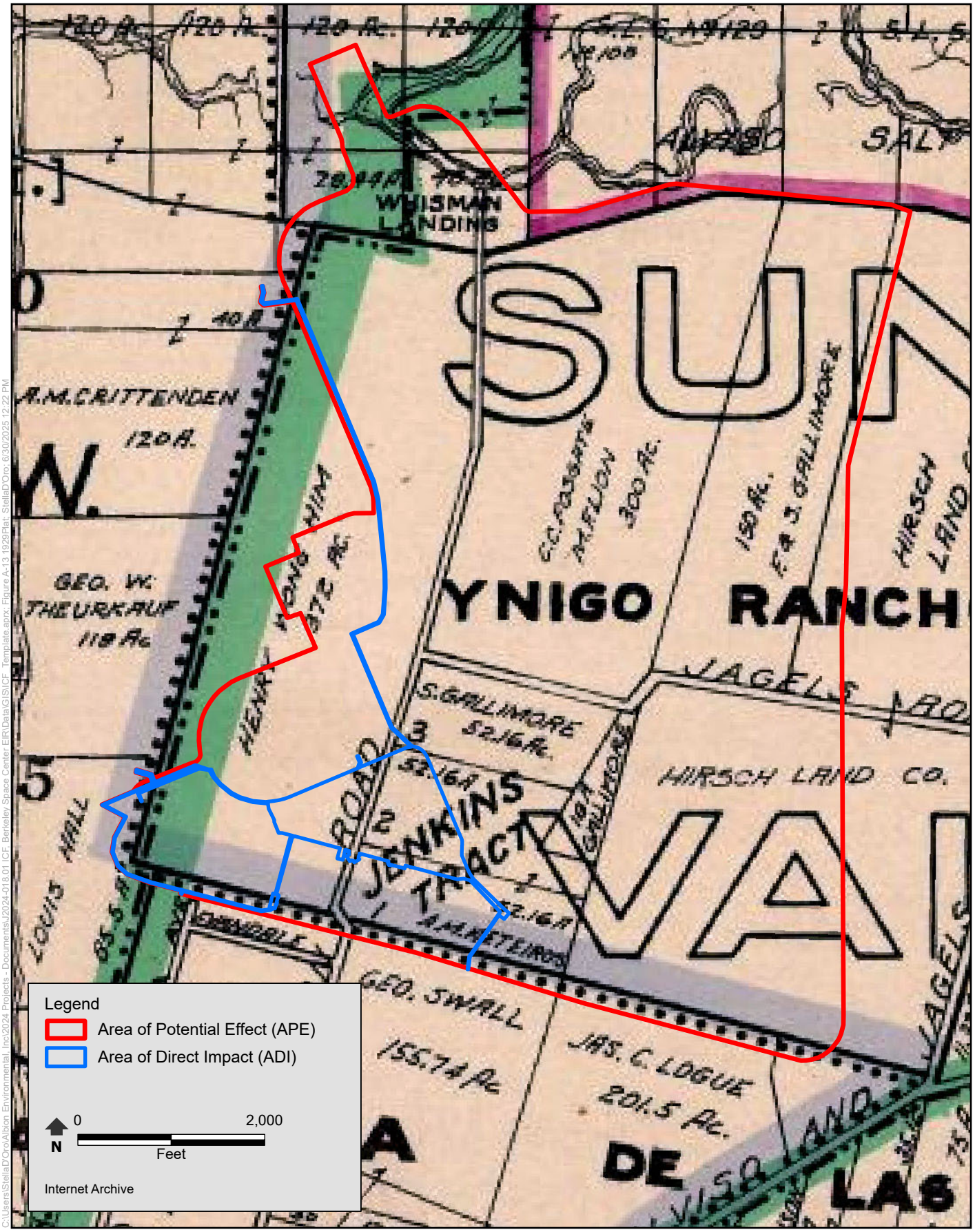

Figure A-20
1929 McMillan Map of Santa Clara County
Berkeley Space Center at NASA Research Park

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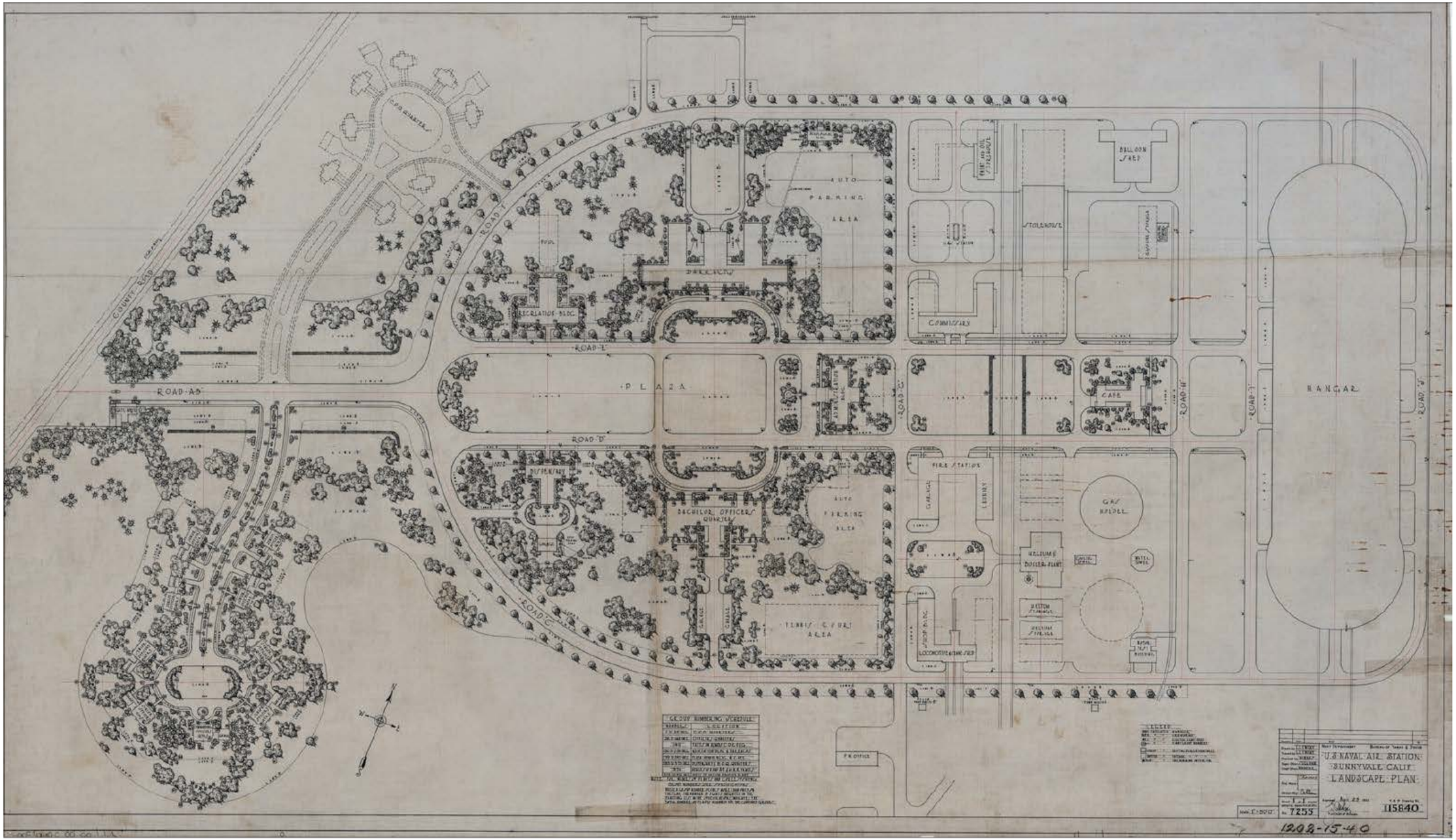

Landscape plan for the original NAS Sunnyvale campus, developed by the U.S. Navy Bureau of Yards and Docks. Source: NASA Ames Research Center

Figure A-21
Shenandoah Plaza, 1933 Master Plan
Berkeley Space Center at NASA Research Park

Image: c_A93-0073-007. Source: NASA Ames Research Center

Figure A-22
Aerial photograph of NAS Sunnyvale c.1933, viewed facing east toward Hangar 1 and the airfield
Berkeley Space Center at NASA Research Park

Ames Aeronautical Laboratory visible in the lower left; the expanded airfield, flanked by Hangar 1 and Hangars 2 and 3, is at upper center

Image: a-8911. Source: NASA Ames Research Center

Figure A-23
Aerial photograph of NAS Moffett Field viewed facing east
Berkeley Space Center at NASA Research Park

Source: NASA Ames Research Center

Figure A-24
Aerial photograph of Moffett Field in 1968, viewed facing south
Berkeley Space Center at NASA Research Park

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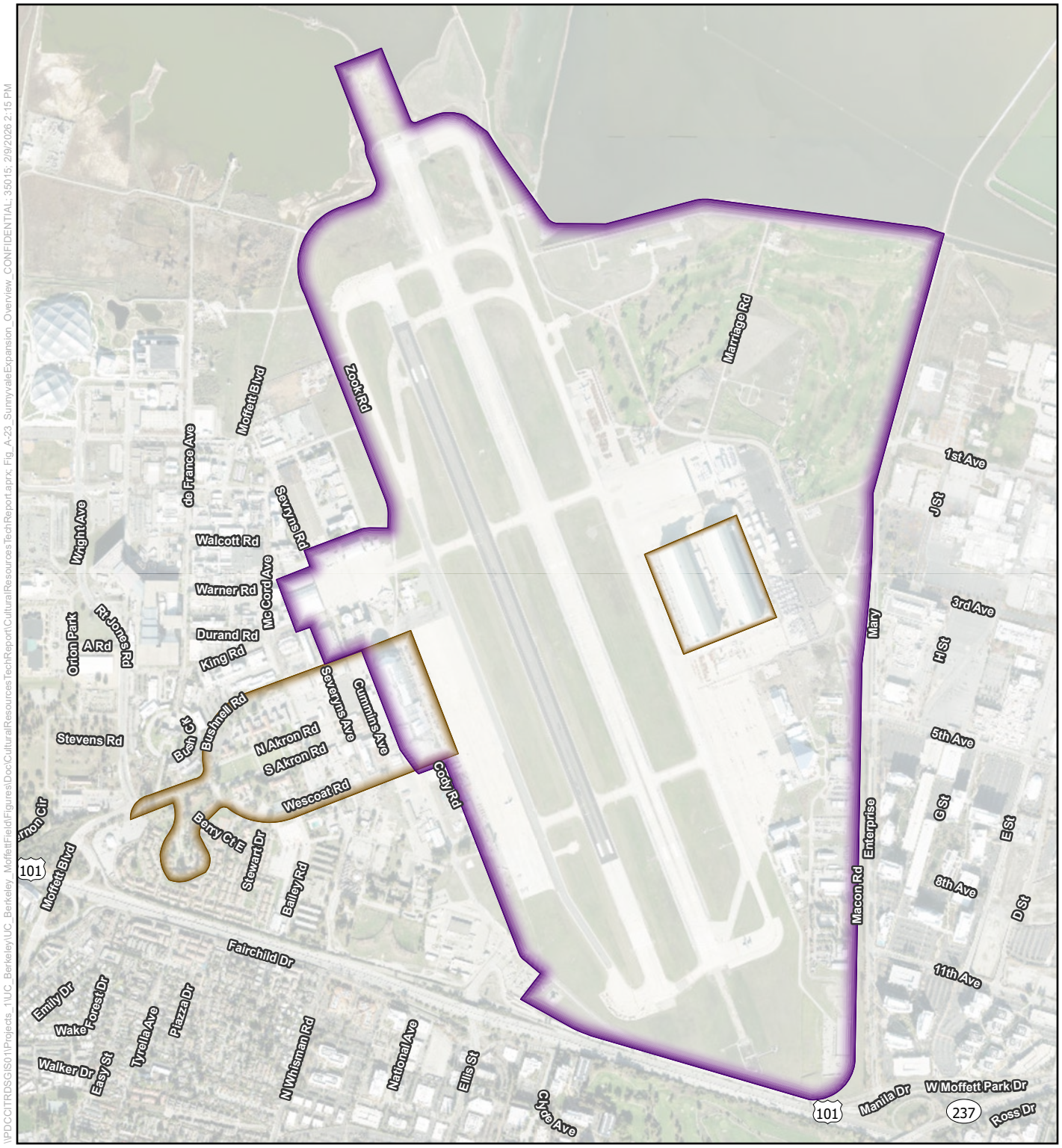

Legend

Original Historic District Boundary (Listed in NRHP, 1994)

Proposed Historic District Expansion (Found Eligible for NRHP Listing, 2013)

Note: Hangar Three was demolished in 2024.

N

0 1,000 2,000

Feet

Figure A-25
U.S. Naval Air Station Sunnyvale, California
Historic District Boundary Expansion
Berkeley Space Center at NASA Research Park

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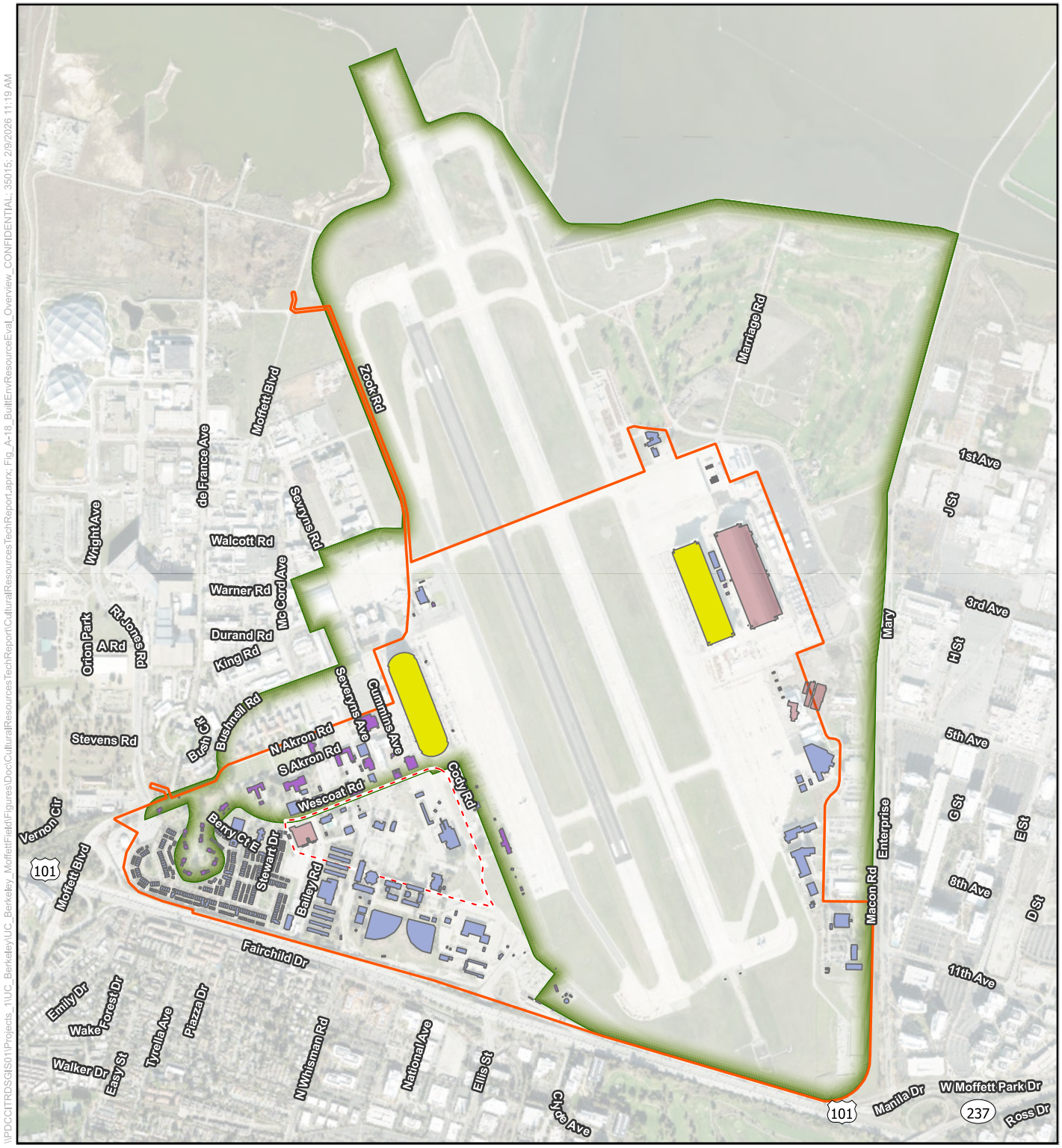

Legend

- Project Site
- Built Environment Study Area
- U.S. Naval Air Station Sunnyvale, California Historic District
- Individually Eligible and Historic District Contributor
- Historic District Contributor
- Not Eligible Based on Lack of Significance or Age
- Demolished After Previous Documentation

Note: Hangar Three was demolished in 2024.

N 0 1,000 2,000 Feet

Figure A-26
Built Environment Resource Evaluation
Status Overview Map
Berkeley Space Center at NASA Research Park

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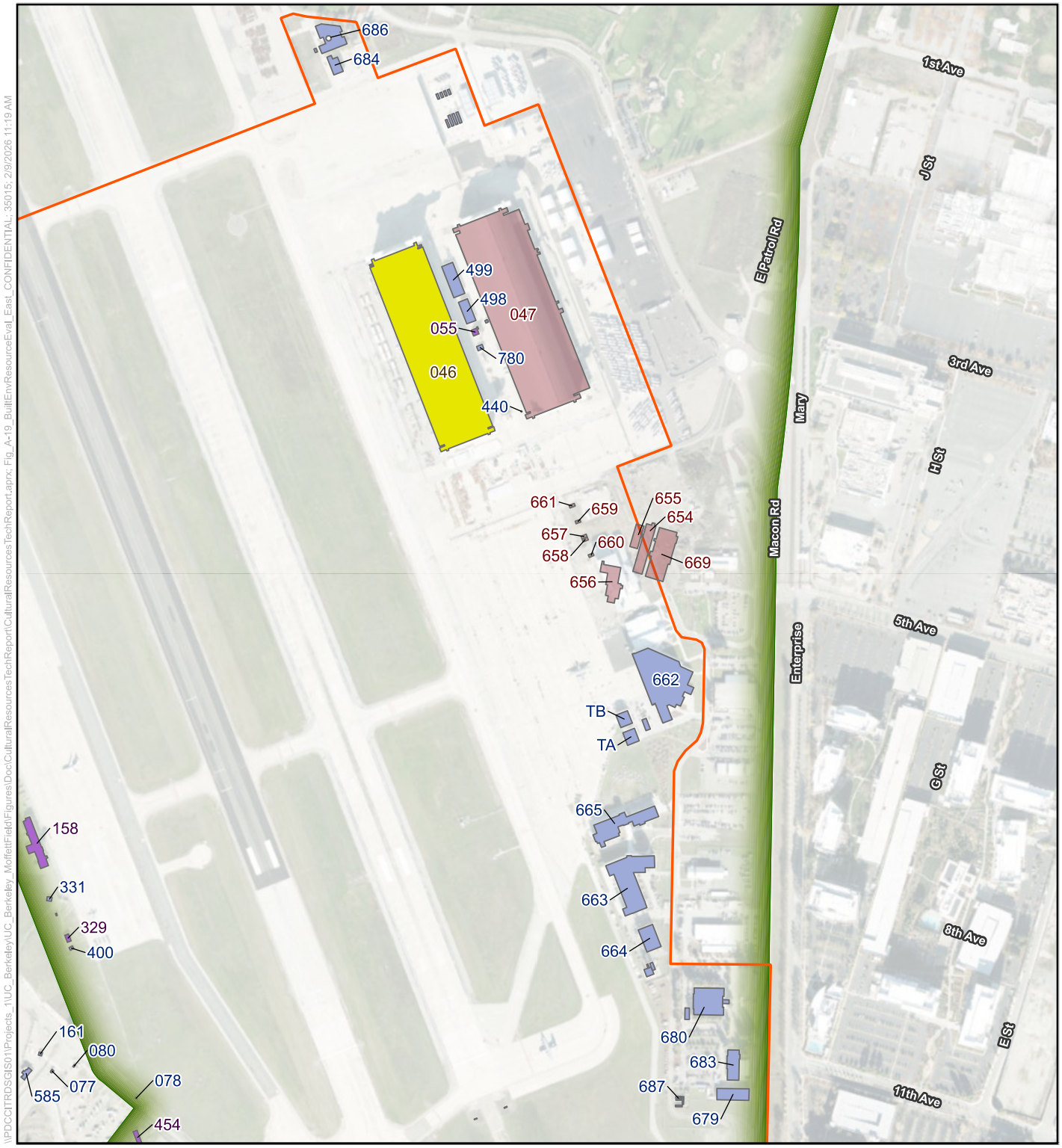
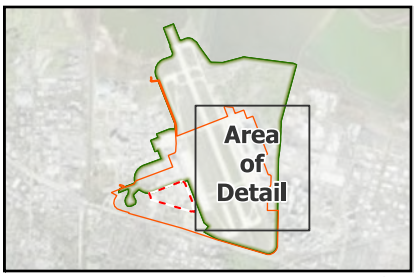


Legend

- Project Site
- Built Environment Study Area
- U.S. Naval Air Station Sunnyvale, California Historic District
- Individually Eligible and Historic District Contributor
- Historic District Contributor
- Not Eligible Based on Lack of Significance or Age
- Demolished After Previous Documentation



Note: Not all buildings are assigned asset numbers.
Hangar Three was demolished in 2024.

N 0 500 1,000 Feet

Figure A-27
Built Environment Resource Evaluation
Status Detailed Map (East)
Berkeley Space Center at NASA Research Park

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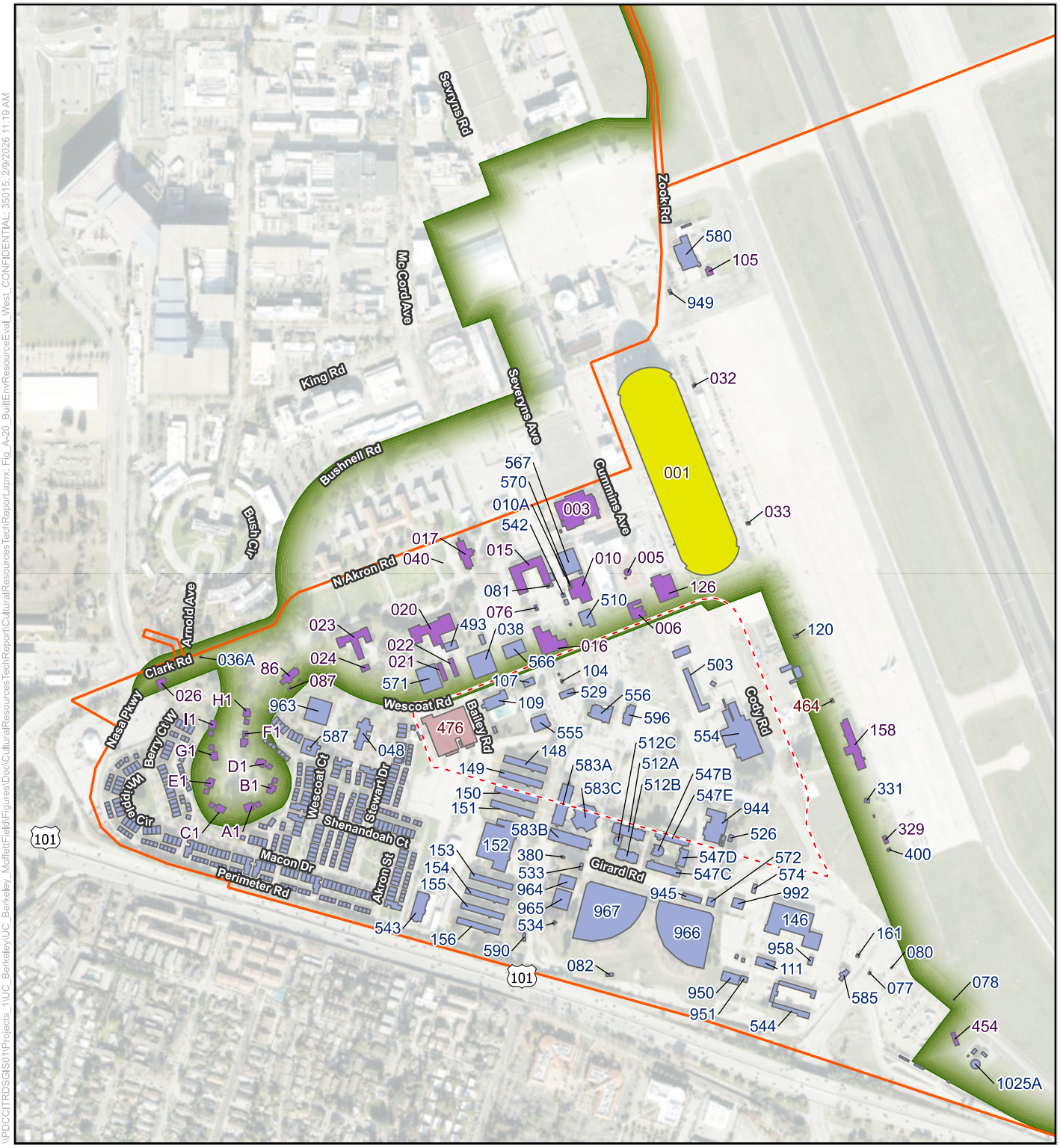
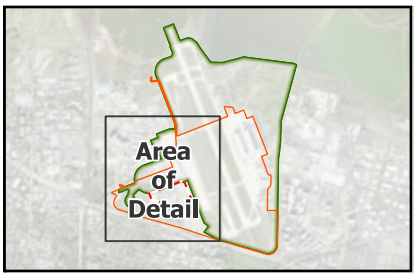


Legend

- Project Site
- Built Environment Study Area
- U.S. Naval Air Station Sunnyvale, California Historic District
- Individually Eligible and Historic District Contributor
- Historic District Contributor
- Not Eligible Based on Lack of Significance or Age
- Demolished After Previous Documentation



Note: Not all buildings are assigned asset numbers.

N

0 500 1,000

Feet

Figure A-28
Built Environment Resource Evaluation
Status Detailed Map (West)
Berkeley Space Center at NASA Research Park

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-REDACTED-

-REDACTED-

Photograph 1. Overview of Project Site. Southeast corner of Project Site at Cody Road (view northwest).

Photograph 2. Overview of Project Site. Northernmost extent (near Hangar 1), where Cody Rd. meets Wescoat Rd. (view south).

Photograph 3. Overview of Project Site. West extent of Project Site near Wescoat Village by near Bailey Road (view east).

Photograph 4. Standing at south extent of survey area; Daily Road is in right frame (view north).

Photograph 5. Overview of Zook Road survey area (view south southeast).

Photograph 6. Overview of survey area along Perimeter Road (view east).

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Figure A-31
Fieldwork photos, 1 of 3
Berkeley Space Center at NASA Research Park

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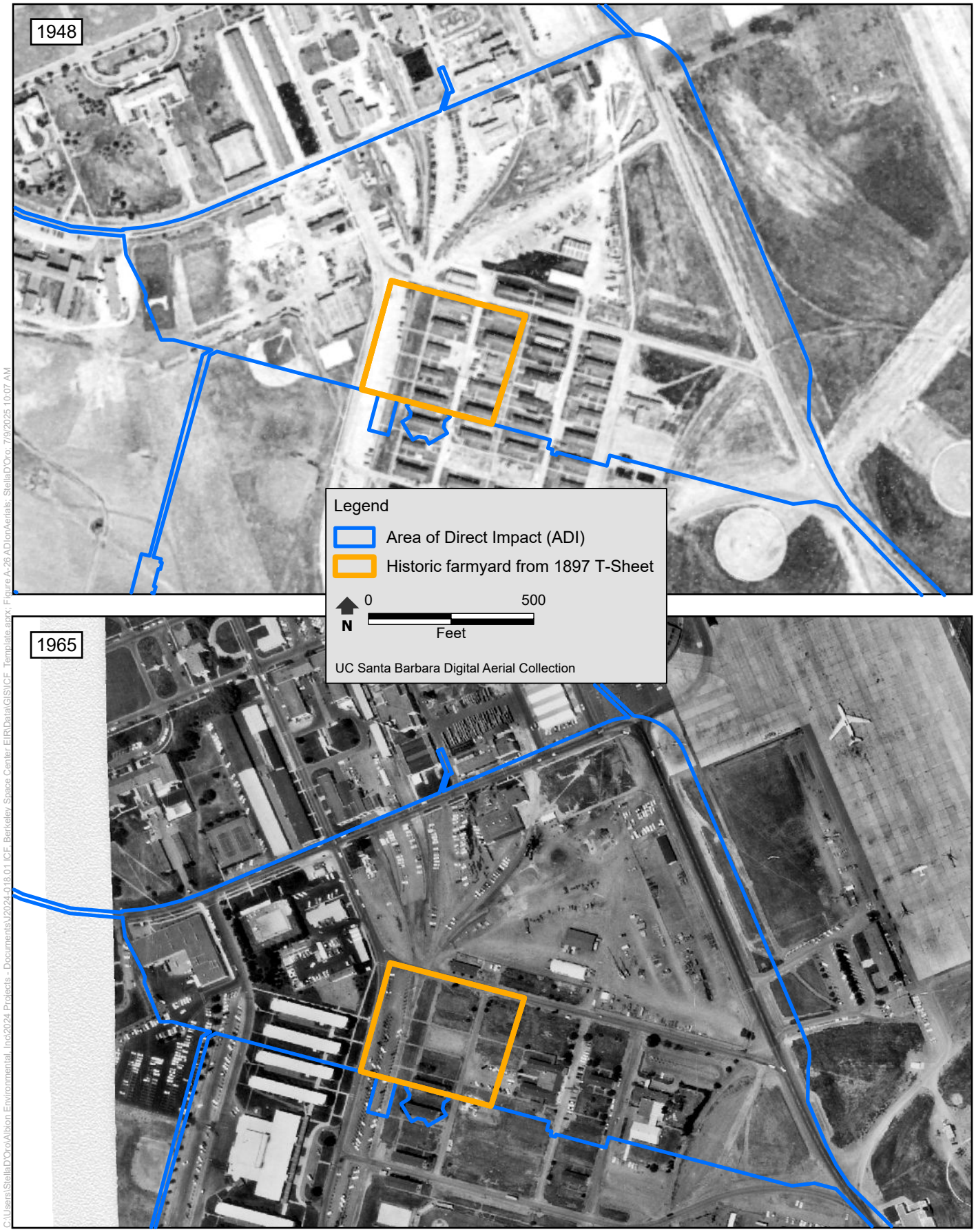

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Figure A-36
Closeup of ADI on 1948 and 1965 aerial photos
Berkeley Space Center at NASA Research Park

-REDACTED-

REDACTED

Appendix B

Records Search Results

CONFIDENTIAL

REDACTED

Appendix C

Canine Forensic Survey

CONFIDENTIAL

REDACTED

Appendix D

NAHC Results

CONFIDENTIAL

REDACTED

Appendix E

Native American Consultation Log

CONFIDENTIAL

REDACTED

Appendix F

Consultation with the Amah Mutsun Tribal Band

CONFIDENTIAL

REDACTED

Appendix G

Consultation with the Amah Mutsun Tribal Band of Mission San Juan Bautista

CONFIDENTIAL

REDACTED

Appendix H

Consultation with the Confederated Villages of Lisjan Nation

CONFIDENTIAL

REDACTED

Appendix I

Consultation with the Costanoan Rumsen Carmel Tribe

CONFIDENTIAL

REDACTED

Appendix J

Consultation with the Indian Canyon Mutsun Band of Costanoan

CONFIDENTIAL

REDACTED

Appendix K

Consultation with the Muwekma Ohlone Tribe of the SF Bay Area

CONFIDENTIAL

REDACTED

Appendix L

Consultation with the Northern Valley Yokut / Ohlone Tribe

CONFIDENTIAL

REDACTED

Appendix M

Consultation with the Tamien Nation

CONFIDENTIAL

REDACTED

Appendix N

Consultation with the Ohlone Indian Tribe

CONFIDENTIAL

REDACTED

Appendix O

Consultation with the Wuksachi Indian Tribe / Eshom Valley Band

CONFIDENTIAL

REDACTED

Appendix P

Interested Party Communication

CONFIDENTIAL

REDACTED

Appendix Q

DPR Forms – Archaeological

CONFIDENTIAL

Appendix R

DPR Forms – Built Environment

New DPR Forms

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 2D2
Other Listings _____
Review Code _____ Reviewer _____ Date _____

 ***Resource Name or #**: Building 86, Moffett Field Chapel

P1. Other Identifier: Army Chapel; Moffett Chapel
***P2. Location:** ☐ Not for Publication ☒ Unrestricted

- ***a. County**: Santa Clara
- ***b. USGS 7.5' Quad** Mountain View, CA **Date:** 2021 **Township:** 6S; **Range:** 2W
- c. Address: 245 Wescoat Road City: Moffett Field Zip: 94035
- d. UTM: Zone 10 S, 583111 mE / 4140760 mN
- e. Other Locational Data: N/A

***P3a. Description:**
The Moffett Field Chapel (Building 86) is a one-story wood-frame building with a cruciform plan, and it is capped with a cross gable rounded clay-tiled roof. Designed in the Mission Revival Style, the building is clad in smooth stucco and features a domed belltower. The walls at each gable front extend to form corner buttresses. Integrated ornamentation and window frames are molded stucco and painted in a neutral color. Windows throughout the chapel are tripartite wood-sash windows. Windows at the eastern nave of the chapel have stained glass panes, while all other windows hold textured glass panes. All secondary doors are aluminum. The building rests on a concrete foundation and is bordered by ornamental shrubs and grass turf lawn. A paved sidewalk is offset from the perimeter of the building on all sides. A shaped concrete signboard with an integral concrete cornice stands to the east of the chapel; and associated boiler house, Building 87, is located to the south. The boiler house is documented on a separate DPR inventory form.

(See continuation sheet.)

***P3b. Resource Attributes:** MP16. Religious building
***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☒Element of District ☐Other

P5a. Photograph or Drawing

P5b. Description of Photo:
Figure 1. Moffett Field Chapel east façade, view southwest (ARG, May 2025).

***P6. Date Constructed/Age and Source:**
☒ Historic ☐ Prehistoric ☐ Both
1945 (NASA ARC)

***P7. Owner and Address:**
U.S. Department of the Army
587 Wescoat Court
Mountain View, CA 94043

***P8. Recorded by:**
Jon Rusch and Isabel Scanlon, Architectural Resources Group
Pier 9, The Embarcadero, Suite 107
San Francisco, CA, 94111

***P9. Date Recorded:** May 2025

***P10. Survey Type:** Intensive

***P11. Report Citation**: Architectural Resources Group and Albion Environmental, *Cultural Resource Inventory Report for the Berkeley Space Center at NASA Research Park Project*, April 2026, prepared for University of California, Berkeley and National Aeronautics and Space Administration Ames Research Center.

***Attachments:** ☐ NONE ☐ Location Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record ☐ Other (List):

BUILDING, STRUCTURE, AND OBJECT RECORD

***Resource Name or #** (Assigned by recorder): Building 86, Moffett Field Chapel ***NRHP Status Code**: 2D2

B1. Historic Name: Moffett Field Chapel
B2. Common Name: Moffett Chapel
B3. Original Use: Religious (nondenominational chapel)
B4. Present Use: Religious (nondenominational chapel)
***B5. Architectural Style:** Mission Revival
***B6. Construction History:**

A summary of the resource's construction and known alterations is included in B10: Significance.

***B7. Moved?** ☒**No** ☐**Yes** ☐**Unknown** **Date:** N/A **Original Location**: N/A
***B8. Related Features:** Moffett Field Chapel Boiler House (Building 87)
B9a. Architect: Navy Bureau of Yards and Docks **b. Builder:** Peter Kiewit Sons' Co. & Hass Construction Co.
***B10: Significance:** **Theme:** Naval Installation Community Life and Architecture **Area:** Moffett Field
Period of Significance: 1930-1961 **Property Type:** Chapel **Applicable Criteria:** A/1; C/3

Overview of Historical Development and Operations at Moffett Field[1]

Naval Air Station (NAS) Sunnyvale was established in August 1931, and construction began that October. Hangar One, the massive steel-frame structure built to house the dirigible USS *Macon*, the flagship for NAS Sunnyvale, was completed in April 1933. West of Hangar One, the Navy Bureau of Yards and Docks built a campus of Spanish Colonial–style buildings (Shenandoah Plaza) to support dirigible operations on the airfield. East of Hangar One, closer to San Francisco Bay, land was cleared and leveled for a single-runway airfield. The USS *Macon* arrived at NAS Sunnyvale in October 1933 and was stationed there until February 1935, when the dirigible crashed in the Pacific Ocean. Soon after the crash, the Navy terminated its dirigible program at NAS Sunnyvale and transferred the installation to the U.S. Army Air Corps for use in pursuit and observation operations. (See continuation sheet.)

B11. Additional Resource Attributes: N/A
***B12: References:** See continuation sheet.
B13. Remarks:
***B14. Evaluator:** Jon Rusch, Architectural Resources Group

***Date of Evaluation:** December 19, 2025

[1] This historical context overview is excerpted and slightly adapted from AECOM, *NASA Ames Research Center Integrated Cultural Resources Management Plan*, prepared for NASA Ames Research Center, November 2014.

***P3a. Description (continued):**

The main entrance is located on the east facade within a smaller, front-gabled narthex capped by a shaped parapet wall. The parapet wall features a simple cast concrete cornice with scrolled ends, a centrally located 10-panel wood double door framed by cast concrete pilasters and an entablature, and a barbed, circular gable vent. The door is flanked by two non-original metal sconces. The narthex is flanked by stained glass windows on the east-facing walls of the transepts. The north façade features five regularly spaced windows and a door to the east of the north transept, and three windows to the west of the transept. The north transept's north-facing wall features a barbed, circular gable vent and a central window. The east and west faces of the north transept feature one window each. The western volume of the building (containing a smaller, secondary chapel) is capped with a lower roof with a white cross located on its gable peak. The west façade features a central six-panel painted wood door, framed by undecorated pilasters and a simple entablature. The door is flanked by two non-original metal sconces. The smaller volume is flanked by two windows on the nave's west-facing walls. The building's south façade mirrors the north façade exactly.

***B10: Significance** (continued):

Under the Army Air Corps, operations changed from lighter-than-air (LTA) to fixed-wing aircraft used in pursuit and training operations. In 1938, the Army Air Corps removed the older runway system and built a 2,140-foot-long runway using 3-inch-thick asphalt concrete. In 1940, anticipating the outbreak of World War II, the Army Air Corps converted the airfield to become its West Coast training headquarters.

After the strike on Pearl Harbor in December 1941, the Navy reassumed control of the airfield, which was renamed NAS Moffett Field (Moffett Field). LTA operations were needed by the military once again, and Moffett Field became devoted exclusively to LTA aviation, primarily for reconnaissance and surveillance of the Pacific coast. Moffett Field was also used to train new airship pilots, using free balloons and blimps. In 1942, construction started on the first of two new enormous wood-frame hangars on the east side of the airfield. Hangars Two and Three were completed in 1943 and used by the Navy Station Assembly and Repair Department to assemble, erect, store, and maintain blimps and balloons.

LTA operations continued at Moffett Field until August 1947, when the program was deemed obsolete, making Moffett Field an exclusively fixed-wing aircraft base. After World War II, Moffett Field became home to Squadron 4 of the Naval Air Transport Service, with support operations dedicated to aircraft maintenance and overhaul. The airfield was expanded and extended to accommodate the Navy's largest transport aircraft. In 1946, a second runway was built of 8-inch-thick reinforced concrete to an original length of 7,425 feet. In the late 1940s, two more air transport squadrons were commissioned at the base, making Moffett Field the largest Naval Air Transport Service base on the West Coast. Moffett Field's Naval Air Transport Service overhaul and repair operations were closed down in October 1949.

The Korean War started in June 1950, and Moffett Field became the home base for aircraft carrier squadrons and their jet fighter aircrafts. Navy carrier squadrons stationed at Moffett Field used the airfield for training purposes, including simulated carrier landings. Almost every new supersonic jet fighter aircraft in the Navy or U.S. Air Force inventories in the early 1950s was flight-tested at Moffett Field.

In June 1951, to accommodate jet operations at Moffett Field, the Navy embarked on the largest post-World War II expansion program at the airfield. Both runways were extended and resurfaced at least once; taxiways were expanded; parking and apron areas were added; and new supply, transportation, garage, and barracks buildings were constructed. The Flight Operations Building (158) was completed in February 1954. Jet operations at Moffett Field were so extensive that the base was designated a master jet base in 1953, and operational units on-site reached an all-time high in 1955. However, by the early 1960s, the Navy's operational priorities had changed, and the focus shifted from fighter jets to anti-submarine warfare. Jet operations at Moffett Field ended in 1961.

In November 1962, Moffett Field was selected as the West Coast's training center for the Navy's anti-submarine warfare in the Pacific Ocean. The training was centered on the new propeller-driven anti-submarine aircraft, the Lockheed P3 Orion. The P3 Orion had an internal bomb bay that could house torpedoes; nuclear weapons; and various other mines, missiles, and bombs.

In 1973, Moffett Field became the headquarters of the Commander Patrol Wings, U.S. Pacific Fleet, responsible for patrolling 93 million square miles of ocean from Alaska to Hawaii.

In 1991, the Base Realignment and Closure Commission recommended the closure of Moffett Field as a naval air station. In anticipation of the station's closure, the Department of Defense began negotiations with the National Aeronautics and Space Administration for the transfer of the airfield. On July 1, 1994, Moffett Field was closed to military operations, renamed Moffett

Federal Airfield, and transferred to NASA (with the exception of the military housing units, which were transferred to the U.S. Air Force).

Construction and Occupancy History

The Moffett Chapel was built from April to September 1945 to provide a non-denominational worship space for military personnel. The buildings were designed by the U.S. Navy Bureau of Yards and Docks and constructed by Peter Kiewit Sons' Co. and Hass Construction Company. It was the first religious building introduced at Moffett Field. In order to accommodate multiple faith traditions, the building featured a revolving altar that could be rotated to suit Protestant, Catholic, Jewish, or non-denominational worship; it could also be hidden completely for faiths not requiring an altar. The building featured two chapels: the large main chapel with the revolving altar, and a smaller chapel with a 50-person capacity reserved specifically for Catholic worship. One of the two transepts held sacristies for two chaplains and yeomen and storage rooms; the other contained a recreation room and nursery. However, after 1950 the nursery transept was converted into offices at the request of the residing Catholic chaplain, Lieutenant T. A. Clayton.[2]

The chapel remained in service through the Navy's closure of Moffett Field in 1994; at this time, ownership of the chapel was transferred to the U.S. Army and Army Reserve. In March 1995, a shaped concrete sign was erected north of the main entry path to the chapel, as a Self-Help Project, carried out by "Construction B Company Grade Officers Council."

As activity on the base waned after the Navy's departure, the chapel closed in 2012. Due to encouragement from the Chaplain Office of the 129th Rescue Wing of the California Air National Guard, the U.S. Army reopened the chapel on December 7, 2014. The chapel remains in use today and now serves military, civilian, and veteran visitors from the 129th Rescue Wing, U.S. Army, NASA, and Wescoat Village residential community.[3]

Previous Documentation and Evaluations

The Moffett Field Chapel, is located within the previously identified boundary of the United States Naval Air Station Sunnyvale, California Historic District (NAS Sunnyvale Historic District). The original NRHP registration form for the historic district noted the building did not qualify as a contributing property because its construction date falls outside the historic district's original period of significance (1930-1935; 1942-1946).[4]

It does not appear that the Moffett Field Chapel has previously been surveyed or evaluated for NRHP eligibility as an individual resource.

National Register of Historic Resources and California Register of Historical Resources Evaluation

The following section documents a new evaluation of the Moffett Field Chapel to determine whether the property meets the eligibility criteria for listing in the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR). To be eligible for listing in the NRHP and/or CRHR, a resource must demonstrate significance under one or more of the following criteria:

- NRHP Criterion A/CRHR Criterion 1 (Events): Resources that are associated with events that have made a significant contribution to the broad patterns of our history.
- NRHP Criterion B/CRHR Criterion 2 (Persons): Resources that are associated with the lives of persons significant in our past.
- NRHP Criterion C/CRHR Criterion 3 (Design/Construction): Resources that embody the distinctive characteristics of a type, period, region, or method of construction, or that represent the work of a master, or that possess high artistic values., or that represent a significant and distinguishable entity whose components may lack individual distinction.
- NRHP Criterion D/CRHR Criterion 4 (Information Potential): Resources that have yielded, or may be likely to yield, information important in prehistory or history.

[2] "The Chapel Story," *The Moffett News*, December 20, 1951, 4.
[3] 1st Lt. Roderick Bersamina, "Persistence Is Not Futile: Re-Opening the Historic Moffett Chapel," Air National Guard – Features, February 9, 2015, U.S. Air National Guard, accessed June 13, 2025, https://www.ang.af.mil/News/Features/Article/863861/persistence-is-not-futile-re-opening-the-historic-moffett-chapel/.
[4] Urban Programmers, "United States Naval Air Station Sunnyvale, California Historic District," National Register of Historic Places Nomination Form (Washington, DC: U.S. Department of the Interior, National Park Service, 1994), Section 7 Page 14, Section 7 Page 16.

Criterion A/Criterion 1

Criterion A/Criterion 1 pertains to a resource's association with events that have made a significant contribution to broad patterns of history. The chapel is a valued community amenity, but considered independently of other built features at Moffett Field it nevertheless lacks the strong contextual relationship to significant events that would be necessary to support individual Criterion A/Criterion 1 significance. The building's historical significance is best understood within the context of the larger naval installation at Moffett Field. The chapel was constructed to serve the spiritual and community needs of personnel at the base during a time of noted growth around the end of World War II. Moffett Field continued to house historically significant missions during the early Cold War, and the chapel contributes meaningfully to an understanding of community life on the installation. While the building did not directly support important military missions, it has functioned as a critical resource serving all military personnel and their families regardless of their faith traditions. The Moffett Field Chapel is located within the boundary of the NAS Sunnyvale Historic District and dates to the identified period of significance for the expanded historic district (1930-1961). The current evaluation concludes that because the chapel supported the spiritual practices of personnel at Moffett Field while they or their family members were involved in critical installation missions, the building relates closely to Moffett Field's significant post-World War II operations.

Therefore, the Moffett Field Chapel appears to contribute to the expanded NAS Sunnyvale Historic District's significance under NRHP Criterion A.

Criterion B/Criterion 2

Criterion B/Criterion 2 relates to a resource's association with the lives of persons significant in our past. The Moffett Field Chapel has supported the spiritual practice and worship of military and civilian personnel over the course of the installation's history. However, research did not identify any individual persons with a direct relationship to the resource that would associate the chapel with historically significant accomplishments.

Therefore, the Moffett Field Chapel does not appear to meet the threshold for significance under Criterion B/Criterion 2.

Criterion C/Criterion 3

Criterion C/Criterion 3 correlates with a resource's ability to embody the distinctive characteristics of a type, period, or method of construction; its ability to represent the work of a master; whether it possesses high artistic values; or its ability to represent a significant and distinguishable entity whose components may lack individual distinction. The elevated Mission Revival-style architectural design of the chapel is best understood within the context of the surrounding NAS Sunnyvale Historic District, which is significant under NRHP Criterion C for its refined landscape character and architectural design that draws heavily from a Spanish Colonial stylistic vocabulary. The chapel appears to have been designed specifically for Moffett Field by the U.S. Navy Bureau of Yards and Docks with particular attention to the architectural patterns that the Navy had introduced to the installation when it opened the Naval Air Station, Sunnyvale in 1933. The Moffett Field Chapel is an excellent example of the Mission Revival style applied to a religious building type, typified through its rounded clay roof tiles, smooth stucco cladding, heavy window surrounds, rounded parapets, barbed circular openings, and domed belltower. The chapel closely conforms to the existing, highly attractive design character of its installation.

For these reasons, the Moffett Field Chapel has high artistic value and appears to contribute to the expanded NAS Sunnyvale Historic District's significance under NRHP Criterion C.

Criterion D/Criterion 4

Criterion D/Criterion 4 pertains to the potential for a resource to provide information on pre- and/or post-contact history and is generally applied to archaeological resources. In consideration of this criterion, the Moffett Field Chapel does not appear to fill a known data gap or research questions related to significant aspects of Moffett Federal Airfield's history or physical development that is not otherwise detailed extensively in available primary and secondary historical sources.

Therefore, the Moffett Field Chapel does not appear to meet the threshold for significance under Criterion D/Criterion 4.

Integrity

Eligibility for listing in the NRHP and CRHR requires that a resource must also retain sufficient integrity to convey its identified significance under the applicable significance criteria. Integrity is defined as a resource's ability to convey its significance and is measured according to seven aspects defined by the National Park Service: location, design, materials, workmanship, setting, association, and feeling. The Moffett Field Chapel appears to have undergone relatively minor changes to its interior configuration since it was built, and the building's exterior architectural character is very close to its original design. The chapel has not been moved from its original location, and its design continues to exhibit the defining materials, workmanship, and stylistic elements of the Mission Revival architectural style. The setting within Moffett Field has changed to an extent, but the core of the campus near the

chapel largely retains its beautifully landscaped campus qualities. The chapel retains its historical feeling as a small but attractive religious building within a military installation, and its association with the development and overall design of Moffett Field is strong.

For these reasons, the Moffett Field Chapel appears to retain sufficient integrity to contribute meaningfully to the significance of the NAS Sunnyvale Historic District.

Conclusion

As described above, the Moffett Field Chapel has a significant association with the mid-twentieth-century operations and architectural character of Moffett Field. ARG recommends the building should be considered a contributor to the expanded NAS Sunnyvale Historic District, which qualifies for NRHP listing and is listed in the CRHR. As a historic district contributor, the Moffett Field Chapel appears to be eligible for NRHP listing and therefore qualifies as a historic property for the purposes of Section 106; it also appears to be eligible for CRHR listing and meets the definition of a historical resource for the purposes of the California Environmental Quality Act.

Additional Images:

Figure 2. East portion of south façade, view southwest.
Source: Architectural Resources Group, May 2025

Figure 3. West portion of south façade, view north.
Source: Architectural Resources Group, May 2025

Figure 4. West façade of Moffett Field Chapel and north and west facades of Boiler House, view southeast.
Source: Architectural Resources Group, May 2025

Figure 5. North façade, view south.
Source: Architectural Resources Group, May 2025

Figure 6. Chapel sign, view west.
Source: Architectural Resources Group, May 2025

Figure 7. Plaque on rear of chapel sign, view east.
Source: Architectural Resources Group, May 2025

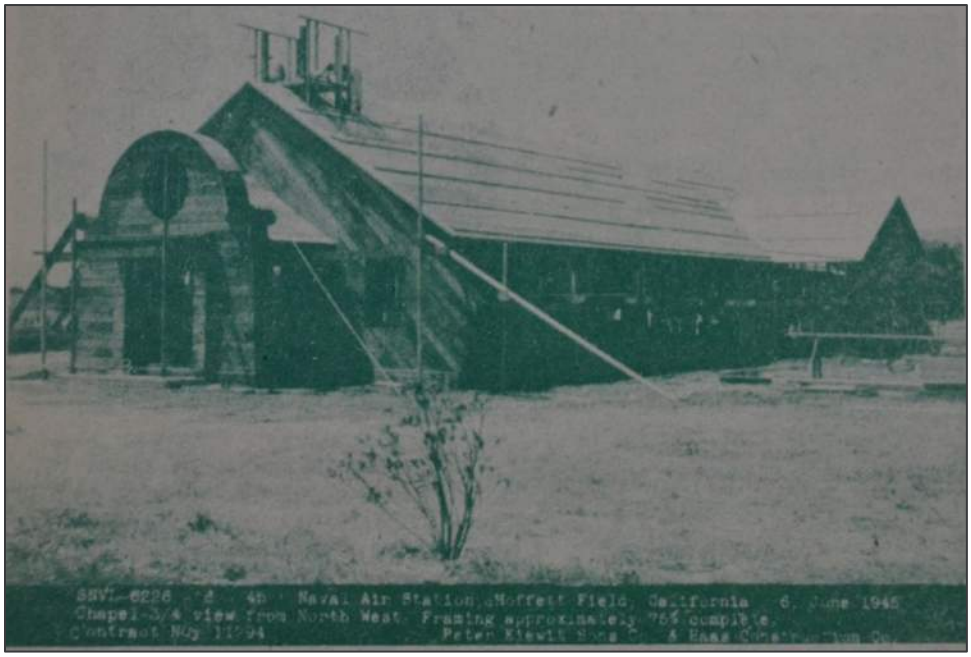

Figure 8. Chapel under construction; the caption reads “Naval Air Station, Moffett Field California, 6, June 1945, Chapel-3/4 view from North West. Framing Approximately 75% complete.”
Source: *The Moffett News*, December 20, 1951.

Figure 9. Undated photograph of the Moffett Field Chapel, view west.
Source: Air National Guard

Figure 10. View of chapel facing southwest, circa 1970.
Source: *The Moffett News*, March 25, 1970

***B12. References** (continued):

Bersamina, Roderick. "Persistence Is Not Futile: Re-Opening the Historic Moffett Chapel." Air National Guard – Features. February 9, 2015. U.S. Air National Guard. Accessed June 13, 2025. https://www.ang.af.mil/News/Features/Article/863861/persistence-is-not-futile-re-opening-the-historic-moffett-chapel/.

"Easter at Moffett." *The Moffett News* 52. March 25, 1970.

"The Chapel Story." *The Moffett News*. December 20, 1951.

Urban Programmers. "United States Naval Air Station Sunnyvale, California Historic District." National Register of Historic Places Nomination Form. Washington, DC: U.S. Department of the Interior, National Park Service, 1994.

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 2D2

Other Listings _____

Review Code _____ Reviewer _____ Date _____

 ***Resource Name or #**: Building 87, Moffett Field Chapel Boiler House

P1. Other Identifier: Army Chapel Boiler House
***P2. Location:** ☐ Not for Publication ☒ Unrestricted

- ***a. County**: Santa Clara
- ***b. USGS 7.5' Quad** Mountain View, CA **Date:** 2021 **Township:** 6S; **Range:** 2W
- c. Address: 245 Wescoat Road City: Moffett Field Zip: 94035
- d. UTM: Zone 10 S, 583111 mE / 4140760 mN
- e. Other Locational Data: N/A

***P3a. Description:**
The Moffett Field Chapel Boiler House (Building 87) is a one-story auxiliary building associated with the Moffett Field Chapel (Building 86) and is located approximately 15 feet south of the chapel's south transept. The Boiler House is a front-gabled, stucco-clad building with rounded clay roof tiles. The primary façade faces generally east and contains a central entrance formed by a metal pedestrian door with louvered vent. A non-original metal sconce is located above the entrance. The north and south façades both feature two regularly arranged tripartite wood-sash windows, framed by raised integral concrete frames that connect to an unadorned concrete panel frieze. The west façade is blind and features a centrally located common bond brick chimney that rises to a height above the roofline. The chimney is square and terminates in a soldier course. The building is surrounded by grass turf, and a poured concrete sidewalk leads from its entrance to a perimeter sidewalk that surrounds the neighboring chapel. The chapel is documented on a separate DPR inventory form.

***P3b. Resource Attributes:** HP34. Military property
***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☒Element of District ☐Other

P5a. Photograph or Drawing

P5b. Description of Photo:
Figure 1. South and east facades of Boiler House, view west.

***P6. Date Constructed/Age and Source:**
☒ Historic ☐ Prehistoric ☐ Both
1945 (NASA ARC)

***P7. Owner and Address:**
U.S. Department of the Army
587 Wescoat Court
Mountain View, CA 94043

***P8. Recorded by:**
Jon Rusch and Isabel Scanlon, Architectural Resources Group
Pier 9, The Embarcadero, Suite 107
San Francisco, CA, 94111

***P9. Date Recorded:** May 2025

***P10. Survey Type:** Intensive

***P11. Report Citation**: Architectural Resources Group and Albion Environmental, *Cultural Resource Inventory Report for the Berkeley Space Center at NASA Research Park Project*, April 2026, prepared for University of California, Berkeley and National Aeronautics and Space Administration Ames Research Center.

***Attachments:** ☐ NONE ☐ Location Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record ☐ Other (List):

BUILDING, STRUCTURE, AND OBJECT RECORD

***Resource Name or #** (Assigned by recorder): Building 87, Moffett Field Chapel Boiler House ***NRHP Status Code**: 2D2

B1. Historic Name: Moffet Field Chapel Boiler House
B2. Common Name: Moffett Chapel Boiler House
B3. Original Use: Heating
B4. Present Use: Heating
***B5. Architectural Style:** Mission Revival/Spanish Colonial revival
***B6. Construction History:**

A summary of the resource's construction and known alterations is included in B10: Significance.

***B7. Moved?** ☒**No** ☐**Yes** ☐**Unknown** **Date:** N/A **Original Location**: N/A
***B8. Related Features:** Moffett Field Chapel (Building 86)
B9a. Architect: Navy Bureau of Yards and Docks **b. Builder:** Peter Kiewit Sons' Co. & Hass Construction Co.
***B10: Significance:** **Theme:** Naval Installation Community Life and Architecture **Area:** Moffett Field
Period of Significance: 1930-1961 **Property Type:** Chapel Heating **Applicable Criteria:** A/1; C/3

Overview of Historical Development and Operations at Moffett Field[1]

Naval Air Station (NAS) Sunnyvale was established in August 1931, and construction began that October. Hangar One, the massive steel-frame structure built to house the dirigible USS *Macon*, the flagship for NAS Sunnyvale, was completed in April 1933. West of Hangar One, the Navy Bureau of Yards and Docks built a campus of Spanish Colonial–style buildings (Shenandoah Plaza) to support dirigible operations on the airfield. East of Hangar One, closer to San Francisco Bay, land was cleared and leveled for a single-runway airfield. The USS *Macon* arrived at NAS Sunnyvale in October 1933 and was stationed there until February 1935, when the dirigible crashed in the Pacific Ocean. Soon after the crash, the Navy terminated its dirigible program at NAS Sunnyvale and transferred the installation to the U.S. Army Air Corps for use in pursuit and observation operations. (See continuation sheet.)

B11. Additional Resource Attributes: N/A
***B12: References:** See continuation sheet.
B13. Remarks:
***B14. Evaluator:** Jon Rusch, Architectural Resources Group

***Date of Evaluation:** December 19, 2025

[1] This historical context overview is excerpted and slightly adapted from AECOM, *NASA Ames Research Center Integrated Cultural Resources Management Plan*, prepared for NASA Ames Research Center, November 2014.

***B10: Significance** (continued):

Under the Army Air Corps, operations changed from lighter-than-air (LTA) to fixed-wing aircraft used in pursuit and training operations. In 1938, the Army Air Corps removed the older runway system and built a 2,140-foot-long runway using 3-inch-thick asphalt concrete. In 1940, anticipating the outbreak of World War II, the Army Air Corps converted the airfield to become its West Coast training headquarters.

After the strike on Pearl Harbor in December 1941, the Navy reassumed control of the airfield, which was renamed NAS Moffett Field (Moffett Field). LTA operations were needed by the military once again, and Moffett Field became devoted exclusively to LTA aviation, primarily for reconnaissance and surveillance of the Pacific coast. Moffett Field was also used to train new airship pilots, using free balloons and blimps. In 1942, construction started on the first of two new enormous wood-frame hangars on the east side of the airfield. Hangars Two and Three were completed in 1943 and used by the Navy Station Assembly and Repair Department to assemble, erect, store, and maintain blimps and balloons.

LTA operations continued at Moffett Field until August 1947, when the program was deemed obsolete, making Moffett Field an exclusively fixed-wing aircraft base. After World War II, Moffett Field became home to Squadron 4 of the Naval Air Transport Service, with support operations dedicated to aircraft maintenance and overhaul. The airfield was expanded and extended to accommodate the Navy's largest transport aircraft. In 1946, a second runway was built of 8-inch-thick reinforced concrete to an original length of 7,425 feet. In the late 1940s, two more air transport squadrons were commissioned at the base, making Moffett Field the largest Naval Air Transport Service base on the West Coast. Moffett Field's Naval Air Transport Service overhaul and repair operations were closed down in October 1949.

The Korean War started in June 1950, and Moffett Field became the home base for aircraft carrier squadrons and their jet fighter aircrafts. Navy carrier squadrons stationed at Moffett Field used the airfield for training purposes, including simulated carrier landings. Almost every new supersonic jet fighter aircraft in the Navy or U.S. Air Force inventories in the early 1950s was flight-tested at Moffett Field.

In June 1951, to accommodate jet operations at Moffett Field, the Navy embarked on the largest post-World War II expansion program at the airfield. Both runways were extended and resurfaced at least once; taxiways were expanded; parking and apron areas were added; and new supply, transportation, garage, and barracks buildings were constructed. The Flight Operations Building (158) was completed in February 1954. Jet operations at Moffett Field were so extensive that the base was designated a master jet base in 1953, and operational units on-site reached an all-time high in 1955. However, by the early 1960s, the Navy's operational priorities had changed, and the focus shifted from fighter jets to anti-submarine warfare. Jet operations at Moffett Field ended in 1961.

In November 1962, Moffett Field was selected as the West Coast's training center for the Navy's anti-submarine warfare in the Pacific Ocean. The training was centered on the new propeller-driven anti-submarine aircraft, the Lockheed P3 Orion. The P3 Orion had an internal bomb bay that could house torpedoes; nuclear weapons; and various other mines, missiles, and bombs.

In 1973, Moffett Field became the headquarters of the Commander Patrol Wings, U.S. Pacific Fleet, responsible for patrolling 93 million square miles of ocean from Alaska to Hawaii.

In 1991, the Base Realignment and Closure Commission recommended the closure of Moffett Field as a naval air station. In anticipation of the station's closure, the Department of Defense began negotiations with the National Aeronautics and Space Administration for the transfer of the airfield. On July 1, 1994, Moffett Field was closed to military operations, renamed Moffett Federal Airfield, and transferred to NASA (with the exception of the military housing units, which were transferred to the U.S. Air Force).

Construction and Occupancy History

The Moffett Field Chapel Boiler House was constructed to house equipment for heating the adjacent Moffett Field Chapel; both buildings were constructed between April and September 1945. The buildings were designed by the U.S. Navy Bureau of Yards and Docks and constructed by Peter Kiewit Sons' Co. and Hass Construction Company. The Navy Bureau of Ships and Docks drew inspiration from California Mission architecture for the project, outfitting both buildings with a round clay roof tiles and smooth stucco cladding. [2]

[2] "The Chapel Story," *The Moffett News*, December 20, 1951, 4.

The chapel and boiler house remained in service through the Navy's closure of Moffett Field in 1994; at this time, ownership of the buildings was transferred to the U.S. Army and Army Reserve. As activity on the base waned after the Navy's departure, the chapel closed in 2012; the boiler house presumably was also mothballed. Due to encouragement from the Chaplain Office of the 129th Rescue Wing of the California Air National Guard, the U.S. Army reopened the chapel on December 7, 2014. The chapel remains in use today and now serves military, civilian, and veteran visitors from the 129th Rescue Wing, U.S. Army, NASA, and Wescoat Village residential community.[3]

Previous Documentation and Evaluations

Building 87, the Moffett Field Chapel Boiler House, is located within the previously identified boundary of the United States Naval Air Station Sunnyvale, California Historic District. The original National Register of Historic Places (NRHP) registration form for the historic district noted the building qualified as a non-contributing property because its construction date falls outside the historic district's original period of significance (1930-1935; 1942-1946).[4]

National Register of Historic Resources and California Register of Historical Resources Evaluation

The following section documents a new evaluation of the Moffett Field Chapel Boiler House to determine whether the property meets the eligibility criteria for listing in the NRHP and California Register of Historical Resources (CRHR). To be eligible for listing in the NRHP and/or CRHR, a resource must demonstrate significance under one or more of the following criteria:

- NRHP Criterion A/CRHR Criterion 1 (Events): Resources that are associated with events that have made a significant contribution to the broad patterns of our history.
- NRHP Criterion B/CRHR Criterion 2 (Persons): Resources that are associated with the lives of persons significant in our past.
- NRHP Criterion C/CRHR Criterion 3 (Design/Construction): Resources that embody the distinctive characteristics of a type, period, region, or method of construction, or that represent the work of a master, or that possess high artistic values., or that represent a significant and distinguishable entity whose components may lack individual distinction.
- NRHP Criterion D/CRHR Criterion 4 (Information Potential): Resources that have yielded, or may be likely to yield, information important in prehistory or history.

Criterion A/Criterion 1

Criterion A/Criterion 1 pertains to a resource's association with events that have made a significant contribution to broad patterns of history. The Moffett Field Chapel Boiler House houses heating equipment for the adjacent chapel, and therefore the buildings are functionally related to one another. Considered independently of other built features at Moffett Field, the boiler house lacks the strong contextual relationship to significant events that would be necessary to support individual Criterion A/Criterion 1 significance. The building's historical significance is best understood within the context of the larger naval installation at Moffett Field. The boiler house and associated chapel were constructed to serve the spiritual and community needs of personnel at the base during a time of noted growth around the end of World War II. Moffett Field continued to house historically significant missions during the early Cold War, and the chapel contributes meaningfully to an understanding of community life on the installation. Although the boiler house was not directly the site of religious observance, it has operated in tandem with the chapel to serve the spiritual needs of all military personnel and their families regardless of their faith traditions. The Moffett Field Chapel Boiler House is located within the boundary of the NAS Sunnyvale Historic District and dates to the identified period of significance for the expanded historic district (1930-1961). The current evaluation concludes that because the boiler house supported the ongoing use of the chapel—which in turn supported installation personnel involved in critical installation missions—the building is associated with Moffett Field's significant post-World War II operations.

Therefore, the Moffett Field Chapel Boiler House appears to contribute to the NAS Sunnyvale Historic District's significance under NRHP Criterion A.

[3] Roderick Bersamina, "Persistence Is Not Futile: Re-Opening the Historic Moffett Chapel," Air National Guard – Features, February 9, 2015, U.S. Air National Guard, accessed June 13, 2025, https://www.ang.af.mil/News/Features/Article/863861/persistence-is-not-futile-re-opening-the-historic-moffett-chapel/.
[4] Urban Programmers, "United States Naval Air Station Sunnyvale, California Historic District," National Register of Historic Places Nomination Form (Washington, DC: U.S. Department of the Interior, National Park Service, 1994), Section 7 Page 14, Section 7 Page 16.

Criterion B/Criterion 2

Criterion B/Criterion 2 relates to a resource's association with the lives of persons significant in our past. The Moffett Field Chapel Boiler House has indirectly supported the spiritual practice and worship of military and civilian personnel over the course of the installation's history. However, the building has a support role related to the primary function of the neighboring chapel, and research did not identify any individual persons with a direct relationship to the boiler house that would associate the chapel with historically significant accomplishments.

Therefore, the Moffett Field Chapel Boiler House does not appear to meet the threshold for significance under Criterion B/Criterion 2.

Criterion C/Criterion 3

Criterion C/Criterion 3 correlates with a resource's ability to embody the distinctive characteristics of a type, period, or method of construction; its ability to represent the work of a master; whether it possesses high artistic values; or its ability to represent a significant and distinguishable entity whose components may lack individual distinction. The Moffett Field Chapel Boiler House exhibits a Mission Revival-style architectural design developed by the U.S. Navy Bureau of Yards and Docks; the designs of both the chapel and the boiler house are best understood within the context of the surrounding NAS Sunnyvale Historic District, which is significant under NRHP Criterion C for its refined landscape character and architectural design that draws heavily from a Spanish Colonial stylistic vocabulary. The boiler house reflects that the U.S. Navy paid particular attention to the architectural patterns that had been introduced to the installation when it opened as the Naval Air Station, Sunnyvale in 1933. The Moffett Field Chapel Boiler House is a good example of the Mission Revival style applied to a ancillary building, typified through its rounded clay roof tiles, smooth stucco cladding, and heavy window surrounds. The boiler house closely conforms to the highly attractive design character of the Moffett Field Chapel and the surrounding installation.

For these reasons, the Moffett Field Chapel Boiler House represents the Mission Revival architectural style and appears to contribute to the NAS Sunnyvale Historic District's significance under NRHP Criterion C.

Criterion D/Criterion 4

Criterion D/Criterion 4 pertains to the potential for a resource to provide information on pre- and/or post-contact history and is generally applied to archaeological resources. In consideration of this criterion, the Moffett Field Chapel Boiler House does not appear to fill a known data gap or research questions related to significant aspects of Moffett Federal Airfield's history or physical development that is not otherwise detailed extensively in available primary and secondary historical sources.

Therefore, the Moffett Field Chapel Boiler House does not appear to meet the threshold for significance under Criterion D/Criterion 4.

Integrity

Eligibility for listing in the NRHP and CRHR requires that a resource must also retain sufficient integrity to convey its identified significance under the applicable significance criteria. Integrity is defined as a resource's ability to convey its significance and is measured according to seven aspects defined by the National Park Service: location, design, materials, workmanship, setting, association, and feeling. The Moffett Field Chapel Boiler House appears to have undergone relatively minor changes since it was built, and the building's exterior architectural character is very close to its original design. The boiler house has not been moved from its original location, and its design continues to exhibit the defining materials, workmanship, and stylistic elements of the Mission Revival architectural style. The setting within Moffett Field has changed to an extent, but the core of the campus near the boiler house and chapel largely retains its beautifully landscaped campus qualities. The boiler house retains its historical feeling as a small but attractive support facility within a military installation, and its association with the development and overall design of Moffett Field is strong.

For these reasons, the Moffett Field Chapel Boiler House appears to retain sufficient integrity to contribute meaningfully to the significance of the NAS Sunnyvale Historic District.

Conclusion

As described above, the Moffett Field Chapel Boiler House has a significant association with the mid-twentieth-century operations and architectural character of Moffett Field. ARG recommends the building should be considered a contributor to the expanded NAS Sunnyvale Historic District, which qualifies for NRHP listing and is listed in the CRHR. As a historic district contributor, the Moffett Field Chapel Boiler House appears to be eligible for NRHP listing and therefore qualifies as a historic property for the purposes of Section 106; it also appears to be eligible for CRHR listing and meets the definition of a historical resource for the purposes of the California Environmental Quality Act.

Additional Images:

Figure 2. South façade, viewed facing north.
Source: Architectural Resources Group, May 2025

Figure 3. West façade, viewed facing east.
Source: Architectural Resources Group, May 2025

Figure 4. North and west façades of Boiler House, viewed facing southeast.
Source: Architectural Resources Group, May 2025

***B12. References** (continued):

Bersamina, Roderick. "Persistence Is Not Futile: Re-Opening the Historic Moffett Chapel." Air National Guard – Features. February 9, 2015. U.S. Air National Guard. Accessed June 13, 2025. https://www.ang.af.mil/News/Features/Article/863861/persistence-is-not-futile-re-opening-the-historic-moffett-chapel/.

"Easter at Moffett." *The Moffett News*, March 25, 1970.

"The Chapel Story." *The Moffett News*, December 20, 1951.

Urban Programmers. "United States Naval Air Station Sunnyvale, California Historic District." National Register of Historic Places Nomination Form. Washington, DC: U.S. Department of the Interior, National Park Service, 1994.

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 2D2

Other Listings _____

Review Code _____ Reviewer _____ Date _____

 ***Resource Name or #**: Shenandoah Plaza Streetlights

P1. Other Identifier: N/A
***P2. Location:** ☐ Not for Publication ☒ Unrestricted

- ***a. County**: Santa Clara
- ***b. USGS 7.5' Quad** Mountain View, CA **Date:** 2021 **Township:** 6S; **Range:** 2W
- c. Address: Wescoat Road City: Moffett Field Zip: 94035
- d. UTM: Zone 10 S, 582948 mE / 4140771 mN (western extent); 583541 mE / 4141239 mN (northeastern extent); 583693 mE / 4140881 mN (southeastern extent)
- e. Other Locational Data: N/A

***P3a. Description:**
The Shenandoah Plaza Streetlights comprise a collection of 48 extant light standards located along roadways within Shenandoah Plaza, the historic campus of the U.S. Naval Air Station Sunnyvale, California (NAS Sunnyvale). The streetlights are placed in a generally symmetrical arrangement, which is mirrored across the installation's central east-west axis (represented by the centerline passing through Clark Road, the central open plaza, and Hangar One). Of the more than 50 streetlights originally installed at NAS Sunnyvale in the early 1930s, several have been removed. All extant examples stand adjacent to curblines of vehicular roadways in Shenandoah Plaza. The extant streetlights stand in the following locations: three along Clark Road; seven along the northern edge of Wescoat Road; eight along the northern edge of S Akron Road; eight along the southern edge of N Akron Road; seven along the southern edge of Bushnell Road; three along the western edge of McCord Avenue; six along the eastern edge of Severyns Avenue; and six along the western edge of Cummins Avenue. Generally, the streetlights are evenly spaced along their associated roadways and establish a regular visual cadence. (See continuation sheet.)

***P3b. Resource Attributes:** HP28. Street Furniture
***P4. Resources Present:** ☐Building ☐Structure ☒Object ☐Site ☐District ☒Element of District ☐Other

P5a. Photograph or Drawing

P5b. Description of Photo:
Figure 1. Streetlights lining the north edge of S Akron Road, viewed facing east (ARG, July 2025)

***P6. Date Constructed/Age and Source:**
☒ Historic ☐ Prehistoric ☐ Both
1933 (NASA ARC)

***P7. Owner and Address:**
U.S. National Aeronautics and Space Administration
Ames Research Center
Moffett Field, CA 94035

***P8. Recorded by:**
Jon Rusch, Architectural Resources Group
Pier 9, The Embarcadero, Suite 107
San Francisco, CA, 94111

***P9. Date Recorded:** May 2025

***P10. Survey Type:** Intensive

***P11. Report Citation**: Architectural Resources Group and Albion Environmental, *Cultural Resource Inventory Report for the Berkeley Space Center at NASA Research Park Project*, April 2026, prepared for University of California, Berkeley and National Aeronautics and Space Administration Ames Research Center.

***Attachments:** ☐ NONE ☐ Location Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record ☒ Other (List): Sketch Map

BUILDING, STRUCTURE, AND OBJECT RECORD

***Resource Name or #** (Assigned by recorder): Shenandoah Plaza Streetlights ***NRHP Status Code**: 2D2

B1. Historic Name: N/A
B2. Common Name: N/A
B3. Original Use: Lighting
B4. Present Use: Lighting
***B5. Architectural Style:** Classical Revival
***B6. Construction History:**

A summary of the resource's construction and known alterations is included in B10: Significance.

***B7. Moved?** ☒**No** ☐**Yes** ☐**Unknown** **Date:** N/A **Original Location**: N/A
***B8. Related Features:** N/A
B9a. Architect: NePage-McKenney Company (streetlight designer) **b. Builder:** U.S. Navy Bureau of Yards and Docks
***B10: Significance:** **Theme:** Naval Installation Landscape Design **Area:** Moffett Field
Period of Significance: 1930-1961 **Property Type:** Lighting **Applicable Criteria:** A/1; C/3

Overview of Historical Development and Operations at Moffett Field[1]

Naval Air Station (NAS) Sunnyvale was established in August 1931, and construction began that October. Hangar One, the massive steel-frame structure built to house the dirigible USS *Macon*, the flagship for NAS Sunnyvale, was completed in April 1933. West of Hangar One, the Navy Bureau of Yards and Docks built a campus of Spanish Colonial–style buildings (Shenandoah Plaza) to support dirigible operations on the airfield. East of Hangar One, closer to San Francisco Bay, land was cleared and leveled for a single-runway airfield. The USS *Macon* arrived at NAS Sunnyvale in October 1933 and was stationed there until February 1935, when the dirigible crashed in the Pacific Ocean. Soon after the crash, the Navy terminated its dirigible program at NAS Sunnyvale and transferred the installation to the U.S. Army Air Corps for use in pursuit and observation operations. (See continuation sheet.)

B11. Additional Resource Attributes: N/A
***B12: References:** See continuation sheet.
B13. Remarks:
***B14. Evaluator:** Jon Rusch, Architectural Resources Group

***Date of Evaluation:** December 19, 2025

(Sketch Map with north arrow)

See full-page Sketch Map on DPR 523K form, page 3.

[1] This historical context overview is excerpted and slightly adapted from AECOM, *NASA Ames Research Center Integrated Cultural Resources Management Plan*, prepared for NASA Ames Research Center, November 2014.

***Resource Name or #** Shenandoah Plaza Streetlights

***Drawn by:** Morgan Quirk, Architectural Resources Group

***Date of map**: July 8, 2025

Shenandoah Plaza Streetlights | Santa Clara County, California

Sketch Map

Base Map: ESRI World Imagery (2025)

● Streetlight

0 0.13 0.25 0.5 Miles

***P3a. Description** (continued):

Each light standard is constructed of a hexagonal, cast concrete base and post. The base features a shaped metal access plate with the inscription "NEPAGE-MCKENNY CO, SAN FRANCISCO, CAL," a reference to electrical firm NePage, McKenny Company. The post tapers to a height of approximately 10 feet, where it terminates with a molded capital that serves as the lamp base. The non-original lamps comprise glass globes fitted with conical bonnets. Some light standards, particularly those along S Akron Road and N Akron Road, are fitted with non-original crossarms and traffic signage.

At least two original streetlights, as identified through a review of historical photographs and plans, are no longer present. The first stood at the west end of Shenandoah Plaza's U-shaped street layout, at the terminus of Clark Road. The second confirmed non-extant streetlight stood beside McCord Avenue between Wescoat Road and S Akron Road. Light standards of a similar design stand in the boulevard of Berry Drive and throughout the Wescoat Village residential community, but these standards exhibit a different coloration and modern lamp design and do not appear to date to the opening of NAS Sunnyvale.

***B10: Significance** (continued):

Under the Army Air Corps, operations changed from lighter-than-air (LTA) to fixed-wing aircraft used in pursuit and training operations. In 1938, the Army Air Corps removed the older runway system and built a 2,140-foot-long runway using 3-inch-thick asphalt concrete. In 1940, anticipating the outbreak of World War II, the Army Air Corps converted the airfield to become its West Coast training headquarters.

After the strike on Pearl Harbor in December 1941, the Navy reassumed control of the airfield, which was renamed NAS Moffett Field (Moffett Field). LTA operations were needed by the military once again, and Moffett Field became devoted exclusively to LTA aviation, primarily for reconnaissance and surveillance of the Pacific coast. Moffett Field was also used to train new airship pilots, using free balloons and blimps. In 1942, construction started on the first of two new enormous wood-frame hangars on the east side of the airfield. Hangars Two and Three were completed in 1943 and used by the Navy Station Assembly and Repair Department to assemble, erect, store, and maintain blimps and balloons.

LTA operations continued at Moffett Field until August 1947, when the program was deemed obsolete, making Moffett Field an exclusively fixed-wing aircraft base. After World War II, Moffett Field became home to Squadron 4 of the Naval Air Transport Service, with support operations dedicated to aircraft maintenance and overhaul. The airfield was expanded and extended to accommodate the Navy's largest transport aircraft. In 1946, a second runway was built of 8-inch-thick reinforced concrete to an original length of 7,425 feet. In the late 1940s, two more air transport squadrons were commissioned at the base, making Moffett Field the largest Naval Air Transport Service base on the West Coast. Moffett Field's Naval Air Transport Service overhaul and repair operations were closed down in October 1949.

The Korean War started in June 1950, and Moffett Field became the home base for aircraft carrier squadrons and their jet fighter aircrafts. Navy carrier squadrons stationed at Moffett Field used the airfield for training purposes, including simulated carrier landings. Almost every new supersonic jet fighter aircraft in the Navy or U.S. Air Force inventories in the early 1950s was flight-tested at Moffett Field.

In June 1951, to accommodate jet operations at Moffett Field, the Navy embarked on the largest post-World War II expansion program at the airfield. Both runways were extended and resurfaced at least once; taxiways were expanded; parking and apron areas were added; and new supply, transportation, garage, and barracks buildings were constructed. The Flight Operations Building (158) was completed in February 1954. Jet operations at Moffett Field were so extensive that the base was designated a master jet base in 1953, and operational units on-site reached an all-time high in 1955. However, by the early 1960s, the Navy's operational priorities had changed, and the focus shifted from fighter jets to anti-submarine warfare. Jet operations at Moffett Field ended in 1961.

In November 1962, Moffett Field was selected as the West Coast's training center for the Navy's anti-submarine warfare in the Pacific Ocean. The training was centered on the new propeller-driven anti-submarine aircraft, the Lockheed P3 Orion. The P3 Orion had an internal bomb bay that could house torpedoes; nuclear weapons; and various other mines, missiles, and bombs.

In 1973, Moffett Field became the headquarters of the Commander Patrol Wings, U.S. Pacific Fleet, responsible for patrolling 93 million square miles of ocean from Alaska to Hawaii.

In 1991, the Base Realignment and Closure Commission recommended the closure of Moffett Field as a naval air station. In anticipation of the station's closure, the Department of Defense began negotiations with the National Aeronautics and Space Administration for the transfer of the airfield. On July 1, 1994, Moffett Field was closed to military operations, renamed Moffett

Federal Airfield, and transferred to NASA (with the exception of the military housing units, which were transferred to the U.S. Air Force).

Shenandoah Plaza Streetlights

During the initial development of NAS Sunnyvale, the U.S. Navy Bureau of Yards and Docks developed a landscape plan for the installation that proposed a generally symmetrical, horseshoe-shaped network of roadways. (The original street layout is contained within Bushnell Road to the north and Wescoat Road to the south.) The landscape plan established a schematic vision of a Classically ordered but still somewhat naturalistic campus that featured curving streets, perimeter tree allées, large turf lawns, and varied vegetation. The central plaza, located on axis between the front gate and the center of Hangar One, would primarily remain open apart from a central flagpole in front of the Administration Building (Building 17).[2]

The original landscape plan incorporated a series of streetlights, most of which were placed symmetrically along the major roadways of the installation. The only location where the streetlights were not matched across the centerline was along Clark Road immediately to the east of the front gate; in this area, the streetlights were staggered. San Francisco electrical firm NePage McKenny Company received a contract of more than $60,000 to install street lighting at NAS Sunnyvale.[3]

Historical photographs illustrate that the streetlights originally had lamps comprised of rounded glass globes topped by finials. The streetlights received canvas covers at an unknown date (although likely during World War II) as a temporary dim-out measure; these covers were replaced in 1954 with aluminum linings that cast the light from the lamps downward.[4] The original globes were later replaced with the current, modern lamp design that features conical blackout bonnets, although the date of this change has not been determined.

Previous Documentation and Evaluations

The Shenandoah Plaza Streetlights are located within the previously identified boundary of the United States Naval Air Station Sunnyvale, California Historic District (NAS Sunnyvale Historic District). The National Register of Historic Places (NRHP) registration form for the NAS Sunnyvale Historic District generally discussed the installation's original landscape design, and the description of the district noted, "Street furniture, interesting items on the landscape, and street lighting also add to the unique quality of the site. [...] The street lighting still retains its original bases, but the lamps themselves, from a later '50's design, are somewhat inconsistent with the Spanish Colonial Revival buildings of the historic core. Replacement with a more original form should be encouraged."[5] (Urban Programmers 1994:7-6). However, the registration form did not include the streetlights in the list of contributing elements in the district.

National Register of Historic Resources and California Register of Historical Resources Evaluation

The following section documents a new evaluation of the Shenandoah Plaza Streetlights to determine whether the property meets the eligibility criteria for listing in the NRHP and California Register of Historical Resources (CRHR). To be eligible for listing in the NRHP and/or CRHR, a resource must demonstrate significance under one or more of the following criteria:

- NRHP Criterion A/CRHR Criterion 1 (Events): Resources that are associated with events that have made a significant contribution to the broad patterns of our history.
- NRHP Criterion B/CRHR Criterion 2 (Persons): Resources that are associated with the lives of persons significant in our past.
- NRHP Criterion C/CRHR Criterion 3 (Design/Construction): Resources that embody the distinctive characteristics of a type, period, region, or method of construction, or that represent the work of a master, or that possess high artistic values., or that represent a significant and distinguishable entity whose components may lack individual distinction.
- NRHP Criterion D/CRHR Criterion 4 (Information Potential): Resources that have yielded, or may be likely to yield, information important in prehistory or history.

Criterion A/Criterion 1

Criterion A/Criterion 1 pertains to a resource's association with events that have made a significant contribution to broad patterns of history. Considered independently of other built features within NAS Sunnyvale, the streetlights are infrastructural elements that

[2] U.S. Navy Bureau of Yards and Docks, "U.S. Naval Air Station Sunnyvale, California Landscape Plan," Drawing No. 115840, April 29, 1933.
[3] Ibid.; "Bay Area Officials Get Ready to Welcome Akron," *Oakland Tribune*, May 5, 1932, 20.
[4] "MF Street Lights Get 'New Look'," *The Moffett News*, October 28, 1954, 3.
[5] Urban Programmers, "United States Naval Air Station Sunnyvale, California Historic District," National Register of Historic Places Nomination Form (Washington, DC: U.S. Department of the Interior, National Park Service, 1994), Section 7 Page 6.

serve a functionally important role—yet they lack the strong contextual relationship to significant events that would be necessary to support historical significance under Criterion A/Criterion 1 as an individual resource.

However, all extant streetlights are located within the boundary of the NAS Sunnyvale Historic District and date to the earliest years of the district's identified period of significance (1930-1961). The current evaluation concludes that because the streetlights are original components of NAS Sunnyvale, they relate to the installation's development and construction to support the U.S. Navy's historically significant dirigible operations.

Therefore, the Shenandoah Plaza Streetlights do not meet the threshold for significance under Criterion A/Criterion 1 when evaluated as an individual resource, but they do appear to contribute to the NAS Sunnyvale Historic District's significance under NRHP Criterion A.

Criterion B/Criterion 2

Criterion B/Criterion 2 relates to a resource's association with the lives of persons significant in our past. As infrastructural features, the Shenandoah Plaza Streetlights have supported the livelihoods of military and civilian personnel over the course of the installation's history. However, research did not identify any individual persons with a direct relationship to the resource that would associate the streetlights with historically significant accomplishments.

Therefore, the Shenandoah Plaza Streetlights do not appear to meet the threshold for significance under Criterion B/Criterion 2.

Criterion C/Criterion 3

Criterion C/Criterion 3 correlates with a resource's ability to embody the distinctive characteristics of a type, period, or method of construction; its ability to represent the work of a master; whether it possesses high artistic values; or its ability to represent a significant and distinguishable entity whose components may lack individual distinction. Viewed on their own, the Shenandoah Plaza Streetlights are attractive, Classically inspired light standards that nevertheless exhibit a relatively simple design. The streetlights were evidently selected by the U.S. Navy Bureau of Yards and Docks, although the manufacturer is not known. Individually, they lack distinguished design elements/artistic value, and it does not appear to represent the work of a master design professional or artisan.

The U.S. Navy Bureau of Yards and Docks incorporated the streetlights into the installation's original landscape plan, and they reinforce the original campus's refined landscape character through their symmetrical arrangement in linear rows following the curblines of east-west, north-south, and curvilinear roadways within the installation. The streetlights are significant furnishings in the cultural landscape of the NAS Sunnyvale Historic District and help define the district's fine-grained design character.

Therefore, the Shenandoah Plaza Streetlights do not meet the threshold for significance under Criterion C/Criterion 3 when evaluated as an individual resource, but they do appear to contribute to the NAS Sunnyvale Historic District's significance under NRHP Criterion C.

Criterion D/Criterion 4

Criterion D/Criterion 4 pertains to the potential for a resource to provide information on pre- and/or post-colonial history and is generally applied to archaeological resources. In consideration of this criterion, the Shenandoah Plaza Streetlights do not appear to fill a known data gap or research questions related to significant aspects of Moffett Federal Airfield's history or physical development that is not otherwise detailed extensively in available primary and secondary historical sources.

Therefore, the Shenandoah Plaza Streetlights do not appear to meet the threshold for significance under Criterion D/Criterion 4.

Integrity

Eligibility for listing in the NRHP and CRHR requires that a resource must also retain sufficient integrity to convey its identified significance under the applicable significance criteria. Integrity is defined as a resource's ability to convey its significance and is measured according to seven aspects defined by the National Park Service: location, design, materials, workmanship, setting, association, and feeling. As noted above, the Shenandoah Plaza Streetlights have been altered through the replacement of their original lamps; furthermore, a number of the original light standards appear to have been removed. However, the majority of the streetlights remain in their original locations, and all extant examples still convey their simple but elegant hexagonal design featuring a base, post, and capital. The replacement of the lamps changes their design character to an extent but does not substantially diminish their refined designs as infrastructural elements. Because most streetlights remain, the overall resource still conveys its original symmetrical arrangement throughout the Shenandoah Plaza campus. Despite that the streetlights' setting has changed to a degree over time, many aspects of the original NAS Sunnyvale installation's cultural landscape (including circulation and vegetation

patterns, spatial organization, and visual relationships) remain intact. The larger cultural landscape allows the streetlights to maintain their historical feeling and association with the larger design of the installation. For these reasons, the Shenandoah Plaza Streetlights appear to retain sufficient integrity to contribute meaningfully to the significance of the NAS Sunnyvale Historic District.

Conclusion

As described above, the Shenandoah Plaza Streetlights do not rise to the level of significance necessary for inclusion in the NRHP and CRHR when considered as an individual resource. However, the streetlights have significant associations with the early development and landscape character of Moffett Field, and ARG recommends they should be considered as contributors to the NRHP- and CRHR-listed NAS Sunnyvale Historic District. As historic district contributors, the Shenandoah Plaza Streetlights appear to qualify as a historic property for the purposes of Section 106 compliance and as a historical resource for the purposes of the California Environmental Quality Act.

Additional Images:

Figure 2. Light standard design (crossarms and signage not original), viewed facing east along the northern edge of S Akron Road. Source: Architectural Resources Group, May 2025

Figure 3. Access plate at the base, noting the streetlight's manufacturer as NePage McKenny Company.
Source: Architectural Resources Group, July 2025

Figure 4. Streetlights along the western edge of McCord avenue, viewed facing north.
Source: Architectural Resources Group, May 2025

Figure 5. Streetlights along the north edge of Wescoat Road, viewed facing southeast.
Source: Architectural Resources Group, May 2025

Figure 6. View of Clark Road, the Administration Building, and Hangar One in c.1933, facing east; streetlights with original glass globes are visible along the north and south sides of the street.
Source: California State Library

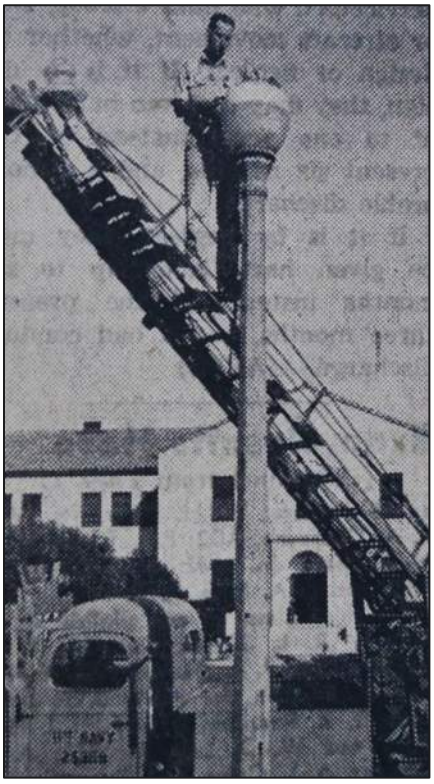

Figure 7. A worker installing an aluminum dim-out lining in a streetlight globe, 1954.
Source: *The Moffett News*, October 28, 1954

***B12. References** (continued):

AECOM. *NASA Ames Research Center Integrated Cultural Resources Management Plan*. Prepared for NASA Ames Research Center. November 2014.

"Bay Area Officials Get Ready to Welcome Akron." *Oakland Tribune*. May 5, 1932.

"MF Street Lights Get 'New Look'." *The Moffett News*. October 28, 1954.

Urban Programmers. "United States Naval Air Station Sunnyvale, California Historic District." National Register of Historic Places Nomination Form. Washington, DC: U.S. Department of the Interior, National Park Service, 1994.

U.S. Navy Bureau of Yards and Docks. "U.S. Naval Air Station Sunnyvale, California Landscape Plan." Drawing No. 115840. April 29, 1933.

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 6Z _____
Other Listings _____
Review Code _____ Reviewer _____ Date _____

 ***Resource Name or #**: Resource 38, Tennis Courts

P1. Other Identifier: N/A
***P2. Location:** ☐ Not for Publication ☒ Unrestricted

- ***a. County**: Santa Clara
- ***b. USGS 7.5' Quad** Mountain View, CA **Date:** 2021 **Township:** 6S; **Range:** 2W
- c. Address: Wescoat Road City: Moffett Field Zip: 94035
- d. UTM: Zone 10 S, 583414 mE / 4140788 mN
- e. Other Locational Data: N/A

***P3a. Description:**
These tennis courts, which are designated Resource 38 in NASA's property data, form a disused recreational facility located along the north side of Wescoat Road and to the rear (south) of Building 20. The resource contains two doubles tennis hard courts arranged parallel to one another within a generally square area of asphalt paving. The ground surface is flat and measures approximately 130' wide by 120' deep. The courts are painted green with white striping, and the surrounding clearance area is painted red. The center of each court is flanked by two metal net posts, between which hang deteriorated nets. Metal benches are located at the west and east sides of the courts. Cast concrete drinking fountains are located at the southeast and northwest corners of the courts, corresponding to entrances within the metal chain-link perimeter fence that surrounds the resource. The fence rises to a taller height along the north and south sides of the courts. At the northeast corner, the fence features bent and missing posts and deformed chain link. The courts appear no longer maintained, and weeds have grown up through cracks in the ground surface.

***P3b. Resource Attributes:** HP39. Other (Recreational facility)
***P4. Resources Present:** ☐Building ☒Structure ☐Object ☐Site ☐District ☐Element of District ☐Other

P5a. Photograph or Drawing

P5b. Description of Photo:
Figure 1. Tennis Courts, view west (ARG, May 2025)

***P6. Date Constructed/Age and Source:**
☒ Historic ☐ Prehistoric ☐ Both
1936 (NASA ARC)

***P7. Owner and Address:**
U.S. National Aeronautics and Space Administration
Ames Research Center
Moffett Field, CA 94035

***P8. Recorded by:**
Jon Rusch and Isabel Scanlon, Architectural Resources Group
Pier 9, The Embarcadero, Suite 107
San Francisco, CA, 94111

***P9. Date Recorded:** May 2025

***P10. Survey Type:** Intensive

***P11. Report Citation**: Architectural Resources Group and Albion Environmental, *Cultural Resource Inventory Report for the Berkeley Space Center at NASA Research Park Project*, April 2026, prepared for University of California, Berkeley and National Aeronautics and Space Administration Ames Research Center.

***Attachments:** ☐ NONE ☐ Location Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record ☐ Other (List):

BUILDING, STRUCTURE, AND OBJECT RECORD

***Resource Name or #** (Assigned by recorder): Resource 38, Tennis Courts ***NRHP Status Code**: 6Z

B1. Historic Name: Tennis Courts
B2. Common Name: Tennis Courts
B3. Original Use: Recreation
B4. Present Use: No longer used
***B5. Architectural Style:** None
***B6. Construction History:**

A summary of the resource's construction and known alterations is included in B10: Significance.

***B7. Moved?** ☒**No** ☐**Yes** ☐**Unknown** **Date:** N/A **Original Location**: N/A
***B8. Related Features:** N/A
B9a. Architect: N/A **b. Builder:** N/A
***B10: Significance:** **Theme:** N/A **Area:** N/A
Period of Significance: N/A **Property Type:** N/A **Applicable Criteria:** N/A

Overview of Historical Development and Operations at Moffett Field[1]

Naval Air Station (NAS) Sunnyvale was established in August 1931, and construction began that October. Hangar One, the massive steel-frame structure built to house the dirigible USS *Macon*, the flagship for NAS Sunnyvale, was completed in April 1933. West of Hangar One, the Navy Bureau of Yards and Docks built a campus of Spanish Colonial–style buildings (Shenandoah Plaza) to support dirigible operations on the airfield. East of Hangar One, closer to San Francisco Bay, land was cleared and leveled for a single-runway airfield. The USS *Macon* arrived at NAS Sunnyvale in October 1933 and was stationed there until February 1935, when the dirigible crashed in the Pacific Ocean. Soon after the crash, the Navy terminated its dirigible program at NAS Sunnyvale and transferred the installation to the U.S. Army Air Corps for use in pursuit and observation operations. (See continuation sheet.)

B11. Additional Resource Attributes: N/A
***B12: References:** See continuation sheet.
B13. Remarks:
***B14. Evaluator:** Jon Rusch and Brannon Smithwick, Architectural Resources Group

***Date of Evaluation:** December 19, 2025

[1] This historical context overview is excerpted and slightly adapted from AECOM, *NASA Ames Research Center Integrated Cultural Resources Management Plan*, prepared for NASA Ames Research Center, November 2014.

***B10: Significance** (continued):

Under the Army Air Corps, operations changed from lighter-than-air (LTA) to fixed-wing aircraft used in pursuit and training operations. In 1938, the Army Air Corps removed the older runway system and built a 2,140-foot-long runway using 3-inch-thick asphalt concrete. In 1940, anticipating the outbreak of World War II, the Army Air Corps converted the airfield to become its West Coast training headquarters.

After the strike on Pearl Harbor in December 1941, the Navy reassumed control of the airfield, which was renamed NAS Moffett Field (Moffett Field). LTA operations were needed by the military once again, and Moffett Field became devoted exclusively to LTA aviation, primarily for reconnaissance and surveillance of the Pacific coast. Moffett Field was also used to train new airship pilots, using free balloons and blimps. In 1942, construction started on the first of two new enormous wood-frame hangars on the east side of the airfield. Hangars Two and Three were completed in 1943 and used by the Navy Station Assembly and Repair Department to assemble, erect, store, and maintain blimps and balloons.

LTA operations continued at Moffett Field until August 1947, when the program was deemed obsolete, making Moffett Field an exclusively fixed-wing aircraft base. After World War II, Moffett Field became home to Squadron 4 of the Naval Air Transport Service, with support operations dedicated to aircraft maintenance and overhaul. The airfield was expanded and extended to accommodate the Navy's largest transport aircraft. In 1946, a second runway was built of 8-inch-thick reinforced concrete to an original length of 7,425 feet. In the late 1940s, two more air transport squadrons were commissioned at the base, making Moffett Field the largest Naval Air Transport Service base on the West Coast. Moffett Field's Naval Air Transport Service overhaul and repair operations were closed down in October 1949.

The Korean War started in June 1950, and Moffett Field became the home base for aircraft carrier squadrons and their jet fighter aircrafts. Navy carrier squadrons stationed at Moffett Field used the airfield for training purposes, including simulated carrier landings. Almost every new supersonic jet fighter aircraft in the Navy or U.S. Air Force inventories in the early 1950s was flight-tested at Moffett Field.

In June 1951, to accommodate jet operations at Moffett Field, the Navy embarked on the largest post-World War II expansion program at the airfield. Both runways were extended and resurfaced at least once; taxiways were expanded; parking and apron areas were added; and new supply, transportation, garage, and barracks buildings were constructed. The Flight Operations Building (158) was completed in February 1954. Jet operations at Moffett Field were so extensive that the base was designated a master jet base in 1953, and operational units on-site reached an all-time high in 1955. However, by the early 1960s, the Navy's operational priorities had changed, and the focus shifted from fighter jets to anti-submarine warfare. Jet operations at Moffett Field ended in 1961.

In November 1962, Moffett Field was selected as the West Coast's training center for the Navy's anti-submarine warfare in the Pacific Ocean. The training was centered on the new propeller-driven anti-submarine aircraft, the Lockheed P3 Orion. The P3 Orion had an internal bomb bay that could house torpedoes; nuclear weapons; and various other mines, missiles, and bombs.

In 1973, Moffett Field became the headquarters of the Commander Patrol Wings, U.S. Pacific Fleet, responsible for patrolling 93 million square miles of ocean from Alaska to Hawaii.

In 1991, the Base Realignment and Closure Commission recommended the closure of Moffett Field as a naval air station. In anticipation of the station's closure, the Department of Defense began negotiations with the National Aeronautics and Space Administration for the transfer of the airfield. On July 1, 1994, Moffett Field was closed to military operations, renamed Moffett Federal Airfield, and transferred to NASA (with the exception of the military housing units, which were transferred to the U.S. Air Force).

Construction and Use History

Amid Moffett Field's highly technical and mission-focused environment, sports and recreational activities have ensured the physical fitness of service members, as well as maintaining morale and community among servicemembers, civilian workers, and their families.

The tennis courts documented on this form were among the first outdoor recreational facilities introduced at NAS Sunnyvale. The U.S. Navy Bureau of Yards and Docks' 1933 landscape plan for the installation included a "tennis court area" north of Wescoat

Road, to the rear (southeast) of Building 20 (Bachelor Officers' Quarters).[2] Photographs taken around the installation's opening in 1933 indicate that the current location of the tennis courts had been graded flat and possibly paved, but no perimeter walls appear to have been present. NASA records assign the tennis courts a construction date of 1936, which may correspond to improvements made to the courts (such as the paving of the playing surface). A photograph from the mid-1940s depicts that the courts contained only one fence along the north edge of the playing surface, with angled wings at its east and west ends. By the end of the decade, the remaining sides of the court had been enclosed with wood-frame fencing, although the angled segments at the northwest and northeast corners. Several photographs of the tennis courts published in the base newspaper *The Moffett News* during the 1940s and 1950s document that the fence was not constructed of metal chain link as exists now, but rather it appears to have been made of wood battens covered with a cloth windscreen. Based on photographs, the courts contained furnishings, including sets of bleachers and raised judges' chairs along the east and west sides. This configuration appears to have remained in place until at least the late 1950s.[3]

Tennis was a popular athletic activity at Moffett Field; the installation organized a tennis league and equipment rental, and the original courts hosted tournaments regularly.[4] Around 1943, a second set of tennis courts (Resource 963) was constructed near Building 48, which contained Bachelor Officer's Quarters. A set of two additional courts (Resource 571) were introduced a short distance to the west of the original tennis courts in 1979. The original tennis courts appear to have been updated in subsequent decades, including the installation of metal chain link fencing. The property's current furnishings—simple benches and drinking fountains—remain undated. As of the current field survey in 2025, the courts appear to have been abandoned and are no longer maintained.

Previous Documentation and Evaluations

Resource 38, the Tennis Courts, is located within the previously identified boundary of the United States Naval Air Station Sunnyvale, California Historic District. However, its construction date falls outside the historic district's original period of significance (1930-1935; 1942-1946). The original NRHP registration form for the historic district did not identify the Tennis Courts as a contributing property, although it did not specifically call out recreational properties as non-contributors.[5]

National Register of Historic Resources and California Register of Historical Resources Evaluation

The following section documents a new evaluation of Resource 38 to determine whether the property meets the eligibility criteria for listing in the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR). To be eligible for listing in the NRHP and/or CRHR, a resource must demonstrate significance under one or more of the following criteria:

- NRHP Criterion A/CRHR Criterion 1 (Events): Resources that are associated with events that have made a significant contribution to the broad patterns of our history.
- NRHP Criterion B/CRHR Criterion 2 (Persons): Resources that are associated with the lives of persons significant in our past.
- NRHP Criterion C/CRHR Criterion 3 (Design/Construction): Resources that embody the distinctive characteristics of a type, period, region, or method of construction, or that represent the work of a master, or that possess high artistic values., or that represent a significant and distinguishable entity whose components may lack individual distinction.
- NRHP Criterion D/CRHR Criterion 4 (Information Potential): Resources that have yielded, or may be likely to yield, information important in prehistory or history.

Criterion A/Criterion 1

Criterion A/Criterion 1 pertains to a resource's association with events that have made a significant contribution to broad patterns of history. Viewed independently from other early buildings and structures that realized the U.S. Navy's original plans for NAS Sunnyvale, the tennis courts comprised a recreational facility that supported morale and athleticism among personnel stationed at Moffett Field beginning in the 1930s. However, amenities like tennis courts appear to have been typical on American military installations of the same period, and Resource 38 lacks the strong contextual relationship to significant events that would be necessary to support historical significance under Criterion A/Criterion 1 as an individual resource. The tennis courts' contributing status within the NAS Sunnyvale Historic District is addressed below.

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[2] U.S. Navy Bureau of Yards and Docks, "U.S. Naval Air Station Sunnyvale, California Landscape Plan," Drawing No. 115840, April 29, 1933.
[3] Spencer Gleason, *Moffett Field: From Lighter-Than-Air to Faster-Than-Sound* (San Jose: Globe Printing Company, 1958), 44.
[4] *The Moffett News*, various articles from the 1940s.
[5] Urban Programmers, "United States Naval Air Station Sunnyvale, California Historic District," National Register of Historic Places Nomination Form (Washington, DC: U.S. Department of the Interior, National Park Service, 1994), Section 7 Page 16.

Therefore, Resource 38 does not appear to meet the threshold for significance under Criterion A/Criterion 1.

Criterion B/Criterion 2

Criterion B/Criterion 2 relates to a resource's association with the lives of persons significant in our past. Resource 38 has broadly supported the everyday operations of the installation, but research did not identify any individual persons with a direct relationship to the resource that would associate the chapel with historically significant accomplishments.

Therefore, Resource 38 does not appear to meet the threshold for significance under Criterion B/Criterion 2.

Criterion C/Criterion 3

Criterion C/Criterion 3 correlates with a resource's ability to embody the distinctive characteristics of a type, period, or method of construction; its ability to represent the work of a master; whether it possesses high artistic values; or its ability to represent a significant and distinguishable entity whose components may lack individual distinction. Resource 38 was planned as part of the U.S. Navy Bureau of Yards and Docks' original landscape plan for NAS Sunnyvale. Research has not uncovered information providing substantial detail on the original design of the facility, but available aerial photographs suggest that by the second half of the 1930s it comprised a paved surface and single fence along its northern edge. Subsequent improvements introduced the current chain link perimeter fence and other features; these remain undated but appear to have been introduced after the 1950s. Considered as an individual resource, the current tennis courts exhibit utilitarian design qualities that are commonplace for resources of its type. The resource's design does not suggest it represents the best work of a highly skilled architectural professional. It does not fully embody the distinctive characteristics of a particular style, era, or method of construction, and it does not exhibit high artistic value. The tennis courts' contributing status within the NAS Sunnyvale Historic District is addressed below.

Therefore, Resource 38 does not appear to meet the threshold for significance under Criterion C/Criterion 3.

Criterion D/Criterion 4

Criterion D/Criterion 4 pertains to the potential for a resource to provide information on pre- and/or post-contact history and is generally applied to archaeological resources. In consideration of this criterion, Resource 38 does not appear to fill a known data gap or research questions related to significant aspects of Moffett Federal Airfield's history or physical development that is not otherwise detailed extensively in available primary and secondary historical sources.

Therefore, Resource 38 does not appear to meet the threshold for significance under Criterion D/Criterion 4.

Integrity

Eligibility for listing in the NRHP and CRHR requires that a resource must also retain sufficient integrity to convey its identified significance under the applicable significance criteria. Integrity is defined as a resource's ability to convey its significance and is measured according to seven aspects defined by the National Park Service: location, design, materials, workmanship, setting, association, and feeling. Although Resource 38 is not significant under any of the evaluative criteria individually, it also has the potential to contribute to the expanded NAS Sunnyvale Historic District. This evaluation therefore considers the tennis courts' integrity relative to the expanded historic district's period of significance of 1930-1961. It generally retains integrity of location and setting, as many surrounding buildings within NAS Sunnyvale from the period of significance remain extant. However, the appurtenant features of the tennis courts have undergone significant alterations after the 1950s. Principally, the wood-frame fence that surrounded the courts by the late 1950s was removed and replaced by the current metal chain-link fence, which is now in a poor state of repair. Other furnishings from the period of significance have been removed. As a result, the resource has poor-to-moderate integrity of design, materials, and workmanship. The tennis courts generally retain their original footprint and a paved playing surface, but the resource is no longer identifiable as a recreational facility dating to the 1930s and used throughout the early Cold War period. For these reasons, the resource's altered features and abandonment have substantially lessened its integrity of feeling and association, and it does not appear to have sufficient integrity overall to convey its era of construction and connection to the earliest decades of NAS Sunnyvale.

District Contributor Status

Resource 38 is located within the boundary of the NAS Sunnyvale Historic District and dates to the identified period of significance for the expanded historic district (1930-1961). Although the tennis courts were first proposed in the original landscape plan drawn up by the U.S. Navy Bureau of Yards and Docks for NAS Sunnyvale, the resource's purely recreational role had only an indirect association with the installation's core missions. More importantly, the resource has diminished integrity and is no longer readily identifiable as dating to before the early 1960s. The current evaluation recommends that Resource 38 should not be treated as a contributor to the expanded NAS Sunnyvale historic District.

Conclusion

As described above, Resource 38 does not rise to the level of significance necessary for inclusion in the NRHP and CRHR. Consequently, the resource does not appear to qualify as a historic property for the purposes of Section 106 compliance, nor does it appear to qualify as a historical resource for the purposes of the California Environmental Quality Act.

Additional Images:

Figure 2. Tennis courts, view south.
Source: Architectural Resources Group, May 2025

Figure 3. Tennis courts, view northeast.
Source: Architectural Resources Group, May 2025

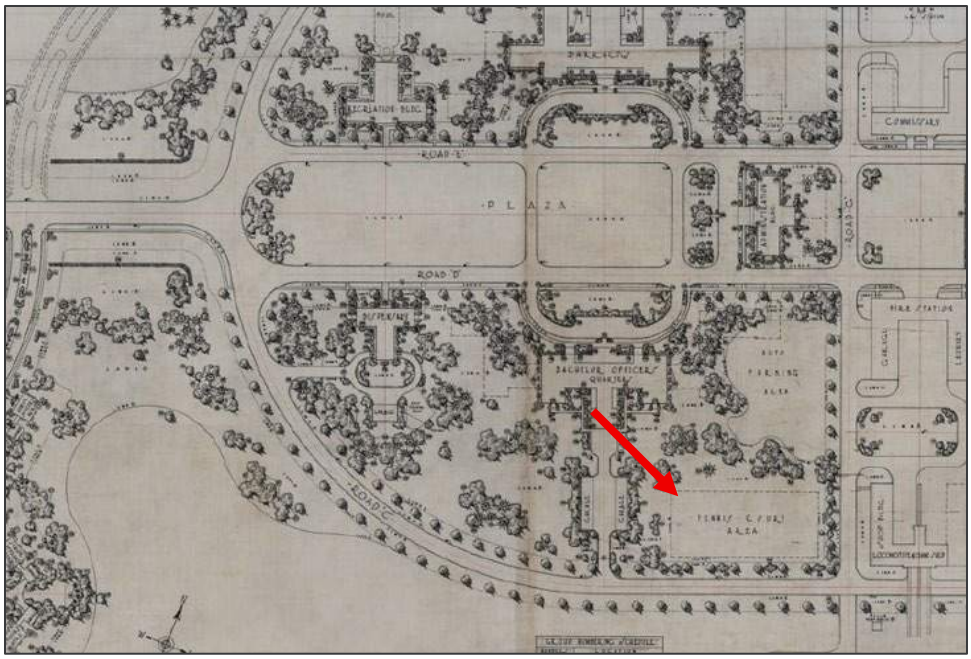


Figure 4. Detail of the original landscape plan of NAS Sunnyvale; the red arrow denotes the location proposed for a "tennis court area," corresponding to the current location of Resource 38.
Source: U.S. Navy Bureau of Yards and Docks, "U.S. Naval Air Station Sunnyvale, California Landscape Plan," 1933, edited by ARG

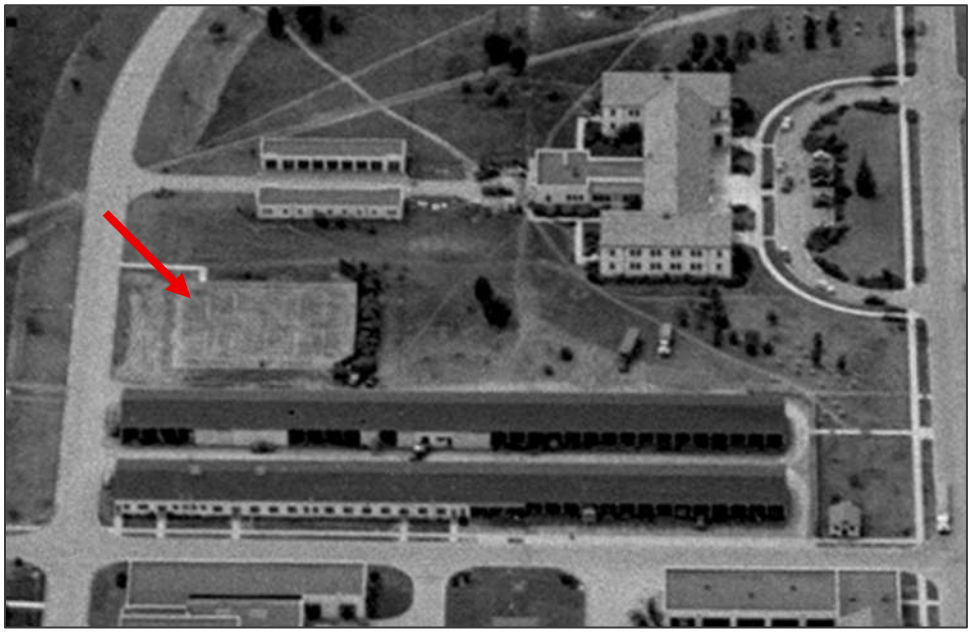


Figure 5. Mid-1940s aerial photograph depicting Resource 38, viewed facing west; the tennis courts appear to have had a fence along only the north side.
Source: NASA Ames Research Center, edited by ARG

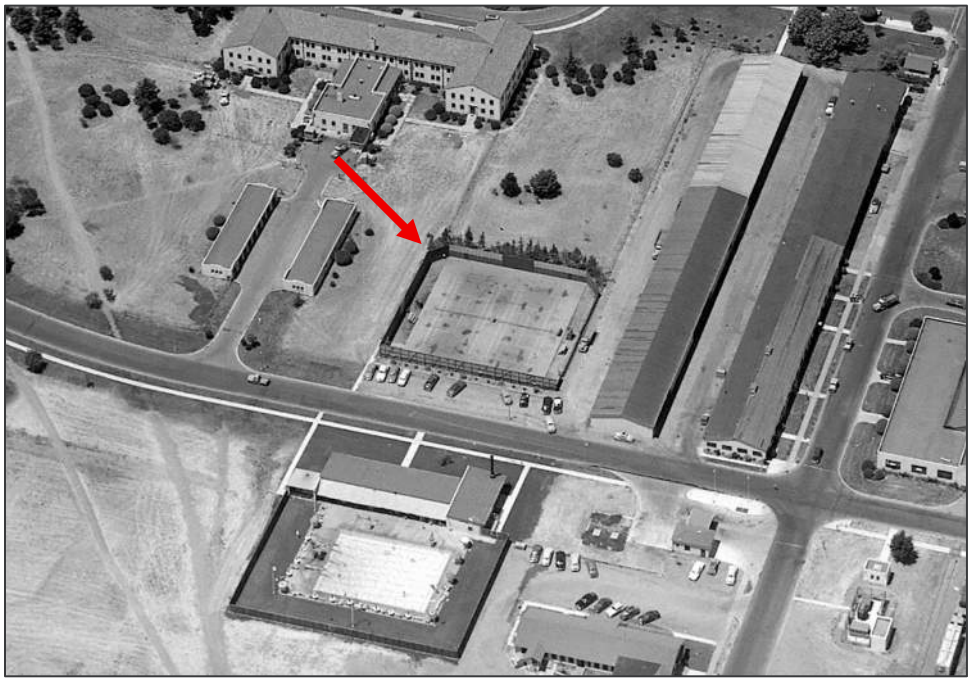


Figure 6. Resource 38, photographed in the late 1940s; the perimeter fence had been extended around all sides of the paved playing surface
Source: NASA Ames Research Center, edited by ARG

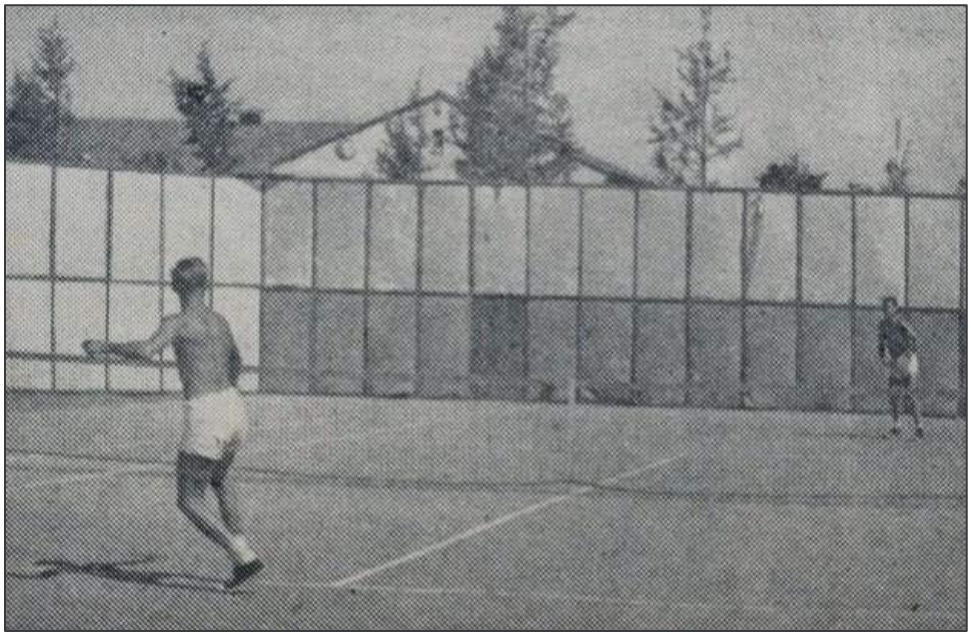


Figure 7. View of the courts within Resource 38, with Building 20 in the background; the fence appears to have been constructed of wood with fabric panels installed to block wind.
Source: *The Moffett News*, May 27, 1954

***B12. References** (continued):

AECOM. *NASA Ames Research Center Integrated Cultural Resources Management Plan*. Prepared for NASA Ames Research Center. November 2014.

Gleason, Spencer. *Moffett Field: From Lighter-Than-Air to Faster-Than-Sound*. San Jose: Globe Printing Company, 1958.

The Moffett News, various articles from the 1940s.

U.S. Navy Bureau of Yards and Docks. “U.S. Naval Air Station Sunnyvale, California Landscape Plan.” Drawing No. 115840. April 29, 1933.

Urban Programmers. "United States Naval Air Station Sunnyvale, California Historic District." National Register of Historic Places Nomination Form. Washington, DC: U.S. Department of the Interior, National Park Service, 1994.

P1. Other Identifier: Bachelor Officers' Quarters; Wescoat Village Community Center
***P2. Location:** ☐ Not for Publication ☒ Unrestricted

- ***a. County**: Santa Clara
- ***b. USGS 7.5' Quad** Mountain View, CA **Date:** 2021 **Township:** 6S; **Range:** 2W
- c. Address: 48 Wescoat Road City: Moffett Field Zip: 94035
- d. UTM: Zone 10 S, 583229 mE / 4140684 mN
- e. Other Locational Data: N/A

***P3a. Description:**
Building 48 is a one- to two-story cruciform-plan building oriented from north to south. It is formed by two two-story volumes joined by a one-story hyphen volume. The building is clad in smooth stucco and has multiple gabled roofs primarily covered in faux round clay tiles. The portions of the building that are two stories tall feature a molded belt course along the bottom sill of the second-story windows. Window openings typically hold vinyl-sash, four-over-four, double-hung replacement windows.

The two-story volume that forms the north (front) end of the building has a squat 'T' plan and intersecting gabled roof forms. The main entrance is located on the north façade, facing Wescoat Road. The entrance comprises a first-story portico supported by chamfered posts, grouped in pairs of two. The portico shelters a raised landing reached by clay tile steps. A pairing of glazed doors at the center of the façade is flanked by double-hung windows within the portico; four-pane oculus windows with keystone details are located on either side of the portico. Regularly spaced windows (arranged individually and in pairs) are present generally across the remainder of the building. First- and second-story doors are located at the east and west façades. (See continuation sheet.)

***P3b. Resource Attributes:** HP3. Multiple family property; HP34. Military property
***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other

P5a. Photograph or Drawing

P5b. Description of Photo:
Figure 1. North façade, view south (ARG, May 2025)

***P6. Date Constructed/Age and Source:**
☒ Historic ☐ Prehistoric ☐ Both
1943 (NASA ARC)

***P7. Owner and Address:**
U.S. Department of the Army
587 Wescoat Court
Mountain View, CA 94043

***P8. Recorded by:**
Jon Rusch and Isabel Scanlon, Architectural Resources Group
Pier 9, The Embarcadero, Suite 107
San Francisco, CA, 94111

***P9. Date Recorded:** May 2025

***P10. Survey Type:** Intensive

***P11. Report Citation**: Architectural Resources Group and Albion Environmental, *Cultural Resource Inventory Report for the Berkeley Space Center at NASA Research Park Project*, April 2026, prepared for University of California, Berkeley and National Aeronautics and Space Administration Ames Research Center.

***Attachments:** ☐ NONE ☐ Location Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record ☐ Other (List):

BUILDING, STRUCTURE, AND OBJECT RECORD

***Resource Name or #** (Assigned by recorder): Building 48, Army Rec Center ***NRHP Status Code**: 6Z

B1. Historic Name: Bachelor Officers' Quarters
B2. Common Name: Building 48; Wescoat Village Community Center
B3. Original Use: Residential
B4. Present Use: Community Functions
***B5. Architectural Style:** Spanish Colonial Revival
***B6. Construction History:**

A summary of the resource's construction and known alterations is included in B10: Significance.

***B7. Moved?** ☒**No** ☐**Yes** ☐**Unknown** **Date:** N/A **Original Location**: N/A
***B8. Related Features:** N/A
B9a. Architect: U.S. Navy Bureau of Yards and Docks **b. Builder:** N/A
***B10: Significance:** **Theme:** N/A **Area:** N/A
Period of Significance: N/A **Property Type:** N/A **Applicable Criteria:** N/A

Overview of Historical Development and Operations at Moffett Field[1]

Naval Air Station (NAS) Sunnyvale was established in August 1931, and construction began that October. Hangar One, the massive steel-frame structure built to house the dirigible USS *Macon*, the flagship for NAS Sunnyvale, was completed in April 1933. West of Hangar One, the Navy Bureau of Yards and Docks built a campus of Spanish Colonial–style buildings (Shenandoah Plaza) to support dirigible operations on the airfield. East of Hangar One, closer to San Francisco Bay, land was cleared and leveled for a single-runway airfield. The USS *Macon* arrived at NAS Sunnyvale in October 1933 and was stationed there until February 1935, when the dirigible crashed in the Pacific Ocean. Soon after the crash, the Navy terminated its dirigible program at NAS Sunnyvale and transferred the installation to the U.S. Army Air Corps for use in pursuit and observation operations. (See continuation sheet.)

B11. Additional Resource Attributes: N/A
***B12: References:** See continuation sheet.
B13. Remarks:
***B14. Evaluator:** Jon Rusch, Architectural Resources Group

***Date of Evaluation:** December 19, 2025

[1] This historical context overview is excerpted and slightly adapted from AECOM, *NASA Ames Research Center Integrated Cultural Resources Management Plan*, prepared for NASA Ames Research Center, November 2014.

***P3a. Description (continued):**

The one-story hyphen that forms the center of the building's north-south axis has a front-gabled roof covered in standing-seam metal panels, which are colored red to match the building's other roof forms. Much of the hyphen's east side is covered by a projecting canopy roof structure that shelters a paved patio. The patio extends into a grass turf lawn that contains paved pedestrian paths and playground equipment.

The rear, two-story volume is stylistically similar to the front volume. At the east and west façades, shed-roofed canopies project from the façade and shelter railed concrete landings; each canopy is supported by sets of wood brackets. The west façade of the rear volume faces a fenced maintenance and storage yard. The building's rear façade, which fronts Berry Court E, features a central, stucco-clad chimney and a second-story door accessed by an exterior steel staircase.

***B10: Significance** (continued):

Under the Army Air Corps, operations changed from lighter-than-air (LTA) to fixed-wing aircraft used in pursuit and training operations. In 1938, the Army Air Corps removed the older runway system and built a 2,140-foot-long runway using 3-inch-thick asphalt concrete. In 1940, anticipating the outbreak of World War II, the Army Air Corps converted the airfield to become its West Coast training headquarters.

After the strike on Pearl Harbor in December 1941, the Navy reassumed control of the airfield, which was renamed NAS Moffett Field (Moffett Field). LTA operations were needed by the military once again, and Moffett Field became devoted exclusively to LTA aviation, primarily for reconnaissance and surveillance of the Pacific coast. Moffett Field was also used to train new airship pilots, using free balloons and blimps. In 1942, construction started on the first of two new enormous wood-frame hangars on the east side of the airfield. Hangars Two and Three were completed in 1943 and used by the Navy Station Assembly and Repair Department to assemble, erect, store, and maintain blimps and balloons.

LTA operations continued at Moffett Field until August 1947, when the program was deemed obsolete, making Moffett Field an exclusively fixed-wing aircraft base. After World War II, Moffett Field became home to Squadron 4 of the Naval Air Transport Service, with support operations dedicated to aircraft maintenance and overhaul. The airfield was expanded and extended to accommodate the Navy's largest transport aircraft. In 1946, a second runway was built of 8-inch-thick reinforced concrete to an original length of 7,425 feet. In the late 1940s, two more air transport squadrons were commissioned at the base, making Moffett Field the largest Naval Air Transport Service base on the West Coast. Moffett Field's Naval Air Transport Service overhaul and repair operations were closed down in October 1949.

The Korean War started in June 1950, and Moffett Field became the home base for aircraft carrier squadrons and their jet fighter aircrafts. Navy carrier squadrons stationed at Moffett Field used the airfield for training purposes, including simulated carrier landings. Almost every new supersonic jet fighter aircraft in the Navy or U.S. Air Force inventories in the early 1950s was flight-tested at Moffett Field.

In June 1951, to accommodate jet operations at Moffett Field, the Navy embarked on the largest post-World War II expansion program at the airfield. Both runways were extended and resurfaced at least once; taxiways were expanded; parking and apron areas were added; and new supply, transportation, garage, and barracks buildings were constructed. The Flight Operations Building (158) was completed in February 1954. Jet operations at Moffett Field were so extensive that the base was designated a master jet base in 1953, and operational units on-site reached an all-time high in 1955. However, by the early 1960s, the Navy's operational priorities had changed, and the focus shifted from fighter jets to anti-submarine warfare. Jet operations at Moffett Field ended in 1961.

In November 1962, Moffett Field was selected as the West Coast's training center for the Navy's anti-submarine warfare in the Pacific Ocean. The training was centered on the new propeller-driven anti-submarine aircraft, the Lockheed P3 Orion. The P3 Orion had an internal bomb bay that could house torpedoes; nuclear weapons; and various other mines, missiles, and bombs.

In 1973, Moffett Field became the headquarters of the Commander Patrol Wings, U.S. Pacific Fleet, responsible for patrolling 93 million square miles of ocean from Alaska to Hawaii.

In 1991, the Base Realignment and Closure Commission recommended the closure of Moffett Field as a naval air station. In anticipation of the station's closure, the Department of Defense began negotiations with the National Aeronautics and Space Administration for the transfer of the airfield. On July 1, 1994, Moffett Field was closed to military operations, renamed Moffett Federal Airfield, and transferred to NASA (with the exception of the military housing units, which were transferred to the U.S. Air Force).

Construction and Occupancy History

Building 48 was built in 1943 and was the first building completed at Moffett Field during the expansion program following the U.S. Navy's resumed control of the installation. The building was designed as a temporary facility intended to house approximately 200 officers, which would alleviate overcrowding in the existing Bachelor Officers' Quarters (Building 20). Due to wartime material shortages, the building was constructed as a wood frame, stucco-clad building, in a more restrained Spanish Colonial style than the earlier buildings on the base. Construction commenced in March 1943 and continued rapidly until June of that year. Originally, the building had a substantially larger foodprint than it does currently: it was composed of three large wings running north to south, connected by a perpendicular wing of roughly equal length. Original residents included officers, Navy nurses, and officers in the U.S. Naval Reserve's Women Accepted for Volunteer Emergency Service branch. The west wing contained women's dormitories, as well as a lounge and sundeck. The central wing featured a large lobby with "a California type balcony" that acted as a sundeck and loggia over the main entrance. The west wall of the lobby featured a large stone fireplace.[2] When the building was completed, *The Moffett News* noted that it "is a worthy addition to the well planned Moffett Field landscaping."[3]

Aerial photographs indicate that the west and east wings of the building were removed between 1968 and 1980, resulting in the current cruciform plan.[4] After the Navy's closure of Moffett Field in 1994, ownership of military housing was ultimately transferred to the U.S. Army and Army Reserve. Building 48 now serves as the Wescoat Village Community Center; it provides shared amenities to residents of Wescoat Village, a Military Housing Privatization Initiative community.[5]

Previous Documentation and Evaluations

It does not appear that Building 48 has previously been surveyed or evaluated for NRHP eligibility.

National Register of Historic Resources and California Register of Historical Resources Evaluation

The following section documents a new evaluation of Building 48 to determine whether the property meets the eligibility criteria for listing in the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR). To be eligible for listing in the NRHP and/or CRHR, a resource must demonstrate significance under one or more of the following criteria:

- NRHP Criterion A/CRHR Criterion 1 (Events): Resources that are associated with events that have made a significant contribution to the broad patterns of our history.
- NRHP Criterion B/CRHR Criterion 2 (Persons): Resources that are associated with the lives of persons significant in our past.
- NRHP Criterion C/CRHR Criterion 3 (Design/Construction): Resources that embody the distinctive characteristics of a type, period, region, or method of construction, or that represent the work of a master, or that possess high artistic values., or that represent a significant and distinguishable entity whose components may lack individual distinction.
- NRHP Criterion D/CRHR Criterion 4 (Information Potential): Resources that have yielded, or may be likely to yield, information important in prehistory or history.

Criterion A/Criterion 1

Criterion A/Criterion 1 pertains to a resource's association with events that have made a significant contribution to broad patterns of history. Building 48 was constructed to provide housing for officers and female personnel beginning during World War II, and the building contributed to an expansion of facilities at Moffett Field due to the U.S. Navy's wartime investments in the installation. Considered individually, a residential building like Building 48 appears to have been typical on American military installations of the same period, and it did not directly support the core missions of Moffett Field during World War II and the Cold War. Building 48 lacks the strong contextual relationship to significant events that would be necessary to support historical significance under Criterion A/Criterion 1 as an individual resource.

Therefore, Building 48 does not appear to meet the threshold for significance under Criterion A/Criterion 1.

[2] "Construction of New B.O.Q. Begun," *The Moffett News*, April 2, 1943, 1; "New Bachelor Officers' Quarters Now Nearly Ready for Occupancy," *The Moffett News*, June 25, 1943, 1.
[3] "New Bachelor Officers' Quarters."
[4] University of California, Santa Barbara Library, "Flight CAS_2310, Frame 1-105," May 2, 1968, FrameFinder. https://mil.library.ucsb.edu/ap_indexes/FrameFinder/; University of California, Santa Barbara Library, "Flight GS_VEZR, Frame 1-191," October 28, 1980, FrameFinder. https://mil.library.ucsb.edu/ap_indexes/FrameFinder/.
[5] Wescoat Village at Moffett Field, "Gallery," accessed June 13, 2025, https://www.wescoatvillage.com/gallery.

Criterion B/Criterion 2

Criterion B/Criterion 2 relates to a resource's association with the lives of persons significant in our past. Building 48 historically provided housing to many personnel stationed at Moffett Field, but research did not identify any individual persons with a direct relationship to the resource that would associate the chapel with historically significant accomplishments.

Therefore, Building 48 does not appear to meet the threshold for significance under Criterion B/Criterion 2.

Criterion C/Criterion 3

Criterion C/Criterion 3 correlates with a resource's ability to embody the distinctive characteristics of a type, period, or method of construction; its ability to represent the work of a master; whether it possesses high artistic values; or its ability to represent a significant and distinguishable entity whose components may lack individual distinction. Resource 48 was constructed quickly during World War II to provide needed housing at Moffett Field. Its original design was attractive and compatible with the Spanish Colonial Revival-stye buildings that had been constructed at the installation during the 1930s, particularly through its stucco cladding, symmetrical plan, rounded tile-covered roof, and front portico. Built under wartime constraints, Building 48 has a somewhat more subdued design that its neighbors, and it has undergone numerous changes to its original design. These include the removal of the east and west wings (significantly diminishing its original plan), replacement of many windows and doors, construction of exterior staircases, and replacement of roof materials. Although the original design character of the building remains evident, Building 48 no longer remains a good example of Spanish Colonial Revival architecture adapted to a military installation. Furthermore, the building's current design does not represent the best work of a highly skilled architectural professional, nor does it fully embody the distinctive characteristics of a particular style, era, or method of construction.

Therefore, Building 48 does not appear to meet the threshold for significance under Criterion C/Criterion 3.

Criterion D/Criterion 4

Criterion D/Criterion 4 pertains to the potential for a resource to provide information on pre- and/or post-contact history and is generally applied to archaeological resources. In consideration of this criterion, Building 48 does not appear to fill a known data gap or research questions related to significant aspects of Moffett Federal Airfield's history or physical development that is not otherwise detailed extensively in available primary and secondary historical sources.

Therefore, Building 48 does not appear to meet the threshold for significance under Criterion D/Criterion 4.

Integrity

Eligibility for listing in the NRHP and CRHR requires that a resource must also retain sufficient integrity to convey its identified significance under the applicable significance criteria. Integrity is defined as a resource's ability to convey its significance and is measured according to seven aspects defined by the National Park Service: location, design, materials, workmanship, setting, association, and feeling. Because Building 48 is not significant under any of the evaluative criteria, a full integrity assessment is not necessary to document its ineligibility for NRHP and CRHR listing.

District Contributor Status

Building 48 is not located within the previously defined boundary of the expanded Naval Air Station Sunnyvale, California Historic District. Furthermore, the current evaluation did not identify any other potential historic district to which the resource may contribute.

Conclusion

As described above, Building 48 does not rise to the level of significance necessary for inclusion in the NRHP and CRHR. Consequently, the resource does not appear to qualify as a historic property for the purposes of Section 106 compliance, nor does it appear to qualify as a historical resource for the purposes of the California Environmental Quality Act.

Additional Images:

Figure 2. East façade, view northwest.
Source: Architectural Resources Group, May 2025

Figure 3. South façade, view north.
Source: Architectural Resources Group, May 2025

Figure 4. North portion of west façade, view northeast.
Source: Architectural Resources Group, May 2025

Figure 5. View of completed Bachelor Officers' Quarters, view south.
Source: *The Moffett News*, June 25, 1943

Figure 6. Bird's eye view of the Bachelor Officers' Quarters (Building 48), c.1944, showing its original floorplan comprised of three parallel wings joined by a perpendicular volume.
Source: NASA Ames Research Center

***B12. References** (continued):

AECOM. *NASA Ames Research Center Integrated Cultural Resources Management Plan*. Prepared for NASA Ames Research Center. November 2014.

Construction of New B.O.Q. Begun." *The Moffett News.* April 2, 1943.

"New Bachelor Officers' Quarters Now Nearly Ready for Occupancy." *The Moffett News*. June 25, 1943.

University of California, Santa Barbara Library. "Flight CAS_2310, Frame 1–105." May 2, 1968. FrameFinder. https://mil.library.ucsb.edu/ap_indexes/FrameFinder/.

———. "Flight GS_VEZR, Frame 1–191." October 28, 1980. FrameFinder. https://mil.library.ucsb.edu/ap_indexes/FrameFinder/.

Wescoat Village at Moffett Field." Gallery." Accessed June 13, 2025. Wescoat Village at Moffett Field, Mountain View, CA. https://www.wescoatvillage.com/gallery.

P1. Other Identifier: N/A
***P2. Location:** ☐ Not for Publication ☒ Unrestricted

- ***a. County**: Santa Clara
- ***b. USGS 7.5' Quad** Mountain View, CA **Date:** 2021 **Township:** 6S; **Range:** 2W
- c. Address: 435 McCord Avenue City: Moffett Field Zip: 94035
- d. UTM: Zone 10 S, 583497 mE / 4140880 mN
- e. Other Locational Data: N/A

***P3a. Description:**
Building 76, also referred to as the Locksmith Shop, is a one-story, rectangular plan building capped with a flat roof. The exterior walls are clad in smooth stucco, and the walls are topped with metal coping painted to match the appearance of the remainder of the façade. The walls extend slightly above the roof to form a low parapet. The building rests on a raised concrete foundation, with a water table that angles to meet the main walls on all sides. The windows are vinyl-sash replacements. The site slopes downward from south to north. Generally, the building has a utilitarian architectural character that nevertheless references the original Spanish Colonial Revival-style buildings of the surrounding installation through its stucco cladding and pronounced water table.

The main entrance at the south facade is reached by a raised concrete sidewalk that runs north to south and then continues around the south, east, and north perimeters of the building. The site along the west perimeter is unpaved. A pipe railing runs the length of the sidewalk along the east perimeter of the building, where it terminates in a three-step concrete stair. A concrete ramp leads north from the raised sidewalk along the north perimeter of the building. (See continuation sheet.)

***P3b. Resource Attributes:** HP34. Military property
***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☒Element of District ☐Other

P5a. Photograph or Drawing

P5b. Description of Photo:
Figure 1. South façade, viewed facing north (ARG, May 2025).

***P6. Date Constructed/Age and Source:**
☒ Historic ☐ Prehistoric ☐ Both
1944 (NASA ARC)

***P7. Owner and Address:**
U.S. National Aeronautics and Space Administration
Ames Research Center
Moffett Field, CA 94035

***P8. Recorded by:**
Jon Rusch and Isabel Scanlon, Architectural Resources Group
Pier 9, The Embarcadero, Suite 107
San Francisco, CA, 94111

***P9. Date Recorded:** May 2025

***P10. Survey Type:** Intensive

***P11. Report Citation**: Architectural Resources Group and Albion Environmental, *Cultural Resource Inventory Report for the Berkeley Space Center at NASA Research Park Project*, April 2026, prepared for University of California, Berkeley and National Aeronautics and Space Administration Ames Research Center.

***Attachments:** ☐ NONE ☐ Location Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record ☐ Other (List):

BUILDING, STRUCTURE, AND OBJECT RECORD

***Resource Name or #** (Assigned by recorder): Building 76, Locksmith Shop ***NRHP Status Code**: 6Z

B1. Historic Name: Locksmith Shop
B2. Common Name: Building 76
B3. Original Use: Locksmith Shop
B4. Present Use: N/A
***B5. Architectural Style:** Utilitarian
***B6. Construction History:**

A summary of the resource's construction and known alterations is included in B10: Significance.

***B7. Moved?** ☒**No** ☐**Yes** ☐**Unknown** **Date:** N/A **Original Location**: N/A
***B8. Related Features:** N/A
B9a. Architect: N/A **b. Builder:** U.S. Navy
***B10: Significance:** **Theme:** N/A **Area:** N/A
Period of Significance: N/A **Property Type:** N/A **Applicable Criteria:** N/A

Overview of Historical Development and Operations at Moffett Field[1]

Naval Air Station (NAS) Sunnyvale was established in August 1931, and construction began that October. Hangar One, the massive steel-frame structure built to house the dirigible USS *Macon*, the flagship for NAS Sunnyvale, was completed in April 1933. West of Hangar One, the Navy Bureau of Yards and Docks built a campus of Spanish Colonial–style buildings (Shenandoah Plaza) to support dirigible operations on the airfield. East of Hangar One, closer to San Francisco Bay, land was cleared and leveled for a single-runway airfield. The USS *Macon* arrived at NAS Sunnyvale in October 1933 and was stationed there until February 1935, when the dirigible crashed in the Pacific Ocean. Soon after the crash, the Navy terminated its dirigible program at NAS Sunnyvale and transferred the installation to the U.S. Army Air Corps for use in pursuit and observation operations. (See continuation sheet.)

B11. Additional Resource Attributes: N/A
***B12: References:** See continuation sheet.
B13. Remarks:
***B14. Evaluator:** Jon Rusch, Architectural Resources Group

***Date of Evaluation:** December 19, 2025

[1] This historical context overview is excerpted and slightly adapted from AECOM, *NASA Ames Research Center Integrated Cultural Resources Management Plan*, prepared for NASA Ames Research Center, November 2014.

***P3a. Description (continued):**

The south façade includes a metal entry door with a small vertical vision lite, shaded by a fabric awning with scalloped edges. A centrally located floodlight and a security camera along the eastern edge of the façade are attached directly under the roof coping; a security access panel is located east of the door. The east façade features two identical windows and two infilled doorways. Electrical conduit runs vertically along the center of the façade and along the water table between the two infilled openings. The north façade features a small square window and an entry door with a small square vision lite, as well as a security camera, floodlight, and a security access panel. The west façade features two identical windows arranged at either end, flanking a downspout connected to a scupper box.

***B10: Significance** (continued):

Under the Army Air Corps, operations changed from lighter-than-air (LTA) to fixed-wing aircraft used in pursuit and training operations. In 1938, the Army Air Corps removed the older runway system and built a 2,140-foot-long runway using 3-inch-thick asphalt concrete. In 1940, anticipating the outbreak of World War II, the Army Air Corps converted the airfield to become its West Coast training headquarters.

After the strike on Pearl Harbor in December 1941, the Navy reassumed control of the airfield, which was renamed NAS Moffett Field (Moffett Field). LTA operations were needed by the military once again, and Moffett Field became devoted exclusively to LTA aviation, primarily for reconnaissance and surveillance of the Pacific coast. Moffett Field was also used to train new airship pilots, using free balloons and blimps. In 1942, construction started on the first of two new enormous wood-frame hangars on the east side of the airfield. Hangars Two and Three were completed in 1943 and used by the Navy Station Assembly and Repair Department to assemble, erect, store, and maintain blimps and balloons.

LTA operations continued at Moffett Field until August 1947, when the program was deemed obsolete, making Moffett Field an exclusively fixed-wing aircraft base. After World War II, Moffett Field became home to Squadron 4 of the Naval Air Transport Service, with support operations dedicated to aircraft maintenance and overhaul. The airfield was expanded and extended to accommodate the Navy's largest transport aircraft. In 1946, a second runway was built of 8-inch-thick reinforced concrete to an original length of 7,425 feet. In the late 1940s, two more air transport squadrons were commissioned at the base, making Moffett Field the largest Naval Air Transport Service base on the West Coast. Moffett Field's Naval Air Transport Service overhaul and repair operations were closed down in October 1949.

The Korean War started in June 1950, and Moffett Field became the home base for aircraft carrier squadrons and their jet fighter aircrafts. Navy carrier squadrons stationed at Moffett Field used the airfield for training purposes, including simulated carrier landings. Almost every new supersonic jet fighter aircraft in the Navy or U.S. Air Force inventories in the early 1950s was flight-tested at Moffett Field.

In June 1951, to accommodate jet operations at Moffett Field, the Navy embarked on the largest post-World War II expansion program at the airfield. Both runways were extended and resurfaced at least once; taxiways were expanded; parking and apron areas were added; and new supply, transportation, garage, and barracks buildings were constructed. The Flight Operations Building (158) was completed in February 1954. Jet operations at Moffett Field were so extensive that the base was designated a master jet base in 1953, and operational units on-site reached an all-time high in 1955. However, by the early 1960s, the Navy's operational priorities had changed, and the focus shifted from fighter jets to anti-submarine warfare. Jet operations at Moffett Field ended in 1961.

In November 1962, Moffett Field was selected as the West Coast's training center for the Navy's anti-submarine warfare in the Pacific Ocean. The training was centered on the new propeller-driven anti-submarine aircraft, the Lockheed P3 Orion. The P3 Orion had an internal bomb bay that could house torpedoes; nuclear weapons; and various other mines, missiles, and bombs.

In 1973, Moffett Field became the headquarters of the Commander Patrol Wings, U.S. Pacific Fleet, responsible for patrolling 93 million square miles of ocean from Alaska to Hawaii.

In 1991, the Base Realignment and Closure Commission recommended the closure of Moffett Field as a naval air station. In anticipation of the station's closure, the Department of Defense began negotiations with the National Aeronautics and Space Administration for the transfer of the airfield. On July 1, 1994, Moffett Field was closed to military operations, renamed Moffett Federal Airfield, and transferred to NASA (with the exception of the military housing units, which were transferred to the U.S. Air Force).

Construction and Occupancy History

Building 76 was constructed in 1944 at the center of a small lawn, which had been included in the U.S. Navy Bureau of Yards and Docks' original landscape plan for NAS Sunnyvale.[2] The location of Building 76 lay near existing buildings that broadly served facilities and maintenance functions at Moffett Field: Building 10 to the east (Helium and Boiler Plant); Building 15 to the north (Fire Station, Garage, and Laundry); and Building 16 to the south (Shop Building and Locomotive and Crane Shed). Building 76 stood near the terminus of a rail spur that carried supplies into the installation.

The building appears to have functioned as Moffett Field's locksmith shop. Aerial photographs of Moffett Field taken during the 1940s indicate that the building featured a narrow canopy that extended from its south entrance. Exterior alterations to the building have included the infill of a large opening, as well as the infill of two windows and one doorway on the east façade. Research did not uncover the dates the canopy was removed or the original openings were infilled. The remaining windows have also been replaced.

Previous Documentation and Evaluations

Building 76 is located within the previously identified boundary of the United States Naval Air Station Sunnyvale, California Historic District. The original National Register of Historic Places (NRHP) registration form for the historic district noted Building 76 did not qualify as a contributing property due to its construction date after the period of significance assigned to the core campus of NAS Sunnyvale (1930-1935).[3]

National Register of Historic Resources and California Register of Historical Resources Evaluation

The following section documents a new evaluation of the Locksmith Shop to determine whether the property meets the eligibility criteria for listing in the NRHP and California Register of Historical Resources (CRHR). To be eligible for listing in the NRHP and/or CRHR, a resource must demonstrate significance under one or more of the following criteria:

- NRHP Criterion A/CRHR Criterion 1 (Events): Resources that are associated with events that have made a significant contribution to the broad patterns of our history.
- NRHP Criterion B/CRHR Criterion 2 (Persons): Resources that are associated with the lives of persons significant in our past.
- NRHP Criterion C/CRHR Criterion 3 (Design/Construction): Resources that embody the distinctive characteristics of a type, period, region, or method of construction, or that represent the work of a master, or that possess high artistic values., or that represent a significant and distinguishable entity whose components may lack individual distinction.
- NRHP Criterion D/CRHR Criterion 4 (Information Potential): Resources that have yielded, or may be likely to yield, information important in prehistory or history.

Criterion A/Criterion 1

Criterion A/Criterion 1 pertains to a resource's association with events that have made a significant contribution to broad patterns of history. Viewed individually, Building 76 appears to have been constructed as an auxiliary support facility at Moffett Field. However, such a facility would have been been typical on American military installations of the same period, and Building 76 lacks the strong contextual relationship to significant events that would be necessary to support historical significance under Criterion A/Criterion 1 as an individual resource. The building's contributing status within the NAS Sunnyvale Historic District is addressed below.

Therefore, Building 76 does not appear to meet the threshold for significance under Criterion A/Criterion 1.

Criterion B/Criterion 2

Criterion B/Criterion 2 relates to a resource's association with the lives of persons significant in our past. Building 76 has broadly supported the everyday operations of the installation, but research did not identify any individual persons with a direct relationship to the resource that would associate the chapel with historically significant accomplishments.

Therefore, Building 76 does not appear to meet the threshold for significance under Criterion B/Criterion 2.

[2] U.S. Navy Bureau of Yards and Docks, "U.S. Naval Air Station Sunnyvale, California Landscape Plan," Drawing No. 115840, April 29, 1933.
[3] Urban Programmers, "United States Naval Air Station Sunnyvale, California Historic District," *National Register of Historic Places Nomination Form* (Washington, DC: U.S. Department of the Interior, National Park Service, 1994), Section 7 Page 16.

Criterion C/Criterion 3

Criterion C/Criterion 3 correlates with a resource's ability to embody the distinctive characteristics of a type, period, or method of construction; its ability to represent the work of a master; whether it possesses high artistic values; or its ability to represent a significant and distinguishable entity whose components may lack individual distinction. Building 76 was designed with an architectural character that is generally compatible with the Spanish-inspired stylistic vocabulary of the surrounding installation, specifically through its smooth stucco cladding and a water table. Apart from these elements, the building is utilitarian in design and features a simple massing and fenestration pattern. Furthermore, the building has undergone several changes since its construction: the removal of an original canopy that extended from the south façade; the infilling of original openings; and the replacement of original windows with vinyl-sash windows. Although the architect or other practitioner responsible for designing Building 76 has not been identified, the building's undistinguished architecture does not suggest it represents the best work of a highly skilled architectural professional. Considered individually, the building does not fully embody the distinctive characteristics of a particular style, era, or method of construction, and it does not exhibit high artistic value. Its contributing status within the NAS Sunnyvale Historic District is addressed below.

Therefore, Building 76 does not appear to meet the threshold for significance under Criterion C/Criterion 3.

Criterion D/Criterion 4

Criterion D/Criterion 4 pertains to the potential for a resource to provide information on pre- and/or post-contact history and is generally applied to archaeological resources. In consideration of this criterion, Building 76 does not appear to fill a known data gap or research questions related to significant aspects of Moffett Federal Airfield's history or physical development that is not otherwise detailed extensively in available primary and secondary historical sources.

Therefore, Building 76 does not appear to meet the threshold for significance under Criterion D/Criterion 4.

Integrity

Eligibility for listing in the NRHP and CRHR requires that a resource must also retain sufficient integrity to convey its identified significance under the applicable significance criteria. Integrity is defined as a resource's ability to convey its significance and is measured according to seven aspects defined by the National Park Service: location, design, materials, workmanship, setting, association, and feeling. Although Building 76 is not significant under any of the evaluative criteria individually, it also has the potential to contribute to the expanded NAS Sunnyvale Historic District. This evaluation therefore considers the building's integrity relative to the expanded historic district's period of significance of 1930-1961. It generally retains integrity of local and setting, although alterations to its originally subdued design have diminished its integrity of design, materials, workmanship, feeling, and association to a degree. The building appears to have moderate integrity overall.

District Contributor Status

Building 76 is located within the boundary of the NAS Sunnyvale Historic District and dates to the identified period of significance for the expanded historic district (1930-1961). It has not previously been recommended as a contributor to the district, although previous documentation did not specifically justify non-contributing properties. The current evaluation finds that Building 76 lacks a strong associative relationship to the significant operations of Moffett Field at the time the facility was constructed in the mid-1940s. A small utilitarian building that housed a facilities-related function, Building 76 does not appear to have directly contributed to the notable pattern of events that distinguished Moffett Field during World War II or the Cold War period. Furthermore, the building has a restrained architectural character that does not contribute substantially to the consistent Spanish Colonial Revival-style buildings on the surrounding campus. Therefore, Building 76 does not appear to qualify as a contributor to the expanded NAS Sunnyvale Historic District.

Conclusion

As described above, Building 76 does not rise to the level of significance necessary for inclusion in the NRHP and CRHR. the building does not appear to qualify as a historic property for the purposes of Section 106 compliance, nor does it appear to qualify as a historical resource for the purposes of the California Environmental Quality Act.

Additional Images:

Figure 2. East and north facades, viewed facing southwest.
Source: Architectural Resources Group, May 2025

Figure 3. North façade, viewed facing south.
Source: Architectural Resources Group, May 2025

Figure 4. West façade, viewed facing east.
Source: Architectural Resources Group, May 2025

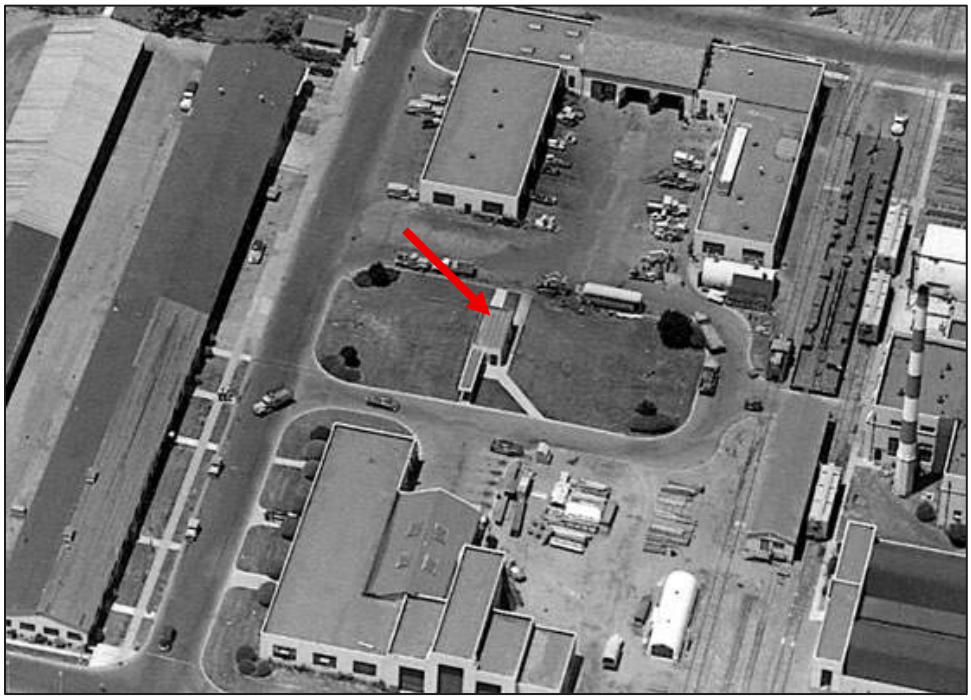


Figure 5. Aerial view facing north, c.1940s; the red arrow denotes Building 76 at center. Note the canopy extending from the south façade, adjacent to a doorway that subsequently has been infilled
Source: NASA Ames Research Center, edited by ARG

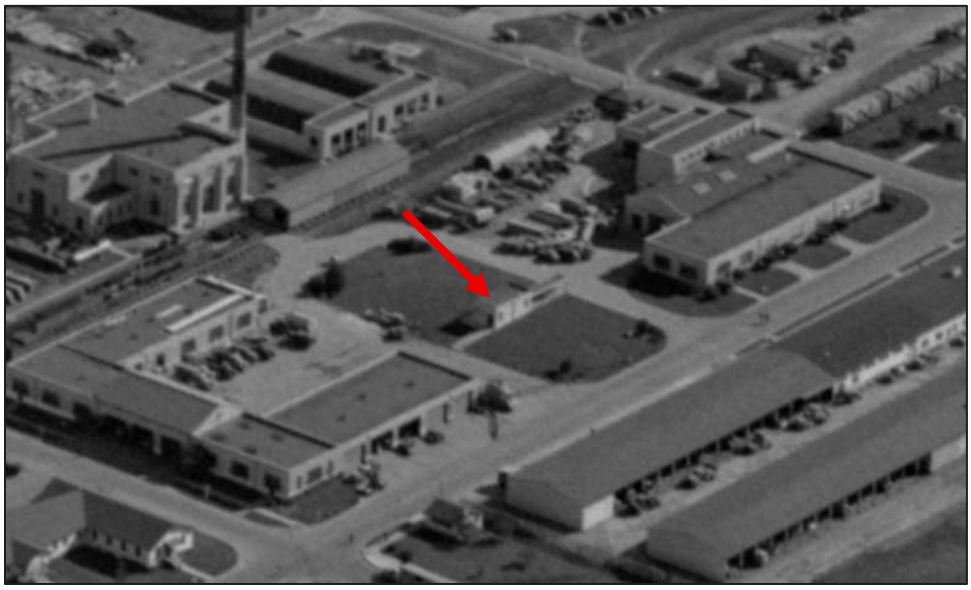


Figure 6. Aerial view facing southeast, c.1940s; the red arrow denotes Building 76.
Source: NASA Ames Research Center, edited by ARG

***B12. References** (continued):

AECOM. *NASA Ames Research Center Integrated Cultural Resources Management Plan*. Prepared for NASA Ames Research Center. November 2014.

Urban Programmers. "United States Naval Air Station Sunnyvale, California Historic District." National Register of Historic Places Nomination Form. Washington, DC: U.S. Department of the Interior, National Park Service, 1994.

U.S. Navy Bureau of Yards and Docks. “U.S. Naval Air Station Sunnyvale, California Landscape Plan.” Drawing No. 115840. April 29, 1933.

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 6Z _____
Other Listings _____
Review Code _____ Reviewer _____ Date _____

 ***Resource Name or #**: Building 81, Security General Storage

P1. Other Identifier: N/A
***P2. Location:** ☐ Not for Publication ☒ Unrestricted

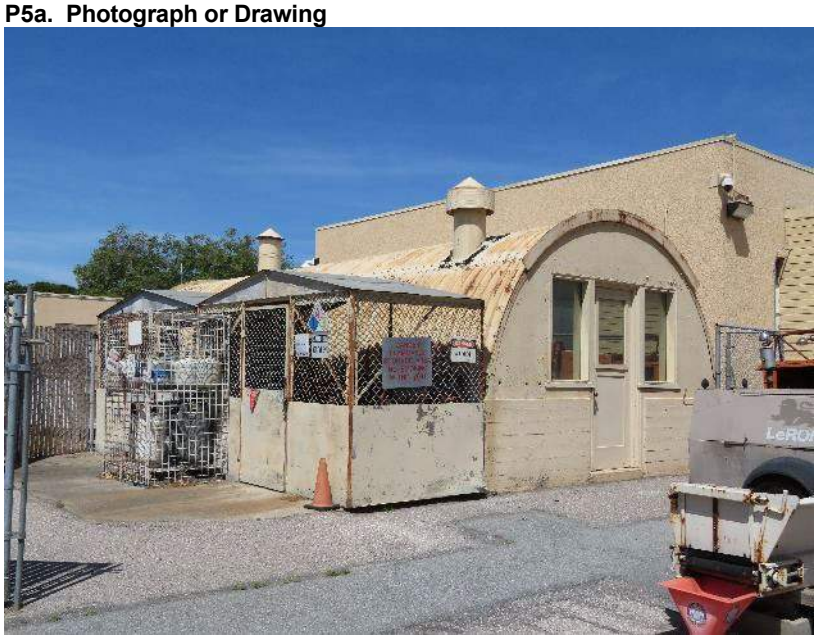
- ***a. County**: Santa Clara
- ***b. USGS 7.5' Quad** Mountain View, CA **Date:** 2021 **Township:** 6S; **Range:** 2W
- c. Address: Dugan Avenue City: Moffett Field Zip: 94035
- d. UTM: Zone 10 S, 583520 mE / 4140916 mN
- e. Other Locational Data: N/A

***P3a. Description:**

Building 81 is a Quonset hut, oriented generally east-west, resting on a concrete foundation and incorporating board-formed concrete stem walls rising to approximately four feet above grade. The rounded-arch roof is made of corrugated metal. The metal roof structure rests on a wood sill along the top edge of the stem wall. The roof is punctured by two conical ventilators. The main entrance into the building is located at the east façade, which features a centrally located partially glazed door that is flanked by fixed, single-pane windows. The west façade features an infilled wood-framed wall that contains a central, metal slab pedestrian door. The building occupies a level, asphalt paved area; prefabricated metal sheds are located immediately adjacent to its south façade.

***P3b. Resource Attributes:** HP34. Military property
***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other

P5a. Photograph or Drawing



P5b. Description of Photo:
Figure 1. East façade, view northwest (ARG, May 2025).

***P6. Date Constructed/Age and Source:**
☒ Historic ☐ Prehistoric ☐ Both
1944 (NASA ARC)

***P7. Owner and Address:**
U.S. National Aeronautics and Space Administration
Ames Research Center
Moffett Field, CA 94035

***P8. Recorded by:**
Jon Rusch and Isabel Scanlon, Architectural Resources Group
Pier 9, The Embarcadero, Suite 107
San Francisco, CA, 94111

***P9. Date Recorded:** May 2025

***P10. Survey Type:** Intensive

***P11. Report Citation**: Architectural Resources Group and Albion Environmental, *Cultural Resource Inventory Report for the Berkeley Space Center at NASA Research Park Project*, April 2026, prepared for University of California, Berkeley and National Aeronautics and Space Administration Ames Research Center.

***Attachments:** ☐ NONE ☐ Location Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record ☐ Other (List):

BUILDING, STRUCTURE, AND OBJECT RECORD

***Resource Name or #** (Assigned by recorder): Building 81, Security General Storage ***NRHP Status Code**: 6Z

B1. Historic Name: N/A
B2. Common Name: Building 81; Security General Storage
B3. Original Use: Storage
B4. Present Use: Storage
***B5. Architectural Style:** N/A
***B6. Construction History:**

A summary of the resource's construction and known alterations is included in B10: Significance.

***B7. Moved?** ☒**No** ☐**Yes** ☐**Unknown** **Date:** N/A **Original Location**: N/A
***B8. Related Features:** N/A
B9a. Architect: Otto Brandenberger (presumed) **b. Builder:** Stran-Steel (presumed manufacturer)
***B10: Significance:** **Theme:** N/A **Area:** N/A
Period of Significance: N/A **Property Type:** N/A **Applicable Criteria:** N/A

Overview of Historical Development and Operations at Moffett Field[1]

Naval Air Station (NAS) Sunnyvale was established in August 1931, and construction began that October. Hangar One, the massive steel-frame structure built to house the dirigible USS *Macon*, the flagship for NAS Sunnyvale, was completed in April 1933. West of Hangar One, the Navy Bureau of Yards and Docks built a campus of Spanish Colonial–style buildings (Shenandoah Plaza) to support dirigible operations on the airfield. East of Hangar One, closer to San Francisco Bay, land was cleared and leveled for a single-runway airfield. The USS *Macon* arrived at NAS Sunnyvale in October 1933 and was stationed there until February 1935, when the dirigible crashed in the Pacific Ocean. Soon after the crash, the Navy terminated its dirigible program at NAS Sunnyvale and transferred the installation to the U.S. Army Air Corps for use in pursuit and observation operations. (See continuation sheet.)

B11. Additional Resource Attributes: N/A
***B12: References:** See continuation sheet.
B13. Remarks:
***B14. Evaluator:** Brannon Smithwick and Jon Rusch, Architectural Resources Group

***Date of Evaluation:** December 19, 2025

[1] This historical context overview is excerpted and slightly adapted from AECOM, *NASA Ames Research Center Integrated Cultural Resources Management Plan*, prepared for NASA Ames Research Center, November 2014.

***B10: Significance** (continued):

Under the Army Air Corps, operations changed from lighter-than-air (LTA) to fixed-wing aircraft used in pursuit and training operations. In 1938, the Army Air Corps removed the older runway system and built a 2,140-foot-long runway using 3-inch-thick asphalt concrete. In 1940, anticipating the outbreak of World War II, the Army Air Corps converted the airfield to become its West Coast training headquarters.

After the strike on Pearl Harbor in December 1941, the Navy reassumed control of the airfield, which was renamed NAS Moffett Field (Moffett Field). LTA operations were needed by the military once again, and Moffett Field became devoted exclusively to LTA aviation, primarily for reconnaissance and surveillance of the Pacific coast. Moffett Field was also used to train new airship pilots, using free balloons and blimps. In 1942, construction started on the first of two new enormous wood-frame hangars on the east side of the airfield. Hangars Two and Three were completed in 1943 and used by the Navy Station Assembly and Repair Department to assemble, erect, store, and maintain blimps and balloons.

LTA operations continued at Moffett Field until August 1947, when the program was deemed obsolete, making Moffett Field an exclusively fixed-wing aircraft base. After World War II, Moffett Field became home to Squadron 4 of the Naval Air Transport Service, with support operations dedicated to aircraft maintenance and overhaul. The airfield was expanded and extended to accommodate the Navy's largest transport aircraft. In 1946, a second runway was built of 8-inch-thick reinforced concrete to an original length of 7,425 feet. In the late 1940s, two more air transport squadrons were commissioned at the base, making Moffett Field the largest Naval Air Transport Service base on the West Coast. Moffett Field's Naval Air Transport Service overhaul and repair operations were closed down in October 1949.

The Korean War started in June 1950, and Moffett Field became the home base for aircraft carrier squadrons and their jet fighter aircrafts. Navy carrier squadrons stationed at Moffett Field used the airfield for training purposes, including simulated carrier landings. Almost every new supersonic jet fighter aircraft in the Navy or U.S. Air Force inventories in the early 1950s was flight-tested at Moffett Field.

In June 1951, to accommodate jet operations at Moffett Field, the Navy embarked on the largest post-World War II expansion program at the airfield. Both runways were extended and resurfaced at least once; taxiways were expanded; parking and apron areas were added; and new supply, transportation, garage, and barracks buildings were constructed. The Flight Operations Building (158) was completed in February 1954. Jet operations at Moffett Field were so extensive that the base was designated a master jet base in 1953, and operational units on-site reached an all-time high in 1955. However, by the early 1960s, the Navy's operational priorities had changed, and the focus shifted from fighter jets to anti-submarine warfare. Jet operations at Moffett Field ended in 1961.

In November 1962, Moffett Field was selected as the West Coast's training center for the Navy's anti-submarine warfare in the Pacific Ocean. The training was centered on the new propeller-driven anti-submarine aircraft, the Lockheed P3 Orion. The P3 Orion had an internal bomb bay that could house torpedoes; nuclear weapons; and various other mines, missiles, and bombs.

In 1973, Moffett Field became the headquarters of the Commander Patrol Wings, U.S. Pacific Fleet, responsible for patrolling 93 million square miles of ocean from Alaska to Hawaii.

In 1991, the Base Realignment and Closure Commission recommended the closure of Moffett Field as a naval air station. In anticipation of the station's closure, the Department of Defense began negotiations with the National Aeronautics and Space Administration for the transfer of the airfield. On July 1, 1994, Moffett Field was closed to military operations, renamed Moffett Federal Airfield, and transferred to NASA (with the exception of the military housing units, which were transferred to the U.S. Air Force).

Construction and Occupancy History

Building 81 is a prefabricated Quonset hut, which was built in 1944 directly south of the east wing of the Naval Air Station's fire station (Building 15). Quonset huts similar to Building 81 were erected extensively by the U.S. Navy beginning in 1941, when the agency's Bureau of Yards and Docks instructed the George A. Fuller Construction Company to design a prefabricated, adaptable structure based on the British Navy's World War II Nissen hut. The company's design team, led by architect Otto Brandenberger, developed the American equivalent to be lighter, better insulated, and erectable without skilled labor, although the designers retained the Nissen hut's half-cylinder shell as the basis for their design.[2] Building 81 was likely manufactured by Stran-Steel, the steel production company that took over Quonset hut production from Fuller in 1942, once it was clear that the huts had to be

[2] Chris Chiei, "Introduction: The Quonset Comes of Age," in *Quonset Hut: Metal Living for a Modern Age*, ed. Julie Decker and Chris Chiei (New York: Princeton Architectural Press, 2005), 4.

produced on a larger scale. The building's vertically oriented corrugated sheathing indicates it was likely manufactured soon after Stran-Steel took over production, because later in the war Stran-Steel reverted to using smaller panels of horizontal corrugated siding, which were easier to ship and did not require factory manipulation to create the arch. Quonset huts were designed to rest on prefabricated sills and floor plates that could be placed directly on grade, if necessary. However, site-specific alterations to the hut's foundation and fenestration were common. According to Stran-Steel's erection instructions from 1944, Building 81 could have been erected in one day by ten men using hand tools, not including the effort required to construct the foundation.[3]

Research did not uncover the original purpose of Building 81, although it appears to have been utilized for storage. The west façade may have contained a large opening (possibly a loading bay) at one time, but it appears to have been infilled with wood panels that surround a smaller pedestrian door.

Previous Documentation and Evaluations

Building 81, Security General Storage, is located within the previously identified boundary of the United States Naval Air Station Sunnyvale, California Historic District, and its construction date falls within the historic district's original period of significance (1930-1935; 1942-1946). However, the original NRHP registration form for the historic district noted Building 81 qualified as a non-contributing property because it is a utilitarian Quonset hut. No such facilities were identified as historic district contributors.[4]

National Register of Historic Resources and California Register of Historical Resources Evaluation

The following section documents a new evaluation of Building 81 to determine whether the property meets the eligibility criteria for listing in the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR). To be eligible for listing in the NRHP and/or CRHR, a resource must demonstrate significance under one or more of the following criteria:

- NRHP Criterion A/CRHR Criterion 1 (Events): Resources that are associated with events that have made a significant contribution to the broad patterns of our history.
- NRHP Criterion B/CRHR Criterion 2 (Persons): Resources that are associated with the lives of persons significant in our past.
- NRHP Criterion C/CRHR Criterion 3 (Design/Construction): Resources that embody the distinctive characteristics of a type, period, region, or method of construction, or that represent the work of a master, or that possess high artistic values., or that represent a significant and distinguishable entity whose components may lack individual distinction.
- NRHP Criterion D/CRHR Criterion 4 (Information Potential): Resources that have yielded, or may be likely to yield, information important in prehistory or history.

Criterion A/Criterion 1

Criterion A/Criterion 1 pertains to a resource's association with events that have made a significant contribution to the broad patterns of history. Building 81 is a support facility that did not directly support any core missions of Moffett Field. Rather, it was likely used for storage at the time of its construction in 1944, and it appears to continue that function. It is a type of facility that may be found on any military installation regardless of missions, and it served only an ancillary role relative to Moffett Field's historical development patterns and broader defense context.

Therefore, Building 81 does not appear to meet the threshold for significance under Criterion A/Criterion 1.

Criterion B/Criterion 2

Criterion B/Criterion 2 relates to a resource's association with the lives of persons significant in our past. Building 81 has been accessible to myriad military and civilian personnel over the course of its history. However, research did not identify any individual persons with a direct relationship to the resource that would associate it with historically significant accomplishments.

Therefore, Building 81 does not appear to meet the threshold for significance under Criterion B/Criterion 2.

Criterion C/Criterion 3

Criterion C/Criterion 3 correlates with a resource's ability to embody the distinctive characteristics of a type, period, or method of construction; its ability to represent the work of a master; whether it possesses high artistic values; or its ability to represent a significant and distinguishable entity whose components may lack individual distinction. Building 81 has a utilitarian architectural

[3] Chiei, "The Quonset Comes of Age," 24.
[4] Urban Programmers, "United States Naval Air Station Sunnyvale, California Historic District," National Register of Historic Places Nomination Form (Washington, DC: U.S. Department of the Interior, National Park Service, 1994), Section 7 Page 16.

design that reflects standardized Quonset hut plans from the World War II era. Many Quonset huts were manufactured and erected during this same period, and it is a highly common resource type on military installations. Although it is recognizable as a Quonset hut, Building 81 does not appear to represent a notable example or innovative adaptation of this ubiquitous resource. It does not appear to represent the work of a master architect, builder, design professional, or artisan, and it lacks high artistic value.

Therefore, Building 81 does not appear to meet the threshold for significance under Criterion C/Criterion 3.

Criterion D/Criterion 4

Criterion D/Criterion 4 pertains to the potential for a resource to provide information on pre- and/or post-contact history and is generally applied to archaeological resources. In consideration of this criterion, Building 81 does not appear to fill a known data gap or research questions related to significant aspects of Moffett Federal Airfield's history or physical development that is not otherwise detailed extensively in available primary and secondary historical sources.

Therefore, Building 81 does not appear to meet the threshold for significance under Criterion D/Criterion 4.

Integrity

Eligibility for listing in the NRHP and CRHR requires that a resource must also retain sufficient integrity to convey its identified significance under the applicable significance criteria. Integrity is defined as a resource's ability to convey its significance and is measured according to seven aspects defined by the National Park Service: location, design, materials, workmanship, setting, association, and feeling. Because Building 81 is not significant under any of the evaluative criteria, a full integrity assessment is not necessary to document its ineligibility for NRHP and CRHR listing.

District Contributor Status

Building 81 is located within the boundary of the NAS Sunnyvale, California Historic District, but designation materials prepared in the 1990s did not identify it as a contributor to the district. The current evaluation considered the association of Building 81 with the surrounding historic district and corroborates that the building does not qualify as a district contributor. Although the building was constructed during the expanded historic district's identified period of significance (1930-1961), the current evaluation finds that the building lacks a strong associative relationship to the significant reconnaissance operations of Moffett Field at the time the facility was constructed in the 1940s. As a storage facility, the building does not appear to have directly contributed to the notable pattern of events that distinguished Moffett Field during this period. Therefore, Building 81 does not appear to qualify as a contributor to the expanded NAS Sunnyvale Historic District.

Conclusion

As described above, Building 81 does not rise to the level of significance necessary for inclusion in the NRHP and CRHR. the building does not appear to qualify as a historic property for the purposes of Section 106 compliance, nor does it appear to qualify as a historical resource for the purposes of the California Environmental Quality Act.

Additional Images:

Figure 2. West façade, view northeast.
Source: Architectural Resources Group, May 2025

Figure 3. South façade, view north.
Source: Architectural Resources Group, May 2025

***B12. References** (continued):

AECOM. *NASA Ames Research Center Integrated Cultural Resources Management Plan*. Prepared for NASA Ames Research Center. November 2014.

Chiei, Chris. “Introduction: The Quonset Comes of Age.” In *Quonset Hut: Metal Living for a Modern Age*, edited by Julie Decker and Chris Chiei, 10–23. New York: Princeton Architectural Press, 2005.

Urban Programmers. "United States Naval Air Station Sunnyvale, California Historic District." National Register of Historic Places Nomination Form. Washington, DC: U.S. Department of the Interior, National Park Service, 1994.

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 6Z _____
Other Listings _____
Review Code _____ Reviewer _____ Date _____

 ***Resource Name or #**: 493, Building 20 Swimming Pool

P1. Other Identifier: N/A
***P2. Location:** ☐ Not for Publication ☒ Unrestricted

- ***a. County**: Santa Clara
- ***b. USGS 7.5' Quad** Mountain View, CA **Date:** 2021 **Township:** 6S; **Range:** 2W
- c. Address: S Akron Road City: Moffett Field Zip: 94035
- d. UTM: Zone 10 S, 583368 mE / 4140819 mN
- e. Other Locational Data: N/A

***P3a. Description:**
Resource 493, the Building 20 Swimming Pool, is an in-ground, concrete-lined swimming pool occupying a level site approximately 65' south of Building 20. The swimming pool, which currently contains no water and appears disused, is rectangular in plan and measures approximately 40' long and 20' wide. Its shallow east end is 3' 6" deep, and the pool bottom slopes down to the west to reach a depth of 9'. The upper edge of the lining features a band of blue tiles, and the concrete coping has a rounded profile. Four poured concrete, quarter-round graduated steps are located at the northeast corner of the pool. A metal ladder is installed at the center of the pool's south wall. The structure is surrounded by a patio of paved concrete, which measures approximately 70' by 40'. The pool area is surrounded by a fence that separates it from paved automobile travel lanes surrounding two garage buildings that historically supported Building 20.

***P3b. Resource Attributes:** HP39. Other (Recreational facility)
***P4. Resources Present:** ☐Building ☒Structure ☐Object ☐Site ☐District ☐Element of District ☐Other

P5a. Photograph or Drawing

P5b. Description of Photo:
Figure 1. View northeast (ARG, May 2025).

***P6. Date Constructed/Age and Source:**
☒ Historic ☐ Prehistoric ☐ Both
1963 (NASA ARC)

***P7. Owner and Address:**
U.S. National Aeronautics and Space Administration
Ames Research Center
Moffett Field, CA 94035

***P8. Recorded by:**
Jon Rusch and Isabel Scanlon, Architectural Resources Group
Pier 9, The Embarcadero, Suite 107
San Francisco, CA, 94111

***P9. Date Recorded:** May 2025

***P10. Survey Type:** Intensive

***P11. Report Citation**: Architectural Resources Group and Albion Environmental, *Cultural Resource Inventory Report for the Berkeley Space Center at NASA Research Park Project*, April 2026, prepared for University of California, Berkeley and National Aeronautics and Space Administration Ames Research Center.

***Attachments:** ☐ NONE ☐ Location Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record ☐ Other (List):

BUILDING, STRUCTURE, AND OBJECT RECORD

***Resource Name or #** (Assigned by recorder): 493, Building 20 Swimming Pool ***NRHP Status Code**: 6Z

B1. Historic Name: Unknown
B2. Common Name: Resource 493; Building 20 Swimming Pool
B3. Original Use: Recreation (swimming pool)
B4. Present Use: Abandoned
***B5. Architectural Style:** N/A
***B6. Construction History:**

A summary of the resource's construction and known alterations is included in B10: Significance.

***B7. Moved?** ☒**No** ☐**Yes** ☐**Unknown** **Date:** N/A **Original Location**: N/A
***B8. Related Features:** Building 20
B9a. Architect: N/A **b. Builder:** N/A
***B10: Significance:** **Theme:** N/A **Area:** N/A
Period of Significance: N/A **Property Type:** N/A **Applicable Criteria:** N/A

Overview of Historical Development and Operations at Moffett Field[1]

Naval Air Station (NAS) Sunnyvale was established in August 1931, and construction began that October. Hangar One, the massive steel-frame structure built to house the dirigible USS *Macon*, the flagship for NAS Sunnyvale, was completed in April 1933. West of Hangar One, the Navy Bureau of Yards and Docks built a campus of Spanish Colonial–style buildings (Shenandoah Plaza) to support dirigible operations on the airfield. East of Hangar One, closer to San Francisco Bay, land was cleared and leveled for a single-runway airfield. The USS *Macon* arrived at NAS Sunnyvale in October 1933 and was stationed there until February 1935, when the dirigible crashed in the Pacific Ocean. Soon after the crash, the Navy terminated its dirigible program at NAS Sunnyvale and transferred the installation to the U.S. Army Air Corps for use in pursuit and observation operations. (See continuation sheet.)

B11. Additional Resource Attributes: N/A
***B12: References:** See continuation sheet.
B13. Remarks:
***B14. Evaluator:** Jon Rusch and Brannon Smithwick, Architectural Resources Group

***Date of Evaluation:** December 19, 2025

[1] This historical context overview is excerpted and slightly adapted from AECOM, *NASA Ames Research Center Integrated Cultural Resources Management Plan*, prepared for NASA Ames Research Center, November 2014.

***B10: Significance** (continued):

Under the Army Air Corps, operations changed from lighter-than-air (LTA) to fixed-wing aircraft used in pursuit and training operations. In 1938, the Army Air Corps removed the older runway system and built a 2,140-foot-long runway using 3-inch-thick asphalt concrete. In 1940, anticipating the outbreak of World War II, the Army Air Corps converted the airfield to become its West Coast training headquarters.

After the strike on Pearl Harbor in December 1941, the Navy reassumed control of the airfield, which was renamed NAS Moffett Field (Moffett Field). LTA operations were needed by the military once again, and Moffett Field became devoted exclusively to LTA aviation, primarily for reconnaissance and surveillance of the Pacific coast. Moffett Field was also used to train new airship pilots, using free balloons and blimps. In 1942, construction started on the first of two new enormous wood-frame hangars on the east side of the airfield. Hangars Two and Three were completed in 1943 and used by the Navy Station Assembly and Repair Department to assemble, erect, store, and maintain blimps and balloons.

LTA operations continued at Moffett Field until August 1947, when the program was deemed obsolete, making Moffett Field an exclusively fixed-wing aircraft base. After World War II, Moffett Field became home to Squadron 4 of the Naval Air Transport Service, with support operations dedicated to aircraft maintenance and overhaul. The airfield was expanded and extended to accommodate the Navy's largest transport aircraft. In 1946, a second runway was built of 8-inch-thick reinforced concrete to an original length of 7,425 feet. In the late 1940s, two more air transport squadrons were commissioned at the base, making Moffett Field the largest Naval Air Transport Service base on the West Coast. Moffett Field's Naval Air Transport Service overhaul and repair operations were closed down in October 1949.

The Korean War started in June 1950, and Moffett Field became the home base for aircraft carrier squadrons and their jet fighter aircrafts. Navy carrier squadrons stationed at Moffett Field used the airfield for training purposes, including simulated carrier landings. Almost every new supersonic jet fighter aircraft in the Navy or U.S. Air Force inventories in the early 1950s was flight-tested at Moffett Field.

In June 1951, to accommodate jet operations at Moffett Field, the Navy embarked on the largest post-World War II expansion program at the airfield. Both runways were extended and resurfaced at least once; taxiways were expanded; parking and apron areas were added; and new supply, transportation, garage, and barracks buildings were constructed. The Flight Operations Building (158) was completed in February 1954. Jet operations at Moffett Field were so extensive that the base was designated a master jet base in 1953, and operational units on-site reached an all-time high in 1955. However, by the early 1960s, the Navy's operational priorities had changed, and the focus shifted from fighter jets to anti-submarine warfare. Jet operations at Moffett Field ended in 1961.

In November 1962, Moffett Field was selected as the West Coast's training center for the Navy's anti-submarine warfare in the Pacific Ocean. The training was centered on the new propeller-driven anti-submarine aircraft, the Lockheed P3 Orion. The P3 Orion had an internal bomb bay that could house torpedoes; nuclear weapons; and various other mines, missiles, and bombs.

In 1973, Moffett Field became the headquarters of the Commander Patrol Wings, U.S. Pacific Fleet, responsible for patrolling 93 million square miles of ocean from Alaska to Hawaii.

In 1991, the Base Realignment and Closure Commission recommended the closure of Moffett Field as a naval air station. In anticipation of the station's closure, the Department of Defense began negotiations with the National Aeronautics and Space Administration for the transfer of the airfield. On July 1, 1994, Moffett Field was closed to military operations, renamed Moffett Federal Airfield, and transferred to NASA (with the exception of the military housing units, which were transferred to the U.S. Air Force).

Construction and Use History

Amid Moffett Field's highly technical and mission-focused environment, numerous sports and recreational activities have ensured the physical fitness of service members, as well as maintaining morale and community among servicemembers, civilian workers, and their families. Resource 493, the small swimming pool constructed to the south of Building 20 in 1963, appears to have been the second outdoor swimming pool constructed at Moffett Field. The first was a significantly larger (60' x 120') outdoor swimming pool built along the southern edge of Wescoat Road in 1943.[2] Research has uncovered few additional details on the facility, although its relatively small size and placement within a concrete patio suggest it was intended for relaxational dips rather than for

[2] "Swimming Pool For Moffett," *The Moffett News*, September 17, 1943, 1. Historic aerial imagery indicates this pool was not the pool currently present on the subject property, which is situated immediately east of the now-demolished mixed use facility site.

strenuous racing or diving. At the time of the field survey performed for the current investigation in 2025, the swimming pool appeared abandoned.

Previous Documentation and Evaluations

Resource 493, the Building 20 Swimming Pool, is located within the previously identified boundary of the United States Naval Air Station Sunnyvale, California Historic District. However, its construction date falls outside the historic district's original period of significance (1930-1935; 1942-1946). Although the original NRHP registration form for the historic district identified Building 20 as a contributor to the district, the Building 20 Swimming Pool was not listed as a contributing property. It was not specifically called out as a non-contributor, however.[3]

National Register of Historic Resources and California Register of Historical Resources Evaluation

The following section documents a new evaluation of Resource 493, the Building 20 Swimming Pool, to determine whether the property meets the eligibility criteria for listing in the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR). To be eligible for listing in the NRHP and/or CRHR, a resource must demonstrate significance under one or more of the following criteria:

- NRHP Criterion A/CRHR Criterion 1 (Events): Resources that are associated with events that have made a significant contribution to the broad patterns of our history.
- NRHP Criterion B/CRHR Criterion 2 (Persons): Resources that are associated with the lives of persons significant in our past.
- NRHP Criterion C/CRHR Criterion 3 (Design/Construction): Resources that embody the distinctive characteristics of a type, period, region, or method of construction, or that represent the work of a master, or that possess high artistic values., or that represent a significant and distinguishable entity whose components may lack individual distinction.
- NRHP Criterion D/CRHR Criterion 4 (Information Potential): Resources that have yielded, or may be likely to yield, information important in prehistory or history.

Criterion A/Criterion 1

Criterion A/Criterion 1 pertains to a resource's association with events that have made a significant contribution to the broad patterns of history. Resource 493 is a recreational facility that did not directly support any core missions of Moffett Field. Rather, it was constructed for aquatic recreation by military personnel. Although recreational facilities have broadly contributed to the morale and training of personnel stationed at the installation, the swimming pool has served only an ancillary role relative to Moffett Field's historical development patterns and broader defense context.

Therefore, Resource 493 does not appear to meet the threshold for significance under Criterion A/Criterion 1.

Criterion B/Criterion 2

Criterion B/Criterion 2 relates to a resource's association with the lives of persons significant in our past. As a recreational facility, Resource 493 has been accessible to myriad military and civilian personnel over the course of its history. However, research did not identify any individual persons with a direct relationship to the resource that would associate it with historically significant accomplishments.

Therefore, Resource 493 does not appear to meet the threshold for significance under Criterion B/Criterion 2.

Criterion C/Criterion 3

Criterion C/Criterion 3 correlates with a resource's ability to embody the distinctive characteristics of a type, period, or method of construction; its ability to represent the work of a master; whether it possesses high artistic values; or its ability to represent a significant and distinguishable entity whose components may lack individual distinction. A small swimming pool, Resource 493 has utilitarian design qualities that include a sloped concrete lining, poured concrete steps, and limited tilework. As such, the resource reflects an unremarkable swimming pool design that could be found on numerous military and civilian facilities. It lacks distinguished design elements/artistic value, and it does not appear to represent the work of a master architect, builder, design professional, or artisan.

Therefore, the Resource 493 does not appear to meet the threshold for significance under Criterion C/Criterion 3.

[3] Urban Programmers, "United States Naval Air Station Sunnyvale, California Historic District," National Register of Historic Places Nomination Form (Washington, DC: U.S. Department of the Interior, National Park Service, 1994), Section 7 Page 16.

Criterion D/Criterion 4

Criterion D/Criterion 4 pertains to the potential for a resource to provide information on pre- and/or post-contact history and is generally applied to archaeological resources. In consideration of this criterion, Resource 493 does not appear to fill a known data gap or research questions related to significant aspects of Moffett Federal Airfield's history or physical development that is not otherwise detailed extensively in available primary and secondary historical sources.

Therefore, the Resource 493 does not appear to meet the threshold for significance under Criterion D/Criterion 4.

Integrity

Eligibility for listing in the NRHP and CRHR requires that a resource must also retain sufficient integrity to convey its identified significance under the applicable significance criteria. Integrity is defined as a resource's ability to convey its significance and is measured according to seven aspects defined by the National Park Service: location, design, materials, workmanship, setting, association, and feeling. Because Resource 493 is not significant under any of the evaluative criteria, a full integrity assessment is not necessary to document its ineligibility for NRHP and CRHR listing.

District Contributor Status

Resource 493 is located within the boundary of the Naval Air Station Sunnyvale, California Historic District, but designation materials prepared in the 1990s did not identify it as a contributor to the district. The current evaluation considered the association of Resource 493 with the surrounding historic district and affirms that the building does not qualify as a district contributor. Resource 493's construction date of 1963 falls outside the period of significance of the expanded NAS Sunnyvale Historic District (1930-1961), and its recreational function appears to have had only an indirect association with the installation's operations.

Conclusion

As described above, Resource 493 does not rise to the level of significance necessary for inclusion in the NRHP and CRHR. Consequently, the building does not appear to qualify as a historic property for the purposes of Section 106 compliance, nor does it appear to qualify as a historical resource for the purposes of the California Environmental Quality Act.

Additional Images:

Figure 2. Building 20 swimming pool, view northwest.
Source: Architectural Resources Group, May 2025

***B12. References** (continued):

AECOM. *NASA Ames Research Center Integrated Cultural Resources Management Plan*. Prepared for NASA Ames Research Center. November 2014.

The Moffett News, various articles from the 1940s.

Urban Programmers. "United States Naval Air Station Sunnyvale, California Historic District." National Register of Historic Places Nomination Form. Washington, DC: U.S. Department of the Interior, National Park Service, 1994.

P1. Other Identifier: N/A
***P2. Location:** ☐ Not for Publication ☒ Unrestricted

- ***a. County**: Santa Clara
- ***b. USGS 7.5' Quad** Mountain View, CA **Date:** 2021 **Township:** 6S; **Range:** 2W
- c. Address: Wescot Road City: Moffett Field Zip: 94035
- d. UTM: Zone 10 S, 583330 mE / 4140764 mN
- e. Other Locational Data: N/A

***P3a. Description:**
Resource 571 is a recreational facility located along the north side of Wescoat Road and to the rear (south) of Building 20. The resource contains two doubles tennis hard courts arranged parallel to one another within a generally square asphalt paved area. The ground surface is flat and measures approximately 110' wide by 120' deep. The courts are painted blue with white striping, and the surrounding clearance area is painted green. The center of each court is flanked by two metal net posts, with nets suspended in between. One bench of wood slats on a metal frame is located at the east side of the eastern court. The courts are surrounded by a metal chain-link perimeter fence, which is taller height along the north and south sides of the courts. Gates are integrated into the fence at the courts' southwest and northeast corners. Wind screens have been hung across all sides of the fence. Four lampposts surround the courts: two stand along the west side, and two along the east side. Each carries a pairing of downward-facing floodlights.

***P3b. Resource Attributes:** HP39. Other (Recreational facility)
***P4. Resources Present:** ☐Building ☒Structure ☐Object ☐Site ☐District ☐Element of District ☐Other

P5a. Photograph or Drawing

P5b. Description of Photo:
Figure 1. Tennis Courts, view northeast.

***P6. Date Constructed/Age and Source:**
☒ Historic ☐ Prehistoric ☐ Both
1979 (NASA ARC)

***P7. Owner and Address:**
U.S. National Aeronautics and Space Administration
Ames Research Center
Moffett Field, CA 94035

***P8. Recorded by:**
Jon Rusch and Isabel Scanlon, Architectural Resources Group
Pier 9, The Embarcadero, Suite 107
San Francisco, CA, 94111

***P9. Date Recorded:** May 2025

***P10. Survey Type:** Intensive

***P11. Report Citation**: Architectural Resources Group and Albion Environmental, *Cultural Resource Inventory Report for the Berkeley Space Center at NASA Research Park Project*, April 2026, prepared for University of California, Berkeley and National Aeronautics and Space Administration Ames Research Center.

***Attachments:** ☐ NONE ☐ Location Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record ☐ Other (List):

BUILDING, STRUCTURE, AND OBJECT RECORD

***Resource Name or #** (Assigned by recorder): 571, Tennis Courts ***NRHP Status Code**: 6Z

B1. Historic Name: N/A
B2. Common Name: Resource 571; Tennis Courts
B3. Original Use: Recreation
B4. Present Use: Recreation
***B5. Architectural Style:** N/A
***B6. Construction History:**

A summary of the resource's construction and known alterations is included in B10: Significance.

***B7. Moved?** ☒**No** ☐**Yes** ☐**Unknown** **Date:** N/A **Original Location**: N/A
***B8. Related Features:** N/A
B9a. Architect: N/A **b. Builder:** N/A
***B10: Significance:** **Theme:** N/A **Area:** N/A
Period of Significance: N/A **Property Type:** N/A **Applicable Criteria:** N/A

Overview of Historical Development and Operations at Moffett Field[1]

Naval Air Station (NAS) Sunnyvale was established in August 1931, and construction began that October. Hangar One, the massive steel-frame structure built to house the dirigible USS *Macon*, the flagship for NAS Sunnyvale, was completed in April 1933. West of Hangar One, the Navy Bureau of Yards and Docks built a campus of Spanish Colonial–style buildings (Shenandoah Plaza) to support dirigible operations on the airfield. East of Hangar One, closer to San Francisco Bay, land was cleared and leveled for a single-runway airfield. The USS *Macon* arrived at NAS Sunnyvale in October 1933 and was stationed there until February 1935, when the dirigible crashed in the Pacific Ocean. Soon after the crash, the Navy terminated its dirigible program at NAS Sunnyvale and transferred the installation to the U.S. Army Air Corps for use in pursuit and observation operations. (See continuation sheet.)

B11. Additional Resource Attributes: N/A
***B12: References:** See continuation sheet.
B13. Remarks:
***B14. Evaluator:** Jon Rusch and Brannon Smithwick, Architectural Resources Group

***Date of Evaluation:** December 19, 2025

[1] This historical context overview is excerpted and slightly adapted from AECOM, *NASA Ames Research Center Integrated Cultural Resources Management Plan*, prepared for NASA Ames Research Center, November 2014.

***B10: Significance** (continued):

Under the Army Air Corps, operations changed from lighter-than-air (LTA) to fixed-wing aircraft used in pursuit and training operations. In 1938, the Army Air Corps removed the older runway system and built a 2,140-foot-long runway using 3-inch-thick asphalt concrete. In 1940, anticipating the outbreak of World War II, the Army Air Corps converted the airfield to become its West Coast training headquarters.

After the strike on Pearl Harbor in December 1941, the Navy reassumed control of the airfield, which was renamed NAS Moffett Field (Moffett Field). LTA operations were needed by the military once again, and Moffett Field became devoted exclusively to LTA aviation, primarily for reconnaissance and surveillance of the Pacific coast. Moffett Field was also used to train new airship pilots, using free balloons and blimps. In 1942, construction started on the first of two new enormous wood-frame hangars on the east side of the airfield. Hangars Two and Three were completed in 1943 and used by the Navy Station Assembly and Repair Department to assemble, erect, store, and maintain blimps and balloons.

LTA operations continued at Moffett Field until August 1947, when the program was deemed obsolete, making Moffett Field an exclusively fixed-wing aircraft base. After World War II, Moffett Field became home to Squadron 4 of the Naval Air Transport Service, with support operations dedicated to aircraft maintenance and overhaul. The airfield was expanded and extended to accommodate the Navy's largest transport aircraft. In 1946, a second runway was built of 8-inch-thick reinforced concrete to an original length of 7,425 feet. In the late 1940s, two more air transport squadrons were commissioned at the base, making Moffett Field the largest Naval Air Transport Service base on the West Coast. Moffett Field's Naval Air Transport Service overhaul and repair operations were closed down in October 1949.

The Korean War started in June 1950, and Moffett Field became the home base for aircraft carrier squadrons and their jet fighter aircrafts. Navy carrier squadrons stationed at Moffett Field used the airfield for training purposes, including simulated carrier landings. Almost every new supersonic jet fighter aircraft in the Navy or U.S. Air Force inventories in the early 1950s was flight-tested at Moffett Field.

In June 1951, to accommodate jet operations at Moffett Field, the Navy embarked on the largest post-World War II expansion program at the airfield. Both runways were extended and resurfaced at least once; taxiways were expanded; parking and apron areas were added; and new supply, transportation, garage, and barracks buildings were constructed. The Flight Operations Building (158) was completed in February 1954. Jet operations at Moffett Field were so extensive that the base was designated a master jet base in 1953, and operational units on-site reached an all-time high in 1955. However, by the early 1960s, the Navy's operational priorities had changed, and the focus shifted from fighter jets to anti-submarine warfare. Jet operations at Moffett Field ended in 1961.

In November 1962, Moffett Field was selected as the West Coast's training center for the Navy's anti-submarine warfare in the Pacific Ocean. The training was centered on the new propeller-driven anti-submarine aircraft, the Lockheed P3 Orion. The P3 Orion had an internal bomb bay that could house torpedoes; nuclear weapons; and various other mines, missiles, and bombs.

In 1973, Moffett Field became the headquarters of the Commander Patrol Wings, U.S. Pacific Fleet, responsible for patrolling 93 million square miles of ocean from Alaska to Hawaii.

In 1991, the Base Realignment and Closure Commission recommended the closure of Moffett Field as a naval air station. In anticipation of the station's closure, the Department of Defense began negotiations with the National Aeronautics and Space Administration for the transfer of the airfield. On July 1, 1994, Moffett Field was closed to military operations, renamed Moffett Federal Airfield, and transferred to NASA (with the exception of the military housing units, which were transferred to the U.S. Air Force).

Construction and Use History

Amid Moffett Field's highly technical and mission-focused environment, sports and recreational activities have ensured the physical fitness of service members, as well as maintaining morale and community among servicemembers, civilian workers, and their families.

Tennis courts have been present at Moffett Field nearly since the opening of the installation. The U.S. Navy Bureau of Yards and Docks' 1933 landscape plan for NAS Sunnyvale included a "tennis court area" north of Wescoat Road, to the rear (southeast) of

Building 20 (Bachelor Officers' Quarters).[2] That was the only outdoor tennis court on the installation until a second set of courts (Resource 963) was constructed south of Wescoat Road in 1943.

The tennis courts identified as Resource 571 were built in 1979. The location selected for these courts was approximately 150' west of the installation's earliest tennis courts (Resource 38). Their construction indicates tennis's continued popularity at Moffett Field after the mid-twentieth century, although few other details on the history and improvements of the resource have been found. In contrast to the nearby Resource 38, Resource 571 appears well maintained; it remained in active use as of the field survey performed for the current investigation in 2025.

Previous Documentation and Evaluations

Resource 571, the Tennis Courts, is located within the previously identified boundary of the United States Naval Air Station Sunnyvale, California Historic District. However, their construction date falls outside the historic district's original period of significance (1930-1935; 1942-1946). The original NRHP registration form for the historic district did not identify the Tennis Courts as a contributing property, although it did not specifically call out recreational properties as non-contributors.[3]

National Register of Historic Resources and California Register of Historical Resources Evaluation

The following section documents a new evaluation of Resource 571, the Tennis Courts, to determine whether the property meets the eligibility criteria for listing in the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR). To be eligible for listing in the NRHP and/or CRHR, a resource must demonstrate significance under one or more of the following criteria:

- NRHP Criterion A/CRHR Criterion 1 (Events): Resources that are associated with events that have made a significant contribution to the broad patterns of our history.
- NRHP Criterion B/CRHR Criterion 2 (Persons): Resources that are associated with the lives of persons significant in our past.
- NRHP Criterion C/CRHR Criterion 3 (Design/Construction): Resources that embody the distinctive characteristics of a type, period, region, or method of construction, or that represent the work of a master, or that possess high artistic values., or that represent a significant and distinguishable entity whose components may lack individual distinction.
- NRHP Criterion D/CRHR Criterion 4 (Information Potential): Resources that have yielded, or may be likely to yield, information important in prehistory or history.

Criterion A/Criterion 1

Criterion A/Criterion 1 pertains to a resource's association with events that have made a significant contribution to the broad patterns of history. Resource 571 is a recreational facility that did not directly support any core missions of Moffett Field. Rather, the tennis courts broadly facilitated morale and athletic training for military personnel stationed at Moffett Field during the later twentieth century. Amenities like tennis courts appear to have been typical on American military installations of the same period, and Resource 571 lacks the strong contextual relationship to significant events that would be necessary to support historical significance under Criterion A/Criterion 1.

Therefore, Resource 571 does not appear to meet the threshold for significance under Criterion A/Criterion 1.

Criterion B/Criterion 2

Criterion B/Criterion 2 relates to a resource's association with the lives of persons significant in our past. As an institutional facility, Resource 571 has been accessible to myriad military and civilian personnel over the course of its history. However, research did not identify any individual persons with a direct relationship to the resource that would associate it with historically significant accomplishments.

Therefore, Resource 571 does not appear to meet the threshold for significance under Criterion B/Criterion 2.

[2] U.S. Navy Bureau of Yards and Docks, "U.S. Naval Air Station Sunnyvale, California Landscape Plan," Drawing No. 115840, April 29, 1933.
[3] Urban Programmers, "United States Naval Air Station Sunnyvale, California Historic District," National Register of Historic Places Nomination Form (Washington, DC: U.S. Department of the Interior, National Park Service, 1994), Section 7 Page 16.

Criterion C/Criterion 3

Criterion C/Criterion 3 correlates with a resource's ability to embody the distinctive characteristics of a type, period, or method of construction; its ability to represent the work of a master; whether it possesses high artistic values; or its ability to represent a significant and distinguishable entity whose components may lack individual distinction. A tennis court facility, Resource 571 has utilitarian design qualities. Its paved asphalt playing surface, perimeter fence, and nets appear typical of tennis courts during much of the second half of the twentieth century, and it reflects an unremarkable design that could be found on numerous military and civilian facilities. None of the resource's physical features suggest it represents an innovative approach to tennis court design. Therefore, the resource lacks distinguished design elements/artistic value, and it does not appear to represent the work of a master architect, builder, design professional, or artisan.

Therefore, Resource 571 does not appear to meet the threshold for significance under Criterion C/Criterion 3.

Criterion D/Criterion 4

Criterion D/Criterion 4 pertains to the potential for a resource to provide information on pre- and/or post-contact history and is generally applied to archaeological resources. In consideration of this criterion, Resource 571 does not appear to fill a known data gap or research questions related to significant aspects of Moffett Federal Airfield's history or physical development that is not otherwise detailed extensively in available primary and secondary historical sources.

Therefore, Resource 571 does not appear to meet the threshold for significance under Criterion D/Criterion 4.

Integrity

Eligibility for listing in the NRHP and CRHR requires that a resource must also retain sufficient integrity to convey its identified significance under the applicable significance criteria. Integrity is defined as a resource's ability to convey its significance and is measured according to seven aspects defined by the National Park Service: location, design, materials, workmanship, setting, association, and feeling. Because Resource 571 is not significant under any of the evaluative criteria, a full integrity assessment is not necessary to document its ineligibility for NRHP and CRHR listing.

District Contributor Status

Resource 571 is located within the boundary of the Naval Air Station Sunnyvale, California Historic District, but designation materials prepared in the 1990s did not identify it as a contributor to the district. The current evaluation considered the association of Resource 571 with the surrounding historic district and affirms that the building does not qualify as a district contributor. Resource 571's construction date of 1979 falls outside the period of significance of the expanded NAS Sunnyvale Historic District (1930-1961), and its recreational function appears to have had only an indirect association with the installation's operations.

Conclusion

As described above, Resource 571 does not rise to the level of significance necessary for inclusion in the NRHP and CRHR. Consequently, the building does not appear to qualify as a historic property for the purposes of Section 106 compliance, nor does it appear to qualify as a historical resource for the purposes of the California Environmental Quality Act.

Additional Images:

Figure 2. Tennis courts, view facing southeast.
Source: Architectural Resources Group, May 2025

Figure 3. Tennis courts, interior view facing east.
Source: Architectural Resources Group, May 2025

***B12. References** (continued):

AECOM. *NASA Ames Research Center Integrated Cultural Resources Management Plan*. Prepared for NASA Ames Research Center. November 2014.

The Moffett News, various articles from the 1940s.

Urban Programmers. "United States Naval Air Station Sunnyvale, California Historic District." National Register of Historic Places Nomination Form. Washington, DC: U.S. Department of the Interior, National Park Service, 1994.

U.S. Navy Bureau of Yards and Docks. "U.S. Naval Air Station Sunnyvale, California Landscape Plan." Drawing No. 115840. April 29, 1933.

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 6Z _____
Other Listings _____
Review Code _____ Reviewer _____ Date _____

 ***Resource Name or #**: Building 944, Recreation Center

P1. Other Identifier: N/A
***P2. Location:** ☐ Not for Publication ☒ Unrestricted

- ***a. County**: Santa Clara
- ***b. USGS 7.5' Quad** Mountain View, CA **Date:** 2021 **Township:** 6S; **Range:** 2W
- c. Address: 255 Bettio Road City: Moffett Field Zip: 94035
- d. UTM: Zone 10 S, 583795 mE / 4140540 mN
- e. Other Locational Data: N/A

***P3a. Description:**
Building 944, the Recreation Center, is a one- to two-story building with an irregular footprint. It is currently vacant. The building's complex form has taken shape as numerous additions with various roof forms have been built over time. The building is constructed primarily of wood and concrete over a concrete foundation. The earliest components of the building (dating to the early 1940s) are a central, two-story volume with a barrel-arched roof, which adjoins an elongated, gabled volume to the north. Flat- and shed-roofed additions adjoin the west, south, and east sides of the original volume. The south end of the building comprises a rectangular-plan volume with a prominent gabled roof. Roofing materials across the building include asphalt composition shingles, tar and gravel, and composition roll roofing. The roof is punctuated by numerous ventilators, exposed ducts, and other types of mechanical equipment. (See continuation sheet.)

***P3b. Resource Attributes:** HP34. Military property
***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other

P5a. Photograph or Drawing

P5b. Description of Photo:
Figure 1. North façade, view southeast. (ARG, May 2025).

***P6. Date Constructed/Age and Source:**
☒ Historic ☐ Prehistoric ☐ Both
1941 (NASA ARC)

***P7. Owner and Address:**
U.S. National Aeronautics and Space Administration
Ames Research Center
Moffett Field, CA 94035

***P8. Recorded by:**
Jon Rusch and Isabel Scanlon, Architectural Resources Group
Pier 9, The Embarcadero, Suite 107
San Francisco, CA, 94111

***P9. Date Recorded:** May 2025

***P10. Survey Type:** Intensive

***P11. Report Citation**: Architectural Resources Group and Albion Environmental, *Cultural Resource Inventory Report for the Berkeley Space Center at NASA Research Park Project*, April 2026, prepared for University of California, Berkeley and National Aeronautics and Space Administration Ames Research Center.

***Attachments:** ☐ NONE ☐ Location Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record ☐ Other (List):

BUILDING, STRUCTURE, AND OBJECT RECORD

***Resource Name or #** (Assigned by recorder): Building 944, Recreation Center ***NRHP Status Code**: 6Z

B1. Historic Name: Unknown
B2. Common Name: Building 944; Recreation Center
B3. Original Use: Unknown
B4. Present Use: Vacant
***B5. Architectural Style:** N/A
***B6. Construction History:**

A summary of the resource's construction and known alterations is included in B10: Significance.

***B7. Moved?** ☒**No** ☐**Yes** ☐**Unknown** **Date:** N/A **Original Location**: N/A
***B8. Related Features:** N/A
B9a. Architect: N/A **b. Builder:** U.S. Army Quartermaster Corps
***B10: Significance:** **Theme:** N/A **Area:** N/A
Period of Significance: N/A **Property Type:** N/A **Applicable Criteria:** N/A

Overview of Historical Development and Operations at Moffett Field[1]

Naval Air Station (NAS) Sunnyvale was established in August 1931, and construction began that October. Hangar One, the massive steel-frame structure built to house the dirigible USS *Macon*, the flagship for NAS Sunnyvale, was completed in April 1933. West of Hangar One, the Navy Bureau of Yards and Docks built a campus of Spanish Colonial–style buildings (Shenandoah Plaza) to support dirigible operations on the airfield. East of Hangar One, closer to San Francisco Bay, land was cleared and leveled for a single-runway airfield. The USS *Macon* arrived at NAS Sunnyvale in October 1933 and was stationed there until February 1935, when the dirigible crashed in the Pacific Ocean. Soon after the crash, the Navy terminated its dirigible program at NAS Sunnyvale and transferred the installation to the U.S. Army Air Corps for use in pursuit and observation operations. (See continuation sheet.)

B11. Additional Resource Attributes: N/A
***B12: References:** See continuation sheet.
B13. Remarks:
***B14. Evaluator:** Jon Rusch, Architectural Resources Group

***Date of Evaluation:** December 19, 2025

[1] This historical context overview is excerpted and slightly adapted from AECOM, *NASA Ames Research Center Integrated Cultural Resources Management Plan*, prepared for NASA Ames Research Center, November 2014.

***P3a. Description (continued):**

The north façade faces a paved surface parking lot and is lined by a paved access drive. The façade features a shed-roofed, stucco-clad addition that contains a series of large arched openings forming a portico. A pairing of glazed doors is located within the portico and at one time provided a primary entrance to the building. Several building volumes are visible at the east façade, which also features partially enclosed basketball shooting stalls with metal chain-link fencing above a perimeter wall. Window configurations at this façade include small fixed windows and aluminum-sash sliders. The east façade also has two entrances formed by pairings of glazed pedestrian doors. Above each of these entrances is a metal frame for a gabled canopy. The south façade contains two door openings that have been covered by metal panels. Large metal ducts rise from HVAC equipment adjacent to the façade and enter the building's roof. The west façade faces a fenced yard with mature trees and other dense vegetation. The façade features numerous doors and window groupings, as well as a metal-roofed canopy sheltering a broad porch.

***B10: Significance** (continued):

Under the Army Air Corps, operations changed from lighter-than-air (LTA) to fixed-wing aircraft used in pursuit and training operations. In 1938, the Army Air Corps removed the older runway system and built a 2,140-foot-long runway using 3-inch-thick asphalt concrete. In 1940, anticipating the outbreak of World War II, the Army Air Corps converted the airfield to become its West Coast training headquarters.

After the strike on Pearl Harbor in December 1941, the Navy reassumed control of the airfield, which was renamed NAS Moffett Field (Moffett Field). LTA operations were needed by the military once again, and Moffett Field became devoted exclusively to LTA aviation, primarily for reconnaissance and surveillance of the Pacific coast. Moffett Field was also used to train new airship pilots, using free balloons and blimps. In 1942, construction started on the first of two new enormous wood-frame hangars on the east side of the airfield. Hangars Two and Three were completed in 1943 and used by the Navy Station Assembly and Repair Department to assemble, erect, store, and maintain blimps and balloons.

LTA operations continued at Moffett Field until August 1947, when the program was deemed obsolete, making Moffett Field an exclusively fixed-wing aircraft base. After World War II, Moffett Field became home to Squadron 4 of the Naval Air Transport Service, with support operations dedicated to aircraft maintenance and overhaul. The airfield was expanded and extended to accommodate the Navy's largest transport aircraft. In 1946, a second runway was built of 8-inch-thick reinforced concrete to an original length of 7,425 feet. In the late 1940s, two more air transport squadrons were commissioned at the base, making Moffett Field the largest Naval Air Transport Service base on the West Coast. Moffett Field's Naval Air Transport Service overhaul and repair operations were closed down in October 1949.

The Korean War started in June 1950, and Moffett Field became the home base for aircraft carrier squadrons and their jet fighter aircrafts. Navy carrier squadrons stationed at Moffett Field used the airfield for training purposes, including simulated carrier landings. Almost every new supersonic jet fighter aircraft in the Navy or U.S. Air Force inventories in the early 1950s was flight-tested at Moffett Field.

In June 1951, to accommodate jet operations at Moffett Field, the Navy embarked on the largest post-World War II expansion program at the airfield. Both runways were extended and resurfaced at least once; taxiways were expanded; parking and apron areas were added; and new supply, transportation, garage, and barracks buildings were constructed. The Flight Operations Building (158) was completed in February 1954. Jet operations at Moffett Field were so extensive that the base was designated a master jet base in 1953, and operational units on-site reached an all-time high in 1955. However, by the early 1960s, the Navy's operational priorities had changed, and the focus shifted from fighter jets to anti-submarine warfare. Jet operations at Moffett Field ended in 1961.

In November 1962, Moffett Field was selected as the West Coast's training center for the Navy's anti-submarine warfare in the Pacific Ocean. The training was centered on the new propeller-driven anti-submarine aircraft, the Lockheed P3 Orion. The P3 Orion had an internal bomb bay that could house torpedoes; nuclear weapons; and various other mines, missiles, and bombs.

In 1973, Moffett Field became the headquarters of the Commander Patrol Wings, U.S. Pacific Fleet, responsible for patrolling 93 million square miles of ocean from Alaska to Hawaii.

In 1991, the Base Realignment and Closure Commission recommended the closure of Moffett Field as a naval air station. In anticipation of the station's closure, the Department of Defense began negotiations with the National Aeronautics and Space Administration for the transfer of the airfield. On July 1, 1994, Moffett Field was closed to military operations, renamed Moffett Federal Airfield, and transferred to NASA (with the exception of the military housing units, which were transferred to the U.S. Air Force).

Construction and Occupancy History

Building 944 was built by the U.S. Army in 1941, as part of a wooden barracks development along the southern edge of NAS Sunnyvale, which was known as "Splinter City." Building 944 was originally composed of a tall barrel-vaulted volume oriented from north to south, connected to a front-gabled volume oriented from east to west.[2] The building's greater height and vaulted roof form differentiated it from the designs of the adjacent residential barracks, but research did not uncover any information about the building's original function for the Army. A series of additions built between the 1950s and the 1980s have expanded the building to the east and south.[3] Signage around the building indicates that it was used as a recreation center until around the time that naval operations at Moffet Field ceased in 1994. As of the field survey performed for the current investigation in 2025, the building was vacant.

Previous Documentation and Evaluations

It does not appear that Building 944 has previously been surveyed or evaluated for individual NRHP eligibility.

National Register of Historic Resources and California Register of Historical Resources Evaluation

The following section documents a new evaluation of Building 944 to determine whether the property meets the eligibility criteria for listing in the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR). To be eligible for listing in the NRHP and/or CRHR, a resource must demonstrate significance under one or more of the following criteria:

- NRHP Criterion A/CRHR Criterion 1 (Events): Resources that are associated with events that have made a significant contribution to the broad patterns of our history.
- NRHP Criterion B/CRHR Criterion 2 (Persons): Resources that are associated with the lives of persons significant in our past.
- NRHP Criterion C/CRHR Criterion 3 (Design/Construction): Resources that embody the distinctive characteristics of a type, period, region, or method of construction, or that represent the work of a master, or that possess high artistic values., or that represent a significant and distinguishable entity whose components may lack individual distinction.
- NRHP Criterion D/CRHR Criterion 4 (Information Potential): Resources that have yielded, or may be likely to yield, information important in prehistory or history.

Criterion A/Criterion 1

Criterion A/Criterion 1 pertains to a resource's association with events that have made a significant contribution to broad patterns of history. Building 944 was constructed by the U.S. Army as a component of Splinter City, a development of barracks that provided deeply needed housing for service members during the early 1940s. Although the original function of the building has not been determined, it appears to have supported a residential area of Moffett Field and was not directly associated with the installation's core missions. Building 944 lacks the strong contextual relationship to significant events that would be necessary to support historical significance under Criterion A/Criterion 1.

Therefore, Building 044 does not appear to meet the threshold for significance under Criterion A/Criterion 1.

Criterion B/Criterion 2

Criterion B/Criterion 2 relates to a resource's association with the lives of persons significant in our past. Building 944 may have been accessible to many personnel stationed at Moffett Field, but research did not identify any individual persons with a direct relationship to the resource that would associate the chapel with historically significant accomplishments.

Therefore, Building 944 does not appear to meet the threshold for significance under Criterion B/Criterion 2.

Criterion C/Criterion 3

Criterion C/Criterion 3 correlates with a resource's ability to embody the distinctive characteristics of a type, period, or method of construction; its ability to represent the work of a master; whether it possesses high artistic values; or its ability to represent a significant and distinguishable entity whose components may lack individual distinction. The original components of Resource 944 were constructed quickly by the Army; detailed documentation of the building has not been located, but it appears to have been utilitarian in architectural character. Subsequent additions to the building have made the original volumes all but unrecognizable, and considered as a whole it does not exhibit the defining characteristics of any architectural style, type, period, or method of

[2] Spencer Gleason, *Moffett Field: From Lighter-Than-Air to Faster-Than-Sound* (San Jose: Globe Printing Company, 1958), 22.
[3] University of California, Santa Barbara Library, FrameFinder, https://mil.library.ucsb.edu/ap_indexes/FrameFinder/.

construction. Furthermore, the building's current design does not represent the best work of a highly skilled architectural professional, nor does it fully embody the distinctive characteristics of a particular style, era, or method of construction.

Therefore, Building 944 does not appear to meet the threshold for significance under Criterion C/Criterion 3.

Criterion D/Criterion 4

Criterion D/Criterion 4 pertains to the potential for a resource to provide information on pre- and/or post-contact history and is generally applied to archaeological resources. In consideration of this criterion, Building 944 does not appear to fill a known data gap or research questions related to significant aspects of Moffett Federal Airfield's history or physical development that is not otherwise detailed extensively in available primary and secondary historical sources.

Therefore, Building 944 does not appear to meet the threshold for significance under Criterion D/Criterion 4.

Integrity

Eligibility for listing in the NRHP and CRHR requires that a resource must also retain sufficient integrity to convey its identified significance under the applicable significance criteria. Integrity is defined as a resource's ability to convey its significance and is measured according to seven aspects defined by the National Park Service: location, design, materials, workmanship, setting, association, and feeling. Because Building 944 is not significant under any of the evaluative criteria, a full integrity assessment is not necessary to document its ineligibility for NRHP and CRHR listing.

District Contributor Status

Building 944 is not located within the previously defined boundary of the expanded Naval Air Station Sunnyvale, California Historic District. Furthermore, the current evaluation did not identify any other potential historic district to which the resource may contribute.

Conclusion

As described above, Building 944 does not rise to the level of significance necessary for inclusion in the NRHP and CRHR. Consequently, the resource does not appear to qualify as a historic property for the purposes of Section 106 compliance, nor does it appear to qualify as a historical resource for the purposes of the California Environmental Quality Act.

Additional Images:

Figure 2. North façade, view southeast.
Source: Architectural Resources Group, May 2025

Figure 3. West façade, view east.
Source: Architectural Resources Group, May 2025

Figure 4. South façade, view northeast.
Source: Architectural Resources Group, May 2025

Figure 5. North portion of east façade, view west.
Source: Architectural Resources Group, May 2025

Figure 6. Detail of c.1940s aerial photograph showing the wood-framed barracks of Splinter City, view facing east; the red arrow notes the original two volumes that form the core of Building 944.
Source: NASA Ames Research Center, edited by ARG

***B12. References** (continued):

AECOM. *NASA Ames Research Center Integrated Cultural Resources Management Plan*. Prepared for NASA Ames Research Center. November 2014.

Gleason, Spencer. Moffett Field: From Lighter-Than-Air to Faster-Than-Sound. San Jose: Globe Printing Company, 1958.

University of California, Santa Barbara Library. FrameFinder: Aerial Photography Indexes. https://mil.library.ucsb.edu/ap_indexes/FrameFinder/.

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 6Z _____
Other Listings _____
Review Code _____ Reviewer _____ Date _____

P1. Other Identifier: N/A
***P2. Location:** ☐ Not for Publication ☒ Unrestricted

- ***a. County**: Santa Clara
- ***b. USGS 7.5' Quad** Mountain View, CA **Date:** 2021 **Township:** 6S; **Range:** 2W
- c. Address: Wescoat Road City: Moffett Field Zip: 94035
- d. UTM: Zone 10 S, 583153 mE / 4140706 mN
- e. Other Locational Data: N/A

***P3a. Description:**
Resource 963 is an active recreational facility located along the south side of Wescoat Road and to the southeast of the Moffett Field Chapel. The resource contains two doubles tennis hard courts arranged parallel to one another within a generally square asphalt paved area. The ground surface is flat and measures approximately 120' wide by 120' deep. The courts are painted green with white striping, and the surrounding clearance area is painted red. The center of each court is flanked by two metal net posts, and nets are suspended between the posts. A low metal chain-link fence runs between the courts. The courts are surrounded by a metal chain-link perimeter fence, which rises to a taller height along the north and south sides of the courts. Gates are integrated into the fence at the courts' northeast and southeast corners. A series of paved parking stalls runs adjacent to the east side of the perimeter fence.

***P3b. Resource Attributes:** HP39. Other (Recreational facility)
***P4. Resources Present:** ☐Building ☒Structure ☐Object ☐Site ☐District ☐Element of District ☐Other

P5a. Photograph or Drawing

P5b. Description of Photo:
Figure 1. West and south perimeter of Tennis Courts, view facing northeast (ARG, May 2025).

***P6. Date Constructed/Age and Source:**
☒ Historic ☐ Prehistoric ☐ Both
1943 (Historical photographs)

***P7. Owner and Address:**
U.S. Department of the Army
587 Wescoat Court
Mountain View, CA 94043

***P8. Recorded by:**
Jon Rusch and Isabel Scanlon, Architectural Resources Group
Pier 9, The Embarcadero, Suite 107
San Francisco, CA, 94111

***P9. Date Recorded:** May 2025

***P10. Survey Type:** Intensive

***P11. Report Citation**: Architectural Resources Group and Albion Environmental, *Cultural Resource Inventory Report for the Berkeley Space Center at NASA Research Park Project*, April 2026, prepared for University of California, Berkeley and National Aeronautics and Space Administration Ames Research Center.

***Attachments:** ☐ NONE ☐ Location Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record ☐ Other (List):

BUILDING, STRUCTURE, AND OBJECT RECORD

***Resource Name or #** (Assigned by recorder): 963, Tennis Courts ***NRHP Status Code**: 6Z

B1. Historic Name: N/A
B2. Common Name: Resource 963; Tennis Courts
B3. Original Use: Recreation
B4. Present Use: Recreation
***B5. Architectural Style:** N/A
***B6. Construction History:**

A summary of the resource's construction and known alterations is included in B10: Significance.

***B7. Moved?** ☒**No** ☐**Yes** ☐**Unknown** **Date:** N/A **Original Location**: N/A
***B8. Related Features:** N/A
B9a. Architect: N/A **b. Builder:** N/A
***B10: Significance:** **Theme:** N/A **Area:** N/A
Period of Significance: N/A **Property Type:** N/A **Applicable Criteria:** N/A

Overview of Historical Development and Operations at Moffett Field[1]

Naval Air Station (NAS) Sunnyvale was established in August 1931, and construction began that October. Hangar One, the massive steel-frame structure built to house the dirigible USS *Macon*, the flagship for NAS Sunnyvale, was completed in April 1933. West of Hangar One, the Navy Bureau of Yards and Docks built a campus of Spanish Colonial–style buildings (Shenandoah Plaza) to support dirigible operations on the airfield. East of Hangar One, closer to San Francisco Bay, land was cleared and leveled for a single-runway airfield. The USS *Macon* arrived at NAS Sunnyvale in October 1933 and was stationed there until February 1935, when the dirigible crashed in the Pacific Ocean. Soon after the crash, the Navy terminated its dirigible program at NAS Sunnyvale and transferred the installation to the U.S. Army Air Corps for use in pursuit and observation operations. (See continuation sheet.)

B11. Additional Resource Attributes: N/A
***B12: References:** See continuation sheet.
B13. Remarks:
***B14. Evaluator:** Jon Rusch and Brannon Smithwick, Architectural Resources Group

***Date of Evaluation:** December 19, 2025

[1] This historical context overview is excerpted and slightly adapted from AECOM, *NASA Ames Research Center Integrated Cultural Resources Management Plan*, prepared for NASA Ames Research Center, November 2014.

***B10: Significance** (continued):

Under the Army Air Corps, operations changed from lighter-than-air (LTA) to fixed-wing aircraft used in pursuit and training operations. In 1938, the Army Air Corps removed the older runway system and built a 2,140-foot-long runway using 3-inch-thick asphalt concrete. In 1940, anticipating the outbreak of World War II, the Army Air Corps converted the airfield to become its West Coast training headquarters.

After the strike on Pearl Harbor in December 1941, the Navy reassumed control of the airfield, which was renamed NAS Moffett Field (Moffett Field). LTA operations were needed by the military once again, and Moffett Field became devoted exclusively to LTA aviation, primarily for reconnaissance and surveillance of the Pacific coast. Moffett Field was also used to train new airship pilots, using free balloons and blimps. In 1942, construction started on the first of two new enormous wood-frame hangars on the east side of the airfield. Hangars Two and Three were completed in 1943 and used by the Navy Station Assembly and Repair Department to assemble, erect, store, and maintain blimps and balloons.

LTA operations continued at Moffett Field until August 1947, when the program was deemed obsolete, making Moffett Field an exclusively fixed-wing aircraft base. After World War II, Moffett Field became home to Squadron 4 of the Naval Air Transport Service, with support operations dedicated to aircraft maintenance and overhaul. The airfield was expanded and extended to accommodate the Navy's largest transport aircraft. In 1946, a second runway was built of 8-inch-thick reinforced concrete to an original length of 7,425 feet. In the late 1940s, two more air transport squadrons were commissioned at the base, making Moffett Field the largest Naval Air Transport Service base on the West Coast. Moffett Field's Naval Air Transport Service overhaul and repair operations were closed down in October 1949.

The Korean War started in June 1950, and Moffett Field became the home base for aircraft carrier squadrons and their jet fighter aircrafts. Navy carrier squadrons stationed at Moffett Field used the airfield for training purposes, including simulated carrier landings. Almost every new supersonic jet fighter aircraft in the Navy or U.S. Air Force inventories in the early 1950s was flight-tested at Moffett Field.

In June 1951, to accommodate jet operations at Moffett Field, the Navy embarked on the largest post-World War II expansion program at the airfield. Both runways were extended and resurfaced at least once; taxiways were expanded; parking and apron areas were added; and new supply, transportation, garage, and barracks buildings were constructed. The Flight Operations Building (158) was completed in February 1954. Jet operations at Moffett Field were so extensive that the base was designated a master jet base in 1953, and operational units on-site reached an all-time high in 1955. However, by the early 1960s, the Navy's operational priorities had changed, and the focus shifted from fighter jets to anti-submarine warfare. Jet operations at Moffett Field ended in 1961.

In November 1962, Moffett Field was selected as the West Coast's training center for the Navy's anti-submarine warfare in the Pacific Ocean. The training was centered on the new propeller-driven anti-submarine aircraft, the Lockheed P3 Orion. The P3 Orion had an internal bomb bay that could house torpedoes; nuclear weapons; and various other mines, missiles, and bombs.

In 1973, Moffett Field became the headquarters of the Commander Patrol Wings, U.S. Pacific Fleet, responsible for patrolling 93 million square miles of ocean from Alaska to Hawaii.

In 1991, the Base Realignment and Closure Commission recommended the closure of Moffett Field as a naval air station. In anticipation of the station's closure, the Department of Defense began negotiations with the National Aeronautics and Space Administration for the transfer of the airfield. On July 1, 1994, Moffett Field was closed to military operations, renamed Moffett Federal Airfield, and transferred to NASA (with the exception of the military housing units, which were transferred to the U.S. Air Force).

Construction and Use History

Amid Moffett Field's highly technical and mission-focused environment, sports and recreational activities have ensured the physical fitness of service members, as well as maintaining morale and community among servicemembers, civilian workers, and their families.

Tennis courts have been present at Moffett Field nearly since the opening of the installation. The U.S. Navy Bureau of Yards and Docks' 1933 landscape plan for NAS Sunnyvale included a "tennis court area" north of Wescoat Road, to the rear (southeast) of

Building 20 (Bachelor Officers' Quarters).[2] That was the only outdoor tennis court on the installation until a second set of courts (Resource 963, documented on the current form) were constructed south of Wescoat Road in 1943. A third set of tennis courts, Resource 571, was constructed north of Wescoat Road in 1979.

Although few details have been found regarding the history and improvements of Resource 963, the tennis courts were constructed at approximately the same time as the adjacent Building 48, which housed Bachelor Officers' Quarters. Due to their close proximity at the time they were built, it is reasonable to assume the new tennis courts were intended to serve the residents of Building 48.

When naval operations at Moffett Field were suspended in 1994, military housing and associated amenities—which ostensibly included Resource 963—were transferred to the U.S. Air Force, and subsequently to the U.S. Army. At the time of the field survey performed for the current investigation, Resource 963 and the remaining portions of Building 48 belong to Wescoat Village, a Military Housing Privatization Initiative community located within the original boundary of NAS Sunnyvale.

Previous Documentation and Evaluations

It does not appear that Resource 963 has previously been surveyed or evaluated for individual NRHP eligibility.

National Register of Historic Resources and California Register of Historical Resources Evaluation

The following section documents a new evaluation of Resource 963, the Tennis Courts, to determine whether the property meets the eligibility criteria for listing in the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR). To be eligible for listing in the NRHP and/or CRHR, a resource must demonstrate significance under one or more of the following criteria:

- NRHP Criterion A/CRHR Criterion 1 (Events): Resources that are associated with events that have made a significant contribution to the broad patterns of our history.
- NRHP Criterion B/CRHR Criterion 2 (Persons): Resources that are associated with the lives of persons significant in our past.
- NRHP Criterion C/CRHR Criterion 3 (Design/Construction): Resources that embody the distinctive characteristics of a type, period, region, or method of construction, or that represent the work of a master, or that possess high artistic values., or that represent a significant and distinguishable entity whose components may lack individual distinction.
- NRHP Criterion D/CRHR Criterion 4 (Information Potential): Resources that have yielded, or may be likely to yield, information important in prehistory or history.

Criterion A/Criterion 1

Criterion A/Criterion 1 pertains to a resource's association with events that have made a significant contribution to the broad patterns of history. Resource 963 is a recreational facility that did not directly support any core missions of Moffett Field. Rather, the tennis courts broadly facilitated morale and athletic training for military personnel stationed at Moffett Field beginning during the 1940s. Amenities like tennis courts appear to have been typical on American military installations of the same period, and Resource 963 lacks the strong contextual relationship to significant events that would be necessary to support historical significance under Criterion A/Criterion 1.

Therefore, Resource 963 does not appear to meet the threshold for significance under Criterion A/Criterion 1.

Criterion B/Criterion 2

Criterion B/Criterion 2 relates to a resource's association with the lives of persons significant in our past. As an institutional facility, Resource 963 has been accessible to myriad military and civilian personnel over the course of its history. However, research did not identify any individual persons with a direct relationship to the resource that would associate it with historically significant accomplishments.

Therefore, Resource 963 does not appear to meet the threshold for significance under Criterion B/Criterion 2.

Criterion C/Criterion 3

Criterion C/Criterion 3 correlates with a resource's ability to embody the distinctive characteristics of a type, period, or method of construction; its ability to represent the work of a master; whether it possesses high artistic values; or its ability to represent a

[2] U.S. Navy Bureau of Yards and Docks, "U.S. Naval Air Station Sunnyvale, California Landscape Plan," Drawing No. 115840, April 29, 1933.

significant and distinguishable entity whose components may lack individual distinction. A tennis court facility, Resource 963 has utilitarian design qualities. Its paved asphalt playing surface, perimeter fence, and nets appear typical of tennis courts during much of the second half of the twentieth century, and it reflects an unremarkable design that could be found on numerous military and civilian facilities. None of the resource's physical features suggest it represents an innovative approach to tennis court design. Therefore, the resource lacks distinguished design elements/artistic value, and it does not appear to represent the work of a master architect, builder, design professional, or artisan.

Therefore, Resource 963 does not appear to meet the threshold for significance under Criterion C/Criterion 3.

Criterion D/Criterion 4

Criterion D/Criterion 4 pertains to the potential for a resource to provide information on pre- and/or post-contact history and is generally applied to archaeological resources. In consideration of this criterion, Resource 963 does not appear to fill a known data gap or research questions related to significant aspects of Moffett Federal Airfield's history or physical development that is not otherwise detailed extensively in available primary and secondary historical sources.

Therefore, Resource 963 does not appear to meet the threshold for significance under Criterion D/Criterion 4.

Integrity

Eligibility for listing in the NRHP and CRHR requires that a resource must also retain sufficient integrity to convey its identified significance under the applicable significance criteria. Integrity is defined as a resource's ability to convey its significance and is measured according to seven aspects defined by the National Park Service: location, design, materials, workmanship, setting, association, and feeling. Because Resource 963 is not significant under any of the evaluative criteria, a full integrity assessment is not necessary to document its ineligibility for NRHP and CRHR listing.

District Contributor Status

Resource 963 is not located within the previously defined boundary of the expanded NAS Sunnyvale Historic District. Furthermore, the current evaluation did not identify any other potential historic district to which the resource may contribute.

Conclusion

As described above, Resource 963 does not rise to the level of significance necessary for inclusion in the NRHP and CRHR. Consequently, the building does not appear to qualify as a historic property for the purposes of Section 106 compliance, nor does it appear to qualify as a historical resource for the purposes of the California Environmental Quality Act.

Additional Images:

Figure 2. Tennis courts, view facing southeast.
Source: Architectural Resources Group, May 2025

Figure 3. Tennis courts, interior view facing southwest.
Source: Architectural Resources Group, May 2025

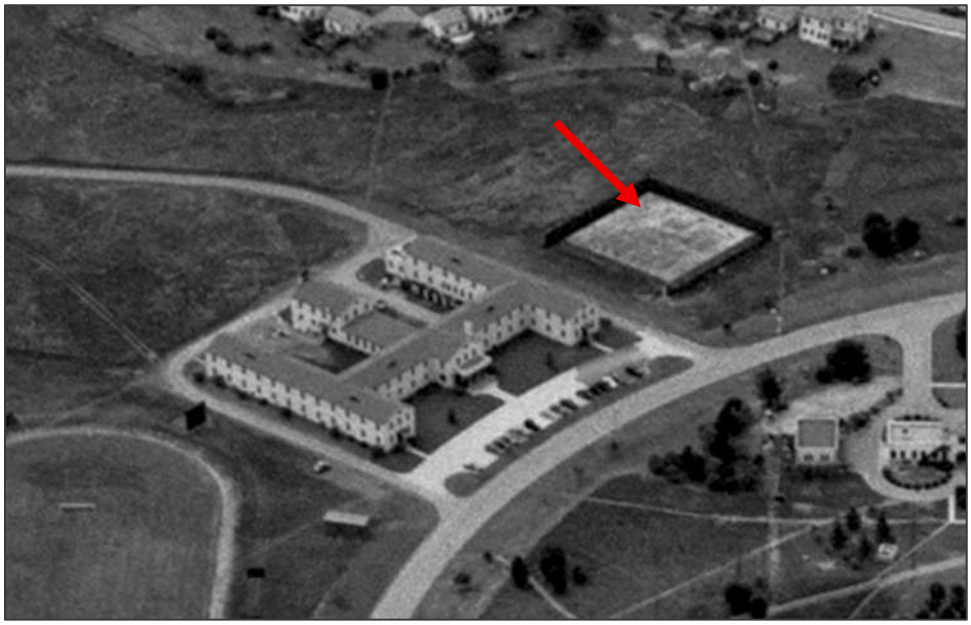


Figure 4. Bird's eye view of the Bachelor Officers' Quarters (Building 48) left of center, c.1944; Resource 963 is noted with the red arrow.
Source: NASA Ames Research Center, edited by ARG

***B12. References** (continued):

AECOM. *NASA Ames Research Center Integrated Cultural Resources Management Plan*. Prepared for NASA Ames Research Center. November 2014.

The Moffett News, various articles from the 1940s.

U.S. Navy Bureau of Yards and Docks. "U.S. Naval Air Station Sunnyvale, California Landscape Plan." Drawing No. 115840. April 29, 1933.

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 6Z _____
Other Listings _____
Review Code _____ Reviewer _____ Date _____

 ***Resource Name or #**: 964, Basketball Court

P1. Other Identifier: N/A
***P2. Location:** ☐ Not for Publication ☒ Unrestricted

- ***a. County**: Santa Clara
- ***b. USGS 7.5' Quad** Mountain View, CA **Date:** 2021 **Township:** 6S; **Range:** 2W
- c. Address: Girard Road City: Moffett Field Zip: 94035
- d. UTM: Zone 10 S, 583560 mE / 4140443 mN
- e. Other Locational Data: Chase Park

***P3a. Description:**
Resource 964, the Basketball Court, is located in Chase Park east of Dailey Road and south of Girard Road. The resource comprises a level, concrete playing surface measuring approximately 85' long by 60' wide. The court features hoops at its east end and west ends, each constructed of pairings of metal posts mounted with metal backboards. A metal lamppost with a single downward-facing floodlight stands along the north side. A movable set of metal bleachers now lies along the north edge of the playing surface. The Basketball Court is surrounded by several mature eucalyptus trees.

***P3b. Resource Attributes:** HP39. Other (Recreational facility)
***P4. Resources Present:** ☐Building ☒Structure ☐Object ☐Site ☐District ☐Element of District ☐Other

P5a. Photograph or Drawing

P5b. Description of Photo:
Figure 1. View northeast (ARG, May 2025).

***P6. Date Constructed/Age and Source:**
☒ Historic ☐ Prehistoric ☐ Both
1942 (NASA ARC)

***P7. Owner and Address:**
U.S. National Aeronautics and Space Administration
Ames Research Center
Moffett Field, CA 94035

***P8. Recorded by:**
Jon Rusch and Isabel Scanlon, Architectural Resources Group
Pier 9, The Embarcadero, Suite 107
San Francisco, CA, 94111

***P9. Date Recorded:** May 2025

***P10. Survey Type:** Intensive

***P11. Report Citation**: Architectural Resources Group and Albion Environmental, *Cultural Resource Inventory Report for the Berkeley Space Center at NASA Research Park Project*, April 2026, prepared for University of California, Berkeley and National Aeronautics and Space Administration Ames Research Center.

***Attachments:** ☐ NONE ☐ Location Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record ☐ Other (List):

BUILDING, STRUCTURE, AND OBJECT RECORD

***Resource Name or #** (Assigned by recorder): 964, Basketball Court ***NRHP Status Code**: 6Z

B1. Historic Name: N/A
B2. Common Name: Resource 964; Basketball Court
B3. Original Use: Recreation (basketball court)
B4. Present Use: N/A (disused)
***B5. Architectural Style:** None
***B6. Construction History:**

A summary of the resource's construction and known alterations is included in B10: Significance.

***B7. Moved?** ☒**No** ☐**Yes** ☐**Unknown** **Date:** N/A **Original Location**: N/A
***B8. Related Features:** N/A
B9a. Architect: N/A **b. Builder:** N/A
***B10: Significance:** **Theme:** N/A **Area:** N/A
Period of Significance: N/A **Property Type:** N/A **Applicable Criteria:** N/A

Overview of Historical Development and Operations at Moffett Field[1]

Naval Air Station (NAS) Sunnyvale was established in August 1931, and construction began that October. Hangar One, the massive steel-frame structure built to house the dirigible USS *Macon*, the flagship for NAS Sunnyvale, was completed in April 1933. West of Hangar One, the Navy Bureau of Yards and Docks built a campus of Spanish Colonial–style buildings (Shenandoah Plaza) to support dirigible operations on the airfield. East of Hangar One, closer to San Francisco Bay, land was cleared and leveled for a single-runway airfield. The USS *Macon* arrived at NAS Sunnyvale in October 1933 and was stationed there until February 1935, when the dirigible crashed in the Pacific Ocean. Soon after the crash, the Navy terminated its dirigible program at NAS Sunnyvale and transferred the installation to the U.S. Army Air Corps for use in pursuit and observation operations. (See continuation sheet.)

B11. Additional Resource Attributes: N/A
***B12: References:** See continuation sheet.
B13. Remarks:
***B14. Evaluator:** Jon Rusch and Brannon Smithwick, Architectural Resources Group

***Date of Evaluation:** December 19, 2025

[1] This historical context overview is excerpted and slightly adapted from AECOM, *NASA Ames Research Center Integrated Cultural Resources Management Plan*, prepared for NASA Ames Research Center, November 2014.

***B10: Significance** (continued):

Under the Army Air Corps, operations changed from lighter-than-air (LTA) to fixed-wing aircraft used in pursuit and training operations. In 1938, the Army Air Corps removed the older runway system and built a 2,140-foot-long runway using 3-inch-thick asphalt concrete. In 1940, anticipating the outbreak of World War II, the Army Air Corps converted the airfield to become its West Coast training headquarters.

After the strike on Pearl Harbor in December 1941, the Navy reassumed control of the airfield, which was renamed NAS Moffett Field (Moffett Field). LTA operations were needed by the military once again, and Moffett Field became devoted exclusively to LTA aviation, primarily for reconnaissance and surveillance of the Pacific coast. Moffett Field was also used to train new airship pilots, using free balloons and blimps. In 1942, construction started on the first of two new enormous wood-frame hangars on the east side of the airfield. Hangars Two and Three were completed in 1943 and used by the Navy Station Assembly and Repair Department to assemble, erect, store, and maintain blimps and balloons.

LTA operations continued at Moffett Field until August 1947, when the program was deemed obsolete, making Moffett Field an exclusively fixed-wing aircraft base. After World War II, Moffett Field became home to Squadron 4 of the Naval Air Transport Service, with support operations dedicated to aircraft maintenance and overhaul. The airfield was expanded and extended to accommodate the Navy's largest transport aircraft. In 1946, a second runway was built of 8-inch-thick reinforced concrete to an original length of 7,425 feet. In the late 1940s, two more air transport squadrons were commissioned at the base, making Moffett Field the largest Naval Air Transport Service base on the West Coast. Moffett Field's Naval Air Transport Service overhaul and repair operations were closed down in October 1949.

The Korean War started in June 1950, and Moffett Field became the home base for aircraft carrier squadrons and their jet fighter aircrafts. Navy carrier squadrons stationed at Moffett Field used the airfield for training purposes, including simulated carrier landings. Almost every new supersonic jet fighter aircraft in the Navy or U.S. Air Force inventories in the early 1950s was flight-tested at Moffett Field.

In June 1951, to accommodate jet operations at Moffett Field, the Navy embarked on the largest post-World War II expansion program at the airfield. Both runways were extended and resurfaced at least once; taxiways were expanded; parking and apron areas were added; and new supply, transportation, garage, and barracks buildings were constructed. The Flight Operations Building (158) was completed in February 1954. Jet operations at Moffett Field were so extensive that the base was designated a master jet base in 1953, and operational units on-site reached an all-time high in 1955. However, by the early 1960s, the Navy's operational priorities had changed, and the focus shifted from fighter jets to anti-submarine warfare. Jet operations at Moffett Field ended in 1961.

In November 1962, Moffett Field was selected as the West Coast's training center for the Navy's anti-submarine warfare in the Pacific Ocean. The training was centered on the new propeller-driven anti-submarine aircraft, the Lockheed P3 Orion. The P3 Orion had an internal bomb bay that could house torpedoes; nuclear weapons; and various other mines, missiles, and bombs.

In 1973, Moffett Field became the headquarters of the Commander Patrol Wings, U.S. Pacific Fleet, responsible for patrolling 93 million square miles of ocean from Alaska to Hawaii.

In 1991, the Base Realignment and Closure Commission recommended the closure of Moffett Field as a naval air station. In anticipation of the station's closure, the Department of Defense began negotiations with the National Aeronautics and Space Administration for the transfer of the airfield. On July 1, 1994, Moffett Field was closed to military operations, renamed Moffett Federal Airfield, and transferred to NASA (with the exception of the military housing units, which were transferred to the U.S. Air Force).

Construction and Use History

Amid Moffett Field's highly technical and mission-focused environment, sports and recreational activities have ensured the physical fitness of service members, as well as maintaining morale and community among servicemembers, civilian workers, and their families.

The basketball court now identified as Resource 964 was constructed in 1942 near the southern edge of Moffett Field, adjacent to a collection of wood-frame U.S. Army barracks buildings commonly known as "Splinter City."[2] Photographs from the 1940s depict two rectangular concrete pads near the southwest corner of Splinter City. The northern of these corresponds to Resource 964, while the

[2] Spencer Gleason, *Moffett Field: From Lighter-Than-Air to Faster-Than-Sound* (San Jose: Globe Printing Company, 1958), 23.

southern corresponds to Resource 965 (currently comprising volleyball courts). These courts contributed to a range of outdoor recreational facilities that were present at Moffett Field during the World War II period, which also included multiple tennis courts, baseball diamonds, and swimming pool. Recreational programs instituted over the course of the base's history included organized leagues for tennis, softball, baseball, bowling, flag football, golf, and basketball, along with other intramural tournaments and community events.[3]

During the Cold War, new recreational amenities were introduced in the vicinity of Resource 964, including a running track, two softball fields, a picnic shelter, and a building housing racquetball courts. Together, these facilities comprised a recreational complex later known as Chase Park. Research did not uncover additional information on improvements that have been made to the resource.

Previous Documentation and Evaluations

It does not appear that Resource 964 has previously been surveyed or evaluated for individual NRHP eligibility.

National Register of Historic Resources and California Register of Historical Resources Evaluation

The following section documents a new evaluation of Resource 964, the Basketball Court, to determine whether the property meets the eligibility criteria for listing in the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR). To be eligible for listing in the NRHP and/or CRHR, a resource must demonstrate significance under one or more of the following criteria:

- NRHP Criterion A/CRHR Criterion 1 (Events): Resources that are associated with events that have made a significant contribution to the broad patterns of our history.
- NRHP Criterion B/CRHR Criterion 2 (Persons): Resources that are associated with the lives of persons significant in our past.
- NRHP Criterion C/CRHR Criterion 3 (Design/Construction): Resources that embody the distinctive characteristics of a type, period, region, or method of construction, or that represent the work of a master, or that possess high artistic values., or that represent a significant and distinguishable entity whose components may lack individual distinction.
- NRHP Criterion D/CRHR Criterion 4 (Information Potential): Resources that have yielded, or may be likely to yield, information important in prehistory or history.

Criterion A/Criterion 1

Criterion A/Criterion 1 pertains to a resource's association with events that have made a significant contribution to the broad patterns of history. Resource 964 is a recreational facility that did not directly support any core missions of Moffett Field. Rather, the basketball court broadly facilitated morale and athletic training for military personnel stationed at Moffett Field during the second half of the twentieth century. Amenities like basketball courts appear to have been typical on American military installations of the same period, and Resource 964 lacks the strong contextual relationship to significant events that would be necessary to support historical significance under Criterion A/Criterion 1.

Therefore, Resource 964 does not appear to meet the threshold for significance under Criterion A/Criterion 1.

Criterion B/Criterion 2

Criterion B/Criterion 2 relates to a resource's association with the lives of persons significant in our past. As an institutional facility, Resource 964 has been accessible to myriad military and civilian personnel over the course of its history. However, research did not identify any individual persons with a direct relationship to the resource that would associate it with historically significant accomplishments.

Therefore, Resource 964 does not appear to meet the threshold for significance under Criterion B/Criterion 2.

Criterion C/Criterion 3

Criterion C/Criterion 3 correlates with a resource's ability to embody the distinctive characteristics of a type, period, or method of construction; its ability to represents the work of a master; whether it possesses high artistic values; or its ability to represent a significant and distinguishable entity whose components may lack individual distinction. As a recreational basketball facility, Resource 964 has utilitarian design qualities. Its paved concrete surface and hoops are typical of basketball courts during much of the second half of the twentieth century, and it reflects an unremarkable design that could be found on numerous military and civilian

[3] *The Moffett News*, various articles from the 1940s.

facilities. None of the resource's physical features suggest it represents an innovative approach to basketball court design. Therefore, the resource lacks distinguished design elements/artistic value, and it does not appear to represent the work of a master architect, builder, design professional, or artisan.

Therefore, Resource 964 does not appear to meet the threshold for significance under Criterion C/Criterion 3.

Criterion D/Criterion 4

Criterion D/Criterion 4 pertains to the potential for a resource to provide information on pre- and/or post-colonial history and is generally applied to archaeological resources. In consideration of this criterion, built environment resources Resource 964 do not appear to fill a known data gap or research questions related to significant aspects of Moffett Federal Airfield's history or physical development that is not otherwise detailed extensively in available primary and secondary historical sources.

Therefore, Resource 964 does not appear to meet the threshold for significance under Criterion D/Criterion 4.

Integrity

Eligibility for listing in the NRHP and CRHR requires that a resource must also retain sufficient integrity to convey its identified significance under the applicable significance criteria. Integrity is defined as a resource's ability to convey its significance and is measured according to seven aspects defined by the National Park Service: location, design, materials, workmanship, setting, association, and feeling. Because Resource 964 is not significant under any of the evaluative criteria, a full integrity assessment is not necessary to document its ineligibility for NRHP and CRHR listing.

District Contributor Status

Resource 964 is not located within the previously defined boundary of the expanded Naval Air Station Sunnyvale, California Historic District. Furthermore, the current evaluation did not identify any other potential historic district to which the resource may contribute.

Conclusion

As described above, Resource 964 does not rise to the level of significance necessary for inclusion in the NRHP and CRHR. Consequently, the building does not appear to qualify as a historic property for the purposes of Section 106 compliance, nor does it appear to qualify as a historical resource for the purposes of the California Environmental Quality Act.

Additional Images:

Figure 2. Basketball Court lamppost and bleachers, view northeast.
Source: Architectural Resources Group, May 2025

Figure 3. West basketball hoop, view east.
Source: Architectural Resources Group, May 2025

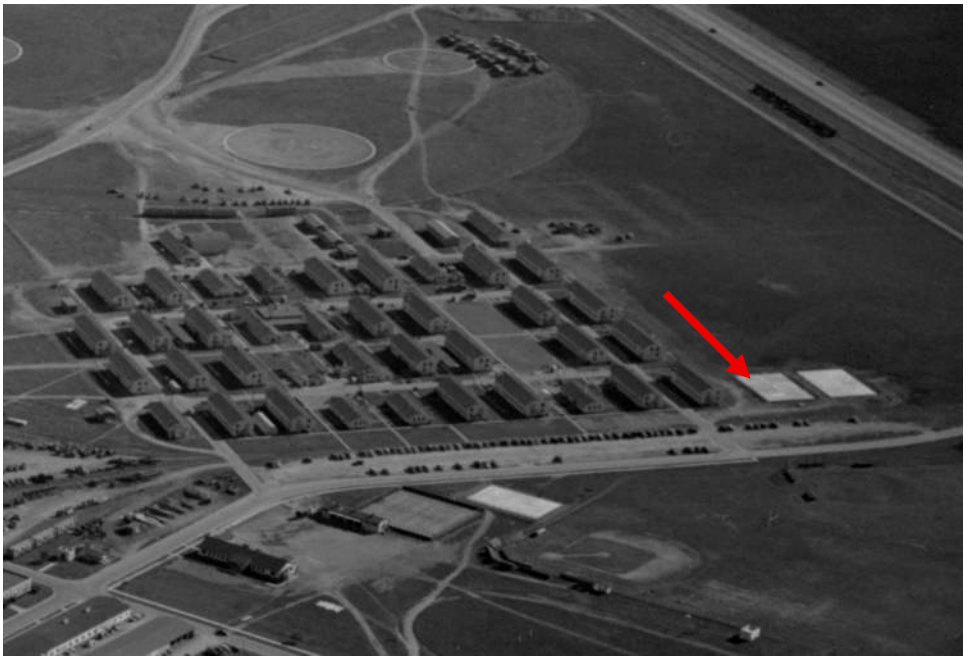


Figure 4. Aerial photograph, c.1940s, depicting the barracks area known as Splinter City (center); Resource 964 is noted with the red arrow at right.
Source: NASA Ames Research Center, edited by ARG

***B12. References** (continued):

AECOM. *NASA Ames Research Center Integrated Cultural Resources Management Plan*. Prepared for NASA Ames Research Center. November 2014.

Gleason, Spencer. *Moffett Field: From Lighter-Than-Air to Faster-Than-Sound*. San Jose: Globe Printing Company, 1958.

The Moffett News, various articles from the 1940s.

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 6Z _____
Other Listings _____
Review Code _____ Reviewer _____ Date _____

 ***Resource Name or #**: 965, Volleyball Courts

P1. Other Identifier: N/A
***P2. Location:** ☐ Not for Publication ☒ Unrestricted

- ***a. County**: Santa Clara
- ***b. USGS 7.5' Quad** Mountain View, CA **Date:** 2021 **Township:** 6S; **Range:** 2W
- c. Address: Dailey Road City: Moffett Field Zip: 94035
- d. UTM: Zone 10 S, 583549 mE / 4140419 mN
- e. Other Locational Data: Chase Park

***P3a. Description:**
Resource 965, the Volleyball Courts, are located in Chase Park east of Dailey Road and south of Girard Road. The resource contains two disused playing courts within a level and graded area measuring approximately 80' by 55'. Each court features a ground surface of compacted sand, which now has extensive grass cover due to lack of maintenance. The center of each court is flanked by squared wood net posts. The eastern of the two courts retains its net. A metal lamppost with two downward-facing floodlights stands along the south side.

***P3b. Resource Attributes:** HP39. Other (Recreational facility)
***P4. Resources Present:** ☐Building ☒Structure ☐Object ☐Site ☐District ☐Element of District ☐Other

P5a. Photograph or Drawing

P5b. Description of Photo:
Figure 1. Volleyball courts, view southeast (ARG, May 2025).

***P6. Date Constructed/Age and Source:**
☒ Historic ☐ Prehistoric ☐ Both
1942 (NASA ARC)

***P7. Owner and Address:**
U.S. National Aeronautics and Space Administration
Ames Research Center
Moffett Field, CA 94035

***P8. Recorded by:**
Jon Rusch and Isabel Scanlon, Architectural Resources Group
Pier 9, The Embarcadero, Suite 107
San Francisco, CA, 94111

***P9. Date Recorded:** May 2025

***P10. Survey Type:** Intensive

***P11. Report Citation**: Architectural Resources Group and Albion Environmental, *Cultural Resource Inventory Report for the Berkeley Space Center at NASA Research Park Project*, April 2026, prepared for University of California, Berkeley and National Aeronautics and Space Administration Ames Research Center.

***Attachments:** ☐ NONE ☐ Location Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record ☐ Other (List):

BUILDING, STRUCTURE, AND OBJECT RECORD

***Resource Name or #** (Assigned by recorder): 965, Volleyball Courts ***NRHP Status Code**: 6Z

B1. Historic Name: N/A
B2. Common Name: Resource 965; Volleyball Courts
B3. Original Use: Recreation (volleyball courts)
B4. Present Use: N/A (disused)
***B5. Architectural Style:** None
***B6. Construction History:**

A summary of the resource's construction and known alterations is included in B10: Significance.

***B7. Moved?** ☒**No** ☐**Yes** ☐**Unknown** **Date:** N/A **Original Location**: N/A
***B8. Related Features:** N/A
B9a. Architect: N/A **b. Builder:** N/A
***B10: Significance:** **Theme:** N/A **Area:** N/A
Period of Significance: N/A **Property Type:** N/A **Applicable Criteria:** N/A

Overview of Historical Development and Operations at Moffett Field[1]

Naval Air Station (NAS) Sunnyvale was established in August 1931, and construction began that October. Hangar One, the massive steel-frame structure built to house the dirigible USS *Macon*, the flagship for NAS Sunnyvale, was completed in April 1933. West of Hangar One, the Navy Bureau of Yards and Docks built a campus of Spanish Colonial–style buildings (Shenandoah Plaza) to support dirigible operations on the airfield. East of Hangar One, closer to San Francisco Bay, land was cleared and leveled for a single-runway airfield. The USS *Macon* arrived at NAS Sunnyvale in October 1933 and was stationed there until February 1935, when the dirigible crashed in the Pacific Ocean. Soon after the crash, the Navy terminated its dirigible program at NAS Sunnyvale and transferred the installation to the U.S. Army Air Corps for use in pursuit and observation operations. (See continuation sheet.)

B11. Additional Resource Attributes: N/A
***B12: References:** See continuation sheet.
B13. Remarks:
***B14. Evaluator:** Jon Rusch and Brannon Smithwick, Architectural Resources Group

***Date of Evaluation:** December 19, 2025

[1] This historical context overview is excerpted and slightly adapted from AECOM, *NASA Ames Research Center Integrated Cultural Resources Management Plan*, prepared for NASA Ames Research Center, November 2014.

***B10: Significance** (continued):

Under the Army Air Corps, operations changed from lighter-than-air (LTA) to fixed-wing aircraft used in pursuit and training operations. In 1938, the Army Air Corps removed the older runway system and built a 2,140-foot-long runway using 3-inch-thick asphalt concrete. In 1940, anticipating the outbreak of World War II, the Army Air Corps converted the airfield to become its West Coast training headquarters.

After the strike on Pearl Harbor in December 1941, the Navy reassumed control of the airfield, which was renamed NAS Moffett Field (Moffett Field). LTA operations were needed by the military once again, and Moffett Field became devoted exclusively to LTA aviation, primarily for reconnaissance and surveillance of the Pacific coast. Moffett Field was also used to train new airship pilots, using free balloons and blimps. In 1942, construction started on the first of two new enormous wood-frame hangars on the east side of the airfield. Hangars Two and Three were completed in 1943 and used by the Navy Station Assembly and Repair Department to assemble, erect, store, and maintain blimps and balloons.

LTA operations continued at Moffett Field until August 1947, when the program was deemed obsolete, making Moffett Field an exclusively fixed-wing aircraft base. After World War II, Moffett Field became home to Squadron 4 of the Naval Air Transport Service, with support operations dedicated to aircraft maintenance and overhaul. The airfield was expanded and extended to accommodate the Navy's largest transport aircraft. In 1946, a second runway was built of 8-inch-thick reinforced concrete to an original length of 7,425 feet. In the late 1940s, two more air transport squadrons were commissioned at the base, making Moffett Field the largest Naval Air Transport Service base on the West Coast. Moffett Field's Naval Air Transport Service overhaul and repair operations were closed down in October 1949.

The Korean War started in June 1950, and Moffett Field became the home base for aircraft carrier squadrons and their jet fighter aircrafts. Navy carrier squadrons stationed at Moffett Field used the airfield for training purposes, including simulated carrier landings. Almost every new supersonic jet fighter aircraft in the Navy or U.S. Air Force inventories in the early 1950s was flight-tested at Moffett Field.

In June 1951, to accommodate jet operations at Moffett Field, the Navy embarked on the largest post-World War II expansion program at the airfield. Both runways were extended and resurfaced at least once; taxiways were expanded; parking and apron areas were added; and new supply, transportation, garage, and barracks buildings were constructed. The Flight Operations Building (158) was completed in February 1954. Jet operations at Moffett Field were so extensive that the base was designated a master jet base in 1953, and operational units on-site reached an all-time high in 1955. However, by the early 1960s, the Navy's operational priorities had changed, and the focus shifted from fighter jets to anti-submarine warfare. Jet operations at Moffett Field ended in 1961.

In November 1962, Moffett Field was selected as the West Coast's training center for the Navy's anti-submarine warfare in the Pacific Ocean. The training was centered on the new propeller-driven anti-submarine aircraft, the Lockheed P3 Orion. The P3 Orion had an internal bomb bay that could house torpedoes; nuclear weapons; and various other mines, missiles, and bombs.

In 1973, Moffett Field became the headquarters of the Commander Patrol Wings, U.S. Pacific Fleet, responsible for patrolling 93 million square miles of ocean from Alaska to Hawaii.

In 1991, the Base Realignment and Closure Commission recommended the closure of Moffett Field as a naval air station. In anticipation of the station's closure, the Department of Defense began negotiations with the National Aeronautics and Space Administration for the transfer of the airfield. On July 1, 1994, Moffett Field was closed to military operations, renamed Moffett Federal Airfield, and transferred to NASA (with the exception of the military housing units, which were transferred to the U.S. Air Force).

Construction and Use History

Amid Moffett Field's highly technical and mission-focused environment, sports and recreational activities have ensured the physical fitness of service members, as well as maintaining morale and community among servicemembers, civilian workers, and their families.

The volleyball courts now identified as Resource 965 were initially constructed in 1942 near the southern edge of Moffett Field, adjacent to a collection of wood-frame U.S. Army barracks buildings commonly known as "Splinter City."[2] Photographs from the 1940s depict two rectangular concrete pads near the southwest corner of Splinter City. The southern of these corresponds to

[2] Spencer Gleason, *Moffett Field: From Lighter-Than-Air to Faster-Than-Sound* (San Jose: Globe Printing Company, 1958), 23.

Resource 965, while the northern corresponds to Resource 964 (basketball courts). Because Resource 965 appears to have been paved at the time of its construction, it was unlikely used for volleyball at that time; it is possible that it was originally a second basketball court. Regardless, these courts contributed to a range of outdoor recreational facilities that were present at Moffett Field during the World War II period, which also included multiple tennis courts, baseball diamonds, and swimming pool. Recreational programs instituted over the course of the base's history included organized leagues for tennis, softball, baseball, bowling, flag football, golf, and basketball, along with other intramural tournaments and community events.[3]

During the Cold War, new recreational amenities were introduced in the vicinity of Resource 965, including a running track, two softball fields, a picnic shelter, and a building housing racquetball courts. Together, these facilities comprised a recreational complex later known as Chase Park. Research did not uncover additional information on improvements that have been made to the resource, including the introduction of the current sand surface. At the time of the field survey performed for the current investigation in 2025, the resource appeared abandoned.

Previous Documentation and Evaluations

It does not appear that Resource 965 has previously been surveyed or evaluated for individual NRHP eligibility.

National Register of Historic Resources and California Register of Historical Resources Evaluation

The following section documents a new evaluation of Resource 965, the Volleyball Courts, to determine whether the property meets the eligibility criteria for listing in the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR). To be eligible for listing in the NRHP and/or CRHR, a resource must demonstrate significance under one or more of the following criteria:

- NRHP Criterion A/CRHR Criterion 1 (Events): Resources that are associated with events that have made a significant contribution to the broad patterns of our history.
- NRHP Criterion B/CRHR Criterion 2 (Persons): Resources that are associated with the lives of persons significant in our past.
- NRHP Criterion C/CRHR Criterion 3 (Design/Construction): Resources that embody the distinctive characteristics of a type, period, region, or method of construction, or that represent the work of a master, or that possess high artistic values., or that represent a significant and distinguishable entity whose components may lack individual distinction.
- NRHP Criterion D/CRHR Criterion 4 (Information Potential): Resources that have yielded, or may be likely to yield, information important in prehistory or history.

Criterion A/Criterion 1

Criterion A/Criterion 1 pertains to a resource's association with events that have made a significant contribution to the broad patterns of history. Resource 965 is a recreational facility that did not directly support any core missions of Moffett Field. Rather, the volleyball court broadly facilitated morale and athletic training for military personnel stationed at Moffett Field during the second half of the twentieth century. Amenities like volleyball courts appear to have been typical on American military installations of the same period, and Resource 965 lacks the strong contextual relationship to significant events that would be necessary to support historical significance under Criterion A/Criterion 1.

Therefore, Resource 965 does not appear to meet the threshold for significance under Criterion A/Criterion 1.

Criterion B/Criterion 2

Criterion B/Criterion 2 relates to a resource's association with the lives of persons significant in our past. As an institutional facility, Resource 965 has been accessible to myriad military and civilian personnel over the course of its history. However, research did not identify any individual persons with a direct relationship to the resource that would associate it with historically significant accomplishments.

Therefore, Resource 965 does not appear to meet the threshold for significance under Criterion B/Criterion 2.

Criterion C/Criterion 3

Criterion C/Criterion 3 correlates with a resource's ability to embody the distinctive characteristics of a type, period, or method of construction; its ability to represents the work of a master; whether it possesses high artistic values; or its ability to represent a significant and distinguishable entity whose components may lack individual distinction. As a recreational volleyball facility,

[3] *The Moffett News*, various articles from the 1940s.

Resource 965 has utilitarian design qualities. Its compacted sand surface and wood net posts are typical of volleyball courts during much of the second half of the twentieth century, and it reflects an unremarkable design that could be found on numerous military and civilian facilities. None of the resource's physical features suggest it represents an innovative approach to volleyball court design. Therefore, the resource lacks distinguished design elements/artistic value, and it does not appear to represent the work of a master architect, builder, design professional, or artisan.

Therefore, Resource 965 does not appear to meet the threshold for significance under Criterion C/Criterion 3.

Criterion D/Criterion 4

Criterion D/Criterion 4 pertains to the potential for a resource to provide information on pre- and/or post-contact history and is generally applied to archaeological resources. In consideration of this criterion, Resource 965 does not appear to fill a known data gap or research questions related to significant aspects of Moffett Federal Airfield's history or physical development that is not otherwise detailed extensively in available primary and secondary historical sources.

Therefore, Resource 965 does not appear to meet the threshold for significance under Criterion D/Criterion 4.

Integrity

Eligibility for listing in the NRHP and CRHR requires that a resource must also retain sufficient integrity to convey its identified significance under the applicable significance criteria. Integrity is defined as a resource's ability to convey its significance and is measured according to seven aspects defined by the National Park Service: location, design, materials, workmanship, setting, association, and feeling. Because Resource 965 is not significant under any of the evaluative criteria, a full integrity assessment is not necessary to document its ineligibility for NRHP and CRHR listing.

District Contributor Status

Resource 965 is not located within the previously defined boundary of the expanded Naval Air Station Sunnyvale, California Historic District. Furthermore, the current evaluation did not identify any other potential historic district to which the resource may contribute.

Conclusion

As described above, Resource 965 does not rise to the level of significance necessary for inclusion in the NRHP and CRHR. Consequently, the building does not appear to qualify as a historic property for the purposes of Section 106 compliance, nor does it appear to qualify as a historical resource for the purposes of the California Environmental Quality Act.

Additional Images:

Figure 2. East volleyball net, view north.
Source: Architectural Resources Group, May 2025

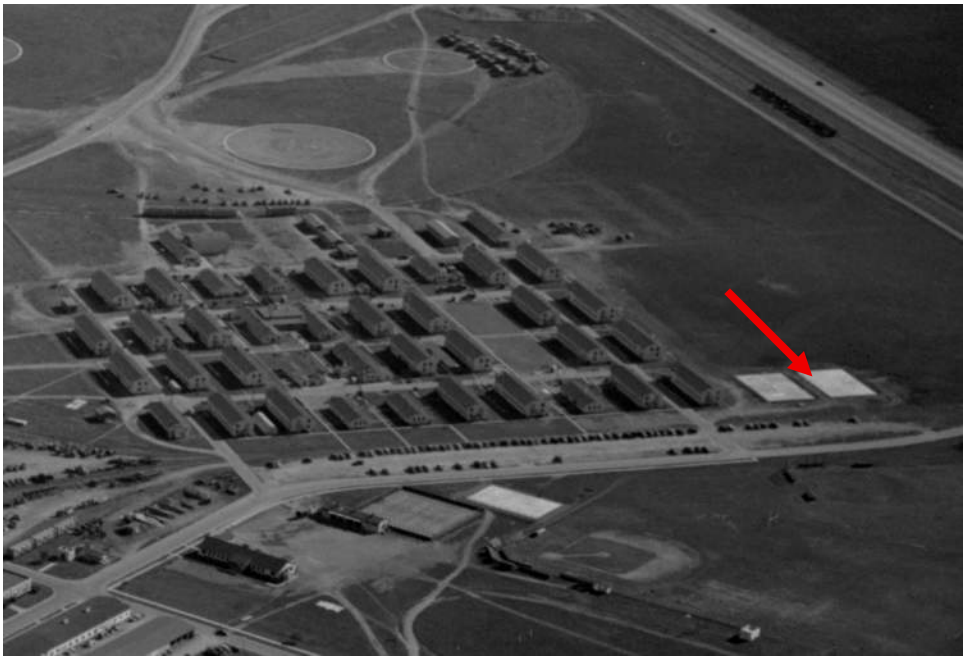


Figure 3. Aerial photograph, c.1940s, depicting the barracks area known as Splinter City (center); Resource 965 is noted with the red arrow at right.
Source: NASA Ames Research Center, edited by ARG

***B12. References** (continued):

AECOM. *NASA Ames Research Center Integrated Cultural Resources Management Plan*. Prepared for NASA Ames Research Center. November 2014.

Gleason, Spencer. *Moffett Field: From Lighter-Than-Air to Faster-Than-Sound*. San Jose: Globe Printing Company, 1958.

The Moffett News, various articles from the 1940s.

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 6Z _____
Other Listings _____
Review Code _____ Reviewer _____ Date _____

 ***Resource Name or #**: 966, Softball Field #2

P1. Other Identifier: N/A
***P2. Location:** ☐ Not for Publication ☒ Unrestricted

- ***a. County**: Santa Clara
- ***b. USGS 7.5' Quad** Mountain View, CA **Date:** 2021 **Township:** 6S; **Range:** 2W
- c. Address: Girard Road City: Moffett Field Zip: 94035
- d. UTM: Zone 10 S, 583749 mE / 4140368 mN
- e. Other Locational Data: Chase Park

***P3a. Description:**
Resource 966, Softball Field #2, is the eastern of two adjacent, mirrored softball fields in Chase Park south of Girard Road. The resource has a fan-shaped plan measuring approximately 310' wide. The field is generally level and is covered in grass that does not appear maintained. The east and north edges of the field are lined by metal chain-link fences that incorporate a hooded backstop and recessed dugouts. A set of movable metal bleachers is located near the field's northeast corner (adjacent to the south façade of Building 572), and an elevated scoreboard on metal posts is located along the north fence line. Additionally, the rounded outer edge of the outfield is defined by a perimeter fence with a wind screen.

***P3b. Resource Attributes:** HP39. Other (Recreational facility)
***P4. Resources Present:** ☐Building ☒Structure ☐Object ☐Site ☐District ☐Element of District ☐Other

P5a. Photograph or Drawing

P5b. Description of Photo:
Figure 1. View south (ARG, May 2025).

***P6. Date Constructed/Age and Source:**
☒ Historic ☐ Prehistoric ☐ Both
1957 (NASA ARC)

***P7. Owner and Address:**
U.S. National Aeronautics and Space Administration
Ames Research Center
Moffett Field, CA 94035

***P8. Recorded by:**
Jon Rusch and Isabel Scanlon, Architectural Resources Group
Pier 9, The Embarcadero, Suite 107
San Francisco, CA, 94111

***P9. Date Recorded:** May 2025

***P10. Survey Type:** Intensive

***P11. Report Citation**: Architectural Resources Group and Albion Environmental, *Cultural Resource Inventory Report for the Berkeley Space Center at NASA Research Park Project*, April 2026, prepared for University of California, Berkeley and National Aeronautics and Space Administration Ames Research Center.

***Attachments:** ☐ NONE ☐ Location Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record ☐ Other (List):

BUILDING, STRUCTURE, AND OBJECT RECORD

***Resource Name or #** (Assigned by recorder): 966, Softball Field #2 ***NRHP Status Code**: 6Z

B1. Historic Name: N/A
B2. Common Name: Resource 966; Softball Field #2
B3. Original Use: Recreation (softball/baseball field)
B4. Present Use: Recreation
***B5. Architectural Style:** None
***B6. Construction History:**

A summary of the resource's construction and known alterations is included in B10: Significance.

***B7. Moved?** ☒**No** ☐**Yes** ☐**Unknown** **Date:** N/A **Original Location**: N/A
***B8. Related Features:** N/A
B9a. Architect: N/A **b. Builder:** N/A
***B10: Significance:** **Theme:** N/A **Area:** N/A
Period of Significance: N/A **Property Type:** N/A **Applicable Criteria:** N/A

Overview of Historical Development and Operations at Moffett Field[1]

Naval Air Station (NAS) Sunnyvale was established in August 1931, and construction began that October. Hangar One, the massive steel-frame structure built to house the dirigible USS *Macon*, the flagship for NAS Sunnyvale, was completed in April 1933. West of Hangar One, the Navy Bureau of Yards and Docks built a campus of Spanish Colonial–style buildings (Shenandoah Plaza) to support dirigible operations on the airfield. East of Hangar One, closer to San Francisco Bay, land was cleared and leveled for a single-runway airfield. The USS *Macon* arrived at NAS Sunnyvale in October 1933 and was stationed there until February 1935, when the dirigible crashed in the Pacific Ocean. Soon after the crash, the Navy terminated its dirigible program at NAS Sunnyvale and transferred the installation to the U.S. Army Air Corps for use in pursuit and observation operations. (See continuation sheet.)

B11. Additional Resource Attributes: N/A
***B12: References:** See continuation sheet.
B13. Remarks:
***B14. Evaluator:** Jon Rusch and Brannon Smithwick, Architectural Resources Group

***Date of Evaluation:** December 19, 2025

[1] This historical context overview is excerpted and slightly adapted from AECOM, *NASA Ames Research Center Integrated Cultural Resources Management Plan*, prepared for NASA Ames Research Center, November 2014.

***B10: Significance** (continued):

Under the Army Air Corps, operations changed from lighter-than-air (LTA) to fixed-wing aircraft used in pursuit and training operations. In 1938, the Army Air Corps removed the older runway system and built a 2,140-foot-long runway using 3-inch-thick asphalt concrete. In 1940, anticipating the outbreak of World War II, the Army Air Corps converted the airfield to become its West Coast training headquarters.

After the strike on Pearl Harbor in December 1941, the Navy reassumed control of the airfield, which was renamed NAS Moffett Field (Moffett Field). LTA operations were needed by the military once again, and Moffett Field became devoted exclusively to LTA aviation, primarily for reconnaissance and surveillance of the Pacific coast. Moffett Field was also used to train new airship pilots, using free balloons and blimps. In 1942, construction started on the first of two new enormous wood-frame hangars on the east side of the airfield. Hangars Two and Three were completed in 1943 and used by the Navy Station Assembly and Repair Department to assemble, erect, store, and maintain blimps and balloons.

LTA operations continued at Moffett Field until August 1947, when the program was deemed obsolete, making Moffett Field an exclusively fixed-wing aircraft base. After World War II, Moffett Field became home to Squadron 4 of the Naval Air Transport Service, with support operations dedicated to aircraft maintenance and overhaul. The airfield was expanded and extended to accommodate the Navy's largest transport aircraft. In 1946, a second runway was built of 8-inch-thick reinforced concrete to an original length of 7,425 feet. In the late 1940s, two more air transport squadrons were commissioned at the base, making Moffett Field the largest Naval Air Transport Service base on the West Coast. Moffett Field's Naval Air Transport Service overhaul and repair operations were closed down in October 1949.

The Korean War started in June 1950, and Moffett Field became the home base for aircraft carrier squadrons and their jet fighter aircrafts. Navy carrier squadrons stationed at Moffett Field used the airfield for training purposes, including simulated carrier landings. Almost every new supersonic jet fighter aircraft in the Navy or U.S. Air Force inventories in the early 1950s was flight-tested at Moffett Field.

In June 1951, to accommodate jet operations at Moffett Field, the Navy embarked on the largest post-World War II expansion program at the airfield. Both runways were extended and resurfaced at least once; taxiways were expanded; parking and apron areas were added; and new supply, transportation, garage, and barracks buildings were constructed. The Flight Operations Building (158) was completed in February 1954. Jet operations at Moffett Field were so extensive that the base was designated a master jet base in 1953, and operational units on-site reached an all-time high in 1955. However, by the early 1960s, the Navy's operational priorities had changed, and the focus shifted from fighter jets to anti-submarine warfare. Jet operations at Moffett Field ended in 1961.

In November 1962, Moffett Field was selected as the West Coast's training center for the Navy's anti-submarine warfare in the Pacific Ocean. The training was centered on the new propeller-driven anti-submarine aircraft, the Lockheed P3 Orion. The P3 Orion had an internal bomb bay that could house torpedoes; nuclear weapons; and various other mines, missiles, and bombs.

In 1973, Moffett Field became the headquarters of the Commander Patrol Wings, U.S. Pacific Fleet, responsible for patrolling 93 million square miles of ocean from Alaska to Hawaii.

In 1991, the Base Realignment and Closure Commission recommended the closure of Moffett Field as a naval air station. In anticipation of the station's closure, the Department of Defense began negotiations with the National Aeronautics and Space Administration for the transfer of the airfield. On July 1, 1994, Moffett Field was closed to military operations, renamed Moffett Federal Airfield, and transferred to NASA (with the exception of the military housing units, which were transferred to the U.S. Air Force).

Construction and Use History

Amid Moffett Field's highly technical and mission-focused environment, sports and recreational activities have ensured the physical fitness of service members, as well as maintaining morale and community among servicemembers, civilian workers, and their families.

The softball field now identified as Resource 966 was initially constructed in 1957 near the southern edge of Moffett Field, adjacent to a collection of wood-frame U.S. Army barracks buildings commonly known as "Splinter City."[2] Resource 966 and a second, similar field (Resource 967) lay near the U.S. 101 corridor, immediately adjacent to a running track. Both fields expanded the

[2] Spencer Gleason, *Moffett Field: From Lighter-Than-Air to Faster-Than-Sound* (San Jose: Globe Printing Company, 1958), 23.

installation's facilities for baseball and softball: organized leagues for these two sports remained popular through the Cold War. During this time, additional recreational amenities were introduced in the vicinity of Resource 966, including a picnic shelter and a building housing racquetball courts. Together, these facilities comprised a recreational complex later known as Chase Park. Research did not uncover additional information on improvements that have been made to the resource. At the time of the field survey performed for the current investigation in 2025, the resource appeared not maintained.

Previous Documentation and Evaluations

It does not appear that Resource 966 has previously been surveyed or evaluated for individual NRHP eligibility.

National Register of Historic Resources and California Register of Historical Resources Evaluation

The following section documents a new evaluation of Resource 966, Softball Field #2, to determine whether the property meets the eligibility criteria for listing in the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR). To be eligible for listing in the NRHP and/or CRHR, a resource must demonstrate significance under one or more of the following criteria:

- NRHP Criterion A/CRHR Criterion 1 (Events): Resources that are associated with events that have made a significant contribution to the broad patterns of our history.
- NRHP Criterion B/CRHR Criterion 2 (Persons): Resources that are associated with the lives of persons significant in our past.
- NRHP Criterion C/CRHR Criterion 3 (Design/Construction): Resources that embody the distinctive characteristics of a type, period, region, or method of construction, or that represent the work of a master, or that possess high artistic values., or that represent a significant and distinguishable entity whose components may lack individual distinction.
- NRHP Criterion D/CRHR Criterion 4 (Information Potential): Resources that have yielded, or may be likely to yield, information important in prehistory or history.

Criterion A/Criterion 1

Criterion A/Criterion 1 pertains to a resource's association with events that have made a significant contribution to the broad patterns of history. Resource 966 is a recreational facility that did not directly support any core missions of Moffett Field. Rather, the field broadly facilitated morale and athletic training for military personnel stationed at Moffett Field during the second half of the twentieth century. Amenities like softball and volleyball fields appear to have been typical on American military installations of the same period, and Resource 966 lacks the strong contextual relationship to significant events that would be necessary to support historical significance under Criterion A/Criterion 1.

Therefore, Resource 966 does not appear to meet the threshold for significance under Criterion A/Criterion 1.

Criterion B/Criterion 2

Criterion B/Criterion 2 relates to a resource's association with the lives of persons significant in our past. As an institutional facility, Resource 966 has been accessible to myriad military and civilian personnel over the course of its history. However, research did not identify any individual persons with a direct relationship to the resource that would associate it with historically significant accomplishments.

Therefore, Resource 966 does not appear to meet the threshold for significance under Criterion B/Criterion 2.

Criterion C/Criterion 3

Criterion C/Criterion 3 correlates with a resource's ability to embody the distinctive characteristics of a type, period, or method of construction; its ability to represents the work of a master; whether it possesses high artistic values; or its ability to represent a significant and distinguishable entity whose components may lack individual distinction. As a softball field, Resource 966 has utilitarian design qualities. Its chain link fencing and other features are typical of baseball and softball diamonds during much of the second half of the twentieth century, and it reflects an unremarkable design that could be found on numerous military and civilian facilities. None of the resource's physical features suggest it represents an innovative approach to softball field design. Therefore, the resource lacks distinguished design elements/artistic value, and it does not appear to represent the work of a master architect, builder, design professional, or artisan.

Therefore, Resource 966 does not appear to meet the threshold for significance under Criterion C/Criterion 3.

Criterion D/Criterion 4

Criterion D/Criterion 4 pertains to the potential for a resource to provide information on pre- and/or post-contact history and is generally applied to archaeological resources. In consideration of this criterion, Resource 966 does not appear to fill a known data gap or research questions related to significant aspects of Moffett Federal Airfield's history or physical development that is not otherwise detailed extensively in available primary and secondary historical sources.

Therefore, Resource 966 does not appear to meet the threshold for significance under Criterion D/Criterion 4.

Integrity

Eligibility for listing in the NRHP and CRHR requires that a resource must also retain sufficient integrity to convey its identified significance under the applicable significance criteria. Integrity is defined as a resource's ability to convey its significance and is measured according to seven aspects defined by the National Park Service: location, design, materials, workmanship, setting, association, and feeling. Because Resource 966 is not significant under any of the evaluative criteria, a full integrity assessment is not necessary to document its ineligibility for NRHP and CRHR listing.

District Contributor Status

Resource 966 is not located within the previously defined boundary of the expanded Naval Air Station Sunnyvale, California Historic District. Furthermore, the current evaluation did not identify any other potential historic district to which the resource may contribute.

Conclusion

As described above, Resource 966 does not rise to the level of significance necessary for inclusion in the NRHP and CRHR. Consequently, the resource does not appear to qualify as a historic property for the purposes of Section 106 compliance. Furthermore, the resource does not appear to qualify as a historical resource for the purposes of the California Environmental Quality Act.

Additional Images:

Figure 2. North dugout, view south.
Source: Architectural Resources Group, May 2025

Figure 3. View east from northwestern corner of softball field.
Source: Architectural Resources Group, May 2025

Figure 4. Aerial photograph of the recreational area later known as Chase Park, 1963; Resource 966 is noted with the red arrow.
Source: University of California, Santa Barbara Library, edited by ARG

***B12. References** (continued):

AECOM. *NASA Ames Research Center Integrated Cultural Resources Management Plan*. Prepared for NASA Ames Research Center. November 2014.

Gleason, Spencer. *Moffett Field: From Lighter-Than-Air to Faster-Than-Sound*. San Jose: Globe Printing Company, 1958.

The Moffett News, various articles from the 1940s.

University of California, Santa Barbara Library. "Flight CAS-SCL_2-189." July 3, 1963. FrameFinder. https://mil.library.ucsb.edu/ap_indexes/FrameFinder/.

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 6Z _____
Other Listings _____
Review Code _____ Reviewer _____ Date _____

 ***Resource Name or #**: 967, Softball Field #1

P1. Other Identifier: N/A
***P2. Location:** ☐ Not for Publication ☒ Unrestricted

- ***a. County**: Santa Clara
- ***b. USGS 7.5' Quad** Mountain View, CA **Date:** 2021 **Township:** 6S; **Range:** 2W
- c. Address: Girard Road City: Moffett Field Zip: 94035
- d. UTM: Zone 10 S, 583619 mE / 4140396 mN
- e. Other Locational Data: Chase Park

***P3a. Description:**
Resource 967, Softball Field #1, is the western of two adjacent, mirrored softball fields in Chase Park south of Girard Road. The resource has a fan-shaped plan measuring approximately 310' wide. The field is generally level and is covered in grass that appears mown. The west and north edges of the field are lined by metal chain-link fences that incorporate a hooded backstop and recessed dugouts. Sets of movable metal bleachers stand near the field's northwest corner. Additionally, the curved outer edge of the outfield is defined by a perimeter fence with a wind screen.

***P3b. Resource Attributes:** HP39. Other (Recreational facility)
***P4. Resources Present:** ☐Building ☒Structure ☐Object ☐Site ☐District ☐Element of District ☐Other

P5a. Photograph or Drawing

P5b. Description of Photo:
Figure 1. View north (ARG, May 2025).

***P6. Date Constructed/Age and Source:**
☒ Historic ☐ Prehistoric ☐ Both
1955 (NASA ARC)

***P7. Owner and Address:**
U.S. National Aeronautics and Space Administration
Ames Research Center
Moffett Field, CA 94035

***P8. Recorded by:**
Jon Rusch and Isabel Scanlon, Architectural Resources Group
Pier 9, The Embarcadero, Suite 107
San Francisco, CA, 94111

***P9. Date Recorded:** May 2025

***P10. Survey Type:** Intensive

***P11. Report Citation**: Architectural Resources Group and Albion Environmental, *Cultural Resource Inventory Report for the Berkeley Space Center at NASA Research Park Project*, April 2026, prepared for University of California, Berkeley and National Aeronautics and Space Administration Ames Research Center.

***Attachments:** ☐ NONE ☐ Location Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record ☐ Other (List):

BUILDING, STRUCTURE, AND OBJECT RECORD

***Resource Name or #** (Assigned by recorder): 967, Softball Field #1 ***NRHP Status Code**: 6Z

B1. Historic Name: N/A
B2. Common Name: Resource 967; Softball Field #1
B3. Original Use: Recreation (softball/baseball field)
B4. Present Use: Recreation
***B5. Architectural Style:** None
***B6. Construction History:**

A summary of the resource's construction and known alterations is included in B10: Significance.

***B7. Moved?** ☒**No** ☐**Yes** ☐**Unknown** **Date:** N/A **Original Location**: N/A
***B8. Related Features:** N/A
B9a. Architect: N/A **b. Builder:** N/A
***B10: Significance:** **Theme:** N/A **Area:** N/A
Period of Significance: N/A **Property Type:** N/A **Applicable Criteria:** N/A

Overview of Historical Development and Operations at Moffett Field[1]

Naval Air Station (NAS) Sunnyvale was established in August 1931, and construction began that October. Hangar One, the massive steel-frame structure built to house the dirigible USS *Macon*, the flagship for NAS Sunnyvale, was completed in April 1933. West of Hangar One, the Navy Bureau of Yards and Docks built a campus of Spanish Colonial–style buildings (Shenandoah Plaza) to support dirigible operations on the airfield. East of Hangar One, closer to San Francisco Bay, land was cleared and leveled for a single-runway airfield. The USS *Macon* arrived at NAS Sunnyvale in October 1933 and was stationed there until February 1935, when the dirigible crashed in the Pacific Ocean. Soon after the crash, the Navy terminated its dirigible program at NAS Sunnyvale and transferred the installation to the U.S. Army Air Corps for use in pursuit and observation operations. (See continuation sheet.)

B11. Additional Resource Attributes: N/A
***B12: References:** N/A
B13. Remarks:
***B14. Evaluator:** Jon Rusch and Brannon Smithwick, Architectural Resources Group

***Date of Evaluation:** December 19, 2025

[1] This historical context overview is excerpted and slightly adapted from AECOM, *NASA Ames Research Center Integrated Cultural Resources Management Plan*, prepared for NASA Ames Research Center, November 2014.

***B10: Significance** (continued):

Under the Army Air Corps, operations changed from lighter-than-air (LTA) to fixed-wing aircraft used in pursuit and training operations. In 1938, the Army Air Corps removed the older runway system and built a 2,140-foot-long runway using 3-inch-thick asphalt concrete. In 1940, anticipating the outbreak of World War II, the Army Air Corps converted the airfield to become its West Coast training headquarters.

After the strike on Pearl Harbor in December 1941, the Navy reassumed control of the airfield, which was renamed NAS Moffett Field (Moffett Field). LTA operations were needed by the military once again, and Moffett Field became devoted exclusively to LTA aviation, primarily for reconnaissance and surveillance of the Pacific coast. Moffett Field was also used to train new airship pilots, using free balloons and blimps. In 1942, construction started on the first of two new enormous wood-frame hangars on the east side of the airfield. Hangars Two and Three were completed in 1943 and used by the Navy Station Assembly and Repair Department to assemble, erect, store, and maintain blimps and balloons.

LTA operations continued at Moffett Field until August 1947, when the program was deemed obsolete, making Moffett Field an exclusively fixed-wing aircraft base. After World War II, Moffett Field became home to Squadron 4 of the Naval Air Transport Service, with support operations dedicated to aircraft maintenance and overhaul. The airfield was expanded and extended to accommodate the Navy's largest transport aircraft. In 1946, a second runway was built of 8-inch-thick reinforced concrete to an original length of 7,425 feet. In the late 1940s, two more air transport squadrons were commissioned at the base, making Moffett Field the largest Naval Air Transport Service base on the West Coast. Moffett Field's Naval Air Transport Service overhaul and repair operations were closed down in October 1949.

The Korean War started in June 1950, and Moffett Field became the home base for aircraft carrier squadrons and their jet fighter aircrafts. Navy carrier squadrons stationed at Moffett Field used the airfield for training purposes, including simulated carrier landings. Almost every new supersonic jet fighter aircraft in the Navy or U.S. Air Force inventories in the early 1950s was flight-tested at Moffett Field.

In June 1951, to accommodate jet operations at Moffett Field, the Navy embarked on the largest post-World War II expansion program at the airfield. Both runways were extended and resurfaced at least once; taxiways were expanded; parking and apron areas were added; and new supply, transportation, garage, and barracks buildings were constructed. The Flight Operations Building (158) was completed in February 1954. Jet operations at Moffett Field were so extensive that the base was designated a master jet base in 1953, and operational units on-site reached an all-time high in 1955. However, by the early 1960s, the Navy's operational priorities had changed, and the focus shifted from fighter jets to anti-submarine warfare. Jet operations at Moffett Field ended in 1961.

In November 1962, Moffett Field was selected as the West Coast's training center for the Navy's anti-submarine warfare in the Pacific Ocean. The training was centered on the new propeller-driven anti-submarine aircraft, the Lockheed P3 Orion. The P3 Orion had an internal bomb bay that could house torpedoes; nuclear weapons; and various other mines, missiles, and bombs.

In 1973, Moffett Field became the headquarters of the Commander Patrol Wings, U.S. Pacific Fleet, responsible for patrolling 93 million square miles of ocean from Alaska to Hawaii.

In 1991, the Base Realignment and Closure Commission recommended the closure of Moffett Field as a naval air station. In anticipation of the station's closure, the Department of Defense began negotiations with the National Aeronautics and Space Administration for the transfer of the airfield. On July 1, 1994, Moffett Field was closed to military operations, renamed Moffett Federal Airfield, and transferred to NASA (with the exception of the military housing units, which were transferred to the U.S. Air Force).

Construction and Use History

Amid Moffett Field's highly technical and mission-focused environment, sports and recreational activities have ensured the physical fitness of service members, as well as maintaining morale and community among servicemembers, civilian workers, and their families.

The softball field now identified as Resource 967 was initially constructed in 1955 near the southern edge of Moffett Field, adjacent to a collection of wood-frame U.S. Army barracks buildings commonly known as "Splinter City."[2] Resource 967 and a second, similar field (Resource 966, built two years later) lay near the U.S. 101 corridor, immediately adjacent to a running track. Both fields

[2] Spencer Gleason, *Moffett Field: From Lighter-Than-Air to Faster-Than-Sound* (San Jose: Globe Printing Company, 1958), 23.

expanded the installation's facilities for baseball and softball: organized leagues for these two sports remained popular through the Cold War. During this time, additional recreational amenities were introduced in the vicinity of Resource 967, including a picnic shelter and a building housing racquetball courts. Together, these facilities comprised a recreational complex later known as Chase Park. Research did not uncover additional information on improvements that have been made to the resource. At the time of the field survey performed for the current investigation in 2025, the resource appeared not maintained.

Previous Documentation and Evaluations

It does not appear that Resource 967 has previously been surveyed or evaluated for individual NRHP eligibility.

National Register of Historic Resources and California Register of Historical Resources Evaluation

The following section documents a new evaluation of Resource 967, Softball Field #1, to determine whether the property meets the eligibility criteria for listing in the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR). To be eligible for listing in the NRHP and/or CRHR, a resource must demonstrate significance under one or more of the following criteria:

- NRHP Criterion A/CRHR Criterion 1 (Events): Resources that are associated with events that have made a significant contribution to the broad patterns of our history.
- NRHP Criterion B/CRHR Criterion 2 (Persons): Resources that are associated with the lives of persons significant in our past.
- NRHP Criterion C/CRHR Criterion 3 (Design/Construction): Resources that embody the distinctive characteristics of a type, period, region, or method of construction, or that represent the work of a master, or that possess high artistic values., or that represent a significant and distinguishable entity whose components may lack individual distinction.
- NRHP Criterion D/CRHR Criterion 4 (Information Potential): Resources that have yielded, or may be likely to yield, information important in prehistory or history.

Criterion A/Criterion 1

Criterion A/Criterion 1 pertains to a resource's association with events that have made a significant contribution to the broad patterns of history. Resource 967 is a recreational facility that did not directly support any core missions of Moffett Field. Rather, the field broadly facilitated morale and athletic training for military personnel stationed at Moffett Field during the second half of the twentieth century. Amenities like softball and volleyball fields appear to have been typical on American military installations of the same period, and Resource 966 lacks the strong contextual relationship to significant events that would be necessary to support historical significance under Criterion A/Criterion 1.

Therefore, Resource 967 does not appear to meet the threshold for significance under Criterion A/Criterion 1.

Criterion B/Criterion 2

Criterion B/Criterion 2 relates to a resource's association with the lives of persons significant in our past. As an institutional facility, Resource 967 has been accessible to myriad military and civilian personnel over the course of its history. However, research did not identify any individual persons with a direct relationship to the resource that would associate it with historically significant accomplishments.

Therefore, Resource 967 does not appear to meet the threshold for significance under Criterion B/Criterion 2.

Criterion C/Criterion 3

Criterion C/Criterion 3 correlates with a resource's ability to embody the distinctive characteristics of a type, period, or method of construction; its ability to represents the work of a master; whether it possesses high artistic values; or its ability to represent a significant and distinguishable entity whose components may lack individual distinction. As a softball field, Resource 967 has utilitarian design qualities. Its chain link fencing and other features are typical of baseball and softball diamonds during much of the second half of the twentieth century, and it reflects an unremarkable design that could be found on numerous military and civilian facilities. None of the resource's physical features suggest it represents an innovative approach to softball field design. Therefore, the resource lacks distinguished design elements/artistic value, and it does not appear to represent the work of a master architect, builder, design professional, or artisan.

Therefore, Resource 967 does not appear to meet the threshold for significance under Criterion C/Criterion 3.

Criterion D/Criterion 4

Criterion D/Criterion 4 pertains to the potential for a resource to provide information on pre- and/or post-contact history and is generally applied to archaeological resources. In consideration of this criterion, Resource 967 does not appear to fill a known data gap or research questions related to significant aspects of Moffett Federal Airfield's history or physical development that is not otherwise detailed extensively in available primary and secondary historical sources.

Therefore, Resource 967 does not appear to meet the threshold for significance under Criterion D/Criterion 4.

Integrity

Eligibility for listing in the NRHP and CRHR requires that a resource must also retain sufficient integrity to convey its identified significance under the applicable significance criteria. Integrity is defined as a resource's ability to convey its significance and is measured according to seven aspects defined by the National Park Service: location, design, materials, workmanship, setting, association, and feeling. Because Resource 967 is not significant under any of the evaluative criteria, a full integrity assessment is not necessary to document its ineligibility for NRHP and CRHR listing.

District Contributor Status

Resource 967 is not located within the previously defined boundary of the expanded Naval Air Station Sunnyvale, California Historic District. Furthermore, the current evaluation did not identify any other potential historic district to which the resource may contribute.

Conclusion

As described above, Resource 967 does not rise to the level of significance necessary for inclusion in the NRHP and CRHR. Consequently, the resource does not appear to qualify as a historic property for the purposes of Section 106 compliance, nor does it appear to qualify as a historical resource for the purposes of the California Environmental Quality Act.

Additional Images:

Figure 2. Northwest corner of softball field and adjacent bleachers, view north.
Source: Architectural Resources Group, May 2025

Figure 3. West dugout, view south.
Source: Architectural Resources Group, May 2025

Figure 4. Outfield and perimeter fence, view east.
Source: Architectural Resources Group, May 2025

Figure 5. Aerial photograph of the recreational area later known as Chase Park, 1963; Resource 967 is noted with the red arrow.
Source: University of California, Santa Barbara Library, edited by ARG

Figure 6. A softball game at Resource 967, 1978.
Source: *The Moffett News*, August 24, 1978

***B12. References** (continued):

AECOM. *NASA Ames Research Center Integrated Cultural Resources Management Plan*. Prepared for NASA Ames Research Center. November 2014.

Gleason, Spencer. *Moffett Field: From Lighter-Than-Air to Faster-Than-Sound*. San Jose: Globe Printing Company, 1958.

The Moffett News, various articles from the 1940s.

University of California, Santa Barbara Library. "Flight CAS-SCL_2-189." July 3, 1963. FrameFinder. https://mil.library.ucsb.edu/ap_indexes/FrameFinder/.

DPR Updates

P1. Other Identifier: N/A
***P2. Location:** ☐ Not for Publication ☒ Unrestricted

- ***a.** **County**: Santa Clara
- ***b.** **USGS 7.5' Quad** Mountain View, CA **Date:** 2021 **Township:** 6S; **Range:** 2W
- c. Address: Dugan Avenue City: Moffett Field Zip: 94035
- d. UTM: Zone 10 S, 583540 mE / 4140901 mN
- e. Other Locational Data: N/A

***P3a. Description:**
The purpose of this DPR Continuation Sheet is to update the existing record for Building 542. Building 542 was constructed in 1973 and has previously been evaluated using the exceptional importance threshold established by National Register of Historic Places (NRHP) Criterion Consideration G, which applies to resources that have potentially achieved significance within the past 50 years. The resource has now reached historic age, such that it requires a NRHP evaluation that does not reference Criterion Consideration G. Furthermore, it is being evaluated for listing in the California Register of Historical Resources (CRHR), which does not utilize a 50-year significance threshold. (See continuation sheet.)

***P8. Recorded by:**
Jon Rusch and Isabel Scanlon, Architectural Resources Group
Pier 9, The Embarcadero, Suite 107
San Francisco, CA, 94111

***P9. Date Recorded:** May 2025

***P10. Survey Type:** Intensive

***P11. Report Citation**: Architectural Resources Group and Albion Environmental, *Cultural Resource Inventory Report for the Berkeley Space Center at NASA Research Park Project*, April 2026, prepared for University of California, Berkeley and National Aeronautics and Space Administration Ames Research Center.

P5a. Photograph or Drawing

P5b. Description of Photo:
Figure 1. North façade, view south (ARG, May 2025).

***Attachments:** ☐ NONE ☐ Location Map ☒ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record ☒ Other (List): Alexandra C. Cole, DPR 523A and 523B Forms, *Inventory and Evaluation of Cold War Era Historical Resources, Moffett Federal Airfield*, Science Applications International Corporation, June 29, 1998.

***P3a. Description (continued):**

Building 542 is a one-story, double-height storage facility originally constructed in 1973 for use as an incinerator. It features a rectangular floor plan and rests on a poured concrete foundation. The building is constructed of concrete masonry unit walls and is topped by a low-sloped, gabled roof covered with corrugated metal panels and open eaves. The building's north (primary) façade contains a broad, centrally located entrance with double woven metal doors. Rectangular openings near the top of both the north and south façades are fitted with corrugated galvanized metal panels, which may serve as operable, awning-type shutters to allow ventilation. The east and west façades lack openings or other notable architectural features. The building is situated on a flat, paved surface area east of Building 10 and south of Building 567. A curving fence separates its west façade from an adjacent paved parking lot.

***B10: Significance:** **Theme:** N/A **Area:** N/A
Period of Significance: N/A **Property Type:** N/A **Applicable Criteria:** N/A

Overview of Historical Development and Operations at Moffett Field[1]

Naval Air Station (NAS) Sunnyvale was established in August 1931, and construction began that October. Hangar One, the massive steel-frame structure built to house the dirigible USS *Macon*, the flagship for NAS Sunnyvale, was completed in April 1933. West of Hangar One, the Navy Bureau of Yards and Docks built a campus of Spanish Colonial–style buildings (Shenandoah Plaza) to support dirigible operations on the airfield. East of Hangar One, closer to San Francisco Bay, land was cleared and leveled for a single-runway airfield. The USS *Macon* arrived at NAS Sunnyvale in October 1933 and was stationed there until February 1935, when the dirigible crashed in the Pacific Ocean. Soon after the crash, the Navy terminated its dirigible program at NAS Sunnyvale and transferred the installation to the U.S. Army Air Corps for use in pursuit and observation operations.

Under the Army Air Corps, operations changed from lighter-than-air (LTA) to fixed-wing aircraft used in pursuit and training operations. In 1938, the Army Air Corps removed the older runway system and built a 2,140-foot-long runway using 3-inch-thick asphalt concrete. In 1940, anticipating the outbreak of World War II, the Army Air Corps converted the airfield to become its West Coast training headquarters.

After the strike on Pearl Harbor in December 1941, the Navy reassumed control of the airfield, which was renamed NAS Moffett Field (Moffett Field). LTA operations were needed by the military once again, and Moffett Field became devoted exclusively to LTA aviation, primarily for reconnaissance and surveillance of the Pacific coast. Moffett Field was also used to train new airship pilots, using free balloons and blimps. In 1942, construction started on the first of two new enormous wood-frame hangars on the east side of the airfield. Hangars Two and Three were completed in 1943 and used by the Navy Station Assembly and Repair Department to assemble, erect, store, and maintain blimps and balloons.

LTA operations continued at Moffett Field until August 1947, when the program was deemed obsolete, making Moffett Field an exclusively fixed-wing aircraft base. After World War II, Moffett Field became home to Squadron 4 of the Naval Air Transport Service, with support operations dedicated to aircraft maintenance and overhaul. The airfield was expanded and extended to accommodate the Navy's largest transport aircraft. In 1946, a second runway was built of 8-inch-thick reinforced concrete to an original length of 7,425 feet. In the late 1940s, two more air transport squadrons were commissioned at the base, making Moffett Field the largest Naval Air Transport Service base on the West Coast. Moffett Field's Naval Air Transport Service overhaul and repair operations were closed down in October 1949.

The Korean War started in June 1950, and Moffett Field became the home base for aircraft carrier squadrons and their jet fighter aircrafts. Navy carrier squadrons stationed at Moffett Field used the airfield for training purposes, including simulated carrier landings. Almost every new supersonic jet fighter aircraft in the Navy or U.S. Air Force inventories in the early 1950s was flight-tested at Moffett Field.

In June 1951, to accommodate jet operations at Moffett Field, the Navy embarked on the largest post-World War II expansion program at the airfield. Both runways were extended and resurfaced at least once; taxiways were expanded; parking and apron areas were added; and new supply, transportation, garage, and barracks buildings were constructed. The Flight Operations Building (158) was completed in February 1954. Jet operations at Moffett Field were so extensive that the base was designated a master jet base in 1953, and operational units on-site reached an all-time high in 1955. However, by the early 1960s, the Navy's operational priorities had changed, and the focus shifted from fighter jets to anti-submarine warfare. Jet operations at Moffett Field ended in 1961.

[1] This historical context overview is excerpted and slightly adapted from AECOM, *NASA Ames Research Center Integrated Cultural Resources Management Plan*, prepared for NASA Ames Research Center, November 2014.

In November 1962, Moffett Field was selected as the West Coast's training center for the Navy's anti-submarine warfare in the Pacific Ocean. The training was centered on the new propeller-driven anti-submarine aircraft, the Lockheed P3 Orion. The P3 Orion had an internal bomb bay that could house torpedoes; nuclear weapons; and various other mines, missiles, and bombs.

In 1973, Moffett Field became the headquarters of the Commander Patrol Wings, U.S. Pacific Fleet, responsible for patrolling 93 million square miles of ocean from Alaska to Hawaii.

In 1991, the Base Realignment and Closure Commission recommended the closure of Moffett Field as a naval air station. In anticipation of the station's closure, the Department of Defense began negotiations with the National Aeronautics and Space Administration for the transfer of the airfield. On July 1, 1994, Moffett Field was closed to military operations, renamed Moffett Federal Airfield, and transferred to NASA (with the exception of the military housing units, which were transferred to the U.S. Air Force).

Construction and Occupancy History

The U.S. Navy constructed Building 542 in 1973 as an incinerator. In 1998, it was being used as "CFC Storage".[2] As of 2025, it is being used as a storage building. Research has not uncovered additional details on the function of this utilitarian facility.

Previous Documentation and Evaluations

Building 542, Storage Facility, is located within the previously identified boundary of the United States Naval Air Station Sunnyvale, California Historic District. However, its construction date falls outside the historic district's original period of significance (1930-1935; 1942-1946). The original NRHP registration form for the historic district did not identify Building 542 as a contributing property, although it did not specifically call it out as a non-contributor.[3]

Building 542 dates to the Cold War period and was documented as part of the Inventory and Evaluation of Cold War Resources at Moffett Federal Airfield (1999), which addressed facilities built and/or operated between 1946 and 1989. At the time of the survey, Building 542 was less than 50 years old. Building 542 was documented on a DPR form and received a brief evaluation using NRHP Criterion Consideration G due to its then-recent construction date. The evaluation concluded that Building 542 did not meet the threshold of exceptional significance established by Criterion Consideration G. Therefore, the building did not meet the eligibility requirements of the NRHP at the time of this evaluation.[4]

National Register of Historic Resources and California Register of Historical Resources Evaluation

The following section documents a new evaluation of Building 542, the Storage Facility, to determine whether the property meets the eligibility criteria for listing in the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR). To be eligible for listing in the NRHP and/or CRHR, a resource must demonstrate significance under one or more of the following criteria:

- NRHP Criterion A/CRHR Criterion 1 (Events): Resources that are associated with events that have made a significant contribution to the broad patterns of our history.
- NRHP Criterion B/CRHR Criterion 2 (Persons): Resources that are associated with the lives of persons significant in our past.
- NRHP Criterion C/CRHR Criterion 3 (Design/Construction): Resources that embody the distinctive characteristics of a type, period, region, or method of construction, or that represent the work of a master, or that possess high artistic values., or that represent a significant and distinguishable entity whose components may lack individual distinction.
- NRHP Criterion D/CRHR Criterion 4 (Information Potential): Resources that have yielded, or may be likely to yield, information important in prehistory or history.

Criterion A/Criterion 1

Criterion A/Criterion 1 pertains to a resource's association with events that have made a significant contribution to the broad patterns of history. Building 542 is a support facility that did not directly support any core missions of Moffett Field. Rather, it was constructed as an incinerator that broadly supported the operations of the installation during the later decades of the twentieth

[2] Alexandra C. Cole, *Inventory and Evaluation of Cold War Era Resources*, Science Applications International Corporation, prepared for National Aeronautics and Space Administration, March 1999.
[3] Urban Programmers, "United States Naval Air Station Sunnyvale, California Historic District," National Register of Historic Places Nomination Form (Washington, DC: U.S. Department of the Interior, National Park Service, 1994), Section 7 Page 16.
[4] Cole, *Inventory and Evaluation of Cold War Era Resources*, 38.

century. It is a type of facility that may be found on any military installation regardless of missions. As a result, it served only an ancillary role relative to Moffett Field's historical development patterns and broader defense context.

Therefore, Building 542 does not appear to meet the threshold for significance under Criterion A/Criterion 1.

Criterion B/Criterion 2

Criterion B/Criterion 2 relates to a resource's association with the lives of persons significant in our past. As an institutional facility, Building 542 has been accessible to myriad military and civilian personnel over the course of its history. However, research did not identify any individual persons with a direct relationship to the resource that would associate it with historically significant accomplishments.

Therefore, Building 542 does not appear to meet the threshold for significance under Criterion B/Criterion 2.

Criterion C/Criterion 3

Criterion C/Criterion 3 correlates with a resource's ability to embody the distinctive characteristics of a type, period, or method of construction; its ability to represent the work of a master; whether it possesses high artistic values; or its ability to represent a significant and distinguishable entity whose components may lack individual distinction. Building 542 has utilitarian architectural qualities; its unremarkable design reflects the function of the facility rather than a stylistic perspective or innovative approach to engineering or construction. Therefore, the resource lacks distinguished design elements/artistic value, and it does not appear to represent the work of a master architect, builder, design professional, or artisan.

Therefore, Building 542 does not appear to meet the threshold for significance under Criterion C/Criterion 3.

Criterion D/Criterion 4

Criterion D/Criterion 4 pertains to the potential for a resource to provide information on pre- and/or post-contact history and is generally applied to archaeological resources. In consideration of this criterion, Building 542 does not appear to fill a known data gap or research questions related to significant aspects of Moffett Federal Airfield's history or physical development that is not otherwise detailed extensively in available primary and secondary historical sources.

Therefore, Building 542 does not appear to meet the threshold for significance under Criterion D/Criterion 4.

Integrity

Eligibility for listing in the NRHP and CRHR requires that a resource must also retain sufficient integrity to convey its identified significance under the applicable significance criteria. Integrity is defined as a resource's ability to convey its significance and is measured according to seven aspects defined by the National Park Service: location, design, materials, workmanship, setting, association, and feeling. Because Building 542 is not significant under any of the evaluative criteria, a full integrity assessment is not necessary to document its ineligibility for NRHP and CRHR listing.

District Contributor Status

Building 542 is located within the boundary of the Naval Air Station Sunnyvale, California Historic District, but designation materials prepared in the 1990s did not identify it as a contributor to the district. The current evaluation considered the association of Building 542 with the surrounding historic district and corroborates the building does not qualify as a district contributor. Building 542's construction date of 1973 falls outside the period of significance of the expanded NAS Sunnyvale Historic District (1930-1961), and its auxiliary support function appears to have had only an indirect association with the installation's operations.

Conclusion

As described above, Building 542 does not rise to the level of significance necessary for inclusion in the NRHP and CRHR. Consequently, the resource does not appear to qualify as a historic property for the purposes of Section 106 compliance, nor does it appear to meet the definition of a historical resource for the purposes of the California Environmental Quality Act.

Additional Images:

Figure 2. North and west facades, view southeast.
Source: Architectural Resources Group, May 2025

Figure 3. South and east facades, view northwest.
Source: Architectural Resources Group, May 2025

***B12. References**:

AECOM. *NASA Ames Research Center Integrated Cultural Resources Management Plan*. Prepared for NASA Ames Research Center. November 2014.

Cole, Alexandra C. *Inventory and Evaluation of Cold War Era Resources*. Science Applications International Corporation. Prepared for National Aeronautics and Space Administration. March 1999.

***B14. Evaluator:** Brannon Smithwick and Jon Rusch, Architectural Resources Group

Prop# 126958 DOE-43-99-0264-0000

State of California -- The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # P-43-002571
HRI #
Trinomial
NRHP Status Code 6Z
Other Listings
Review Code Reviewer Date / /

Page 1 of 2

*Resource Name or #: 542, Moffett Federal Airfield

P1. Other Identifier: Storage

*P2. Location: ☐ Not for Publication ☐ Unrestricted a. County Santa Clara

b. USGS 7.5' Quad Date T ; R ; 1/4 of 1/4 of Sec ; B.M.

c. Address off Dugan Avenue City Moffett Field Zip 94035

d. UTM: (Give more than one for large and/or linear feature) Zone , mE/ mN

e. Other Locational Data: (e.g. parcel #, legal description, directions to resource, elevation, additional UTMs, etc. as appropriate)

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

Building 542 is a high one-story concrete block building with a shallow-pitched gable roof of corrugated metal. Entrance doors of chain link, located on the north side, are topped by a transite panel. A similar transite panel at the roof line provides light on the south side.

*P3b. Resources Attributes: (List attributes and codes) HP34. Military Property

*P4. Resources Present: ■ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

P5b. Description of Photo: (View, date, etc.)
Southeast,
April 1998, Roll 2-4

*P6. Date Constructed/Age and Sources:
☐ Prehistoric ■ Historic ☐ Both
1973

*P7. Owner and Address:
U.S.A. as represented by
National Aeronautics and Space
Administration, Washington, D.C.

*P8. Recorded by: (Name, affiliation, address)
Alexandra C. Cole, SAIC
816 State Street, Suite 500
Santa Barbara, CA 93101

*P9. Date Recorded: 06/25/1998

*P10. Survey Type: (Describe)
Comprehensive Survey for Section 106 Compliance

*P11. Report Citation: (Cite survey report/other sources or "none") Inventory and Evaluation of Cold War Era Historical Resources, Moffett Federal Airfield

*Attachments: ☐ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ■ Building, Structure and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record
☐ Photograph Record ☐ Other: (List)

DPR 523A (1/95) *Required information

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary # P-43-002571
HRI #

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code 6Z

*Resource Name or #: 542, Moffett Federal Airfield

B1. Historic Name: Unknown

B2. Common Name: Unknown

B3. Original Use: Incinerator

B4. Present Use: CFC Storage

*B5. Architectural Style: No Style

*B6. Construction History: (Construction date, alterations, and date of alterations.)

1973

*B7. Moved? ■ No ☐ Yes ☐ Unknown Date: _____ Original Location: _____

*B8. Related Features:

B9a. Architect: Unknown

b. Builder: Unknown

*B10. Significance: Theme Cold War Area United States

Period of Significance 1946-1989 Property Type Military Applicable Criteria G

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

This Cold War-era building is considered a support building, a type found at any Naval installation regardless of mission. It is therefore not of exceptional national significance and is not considered eligible for the National Register of Historic Places (Criterion G).

B11. Additional Resource Attributes: (List attributes and codes)

*B12. References:

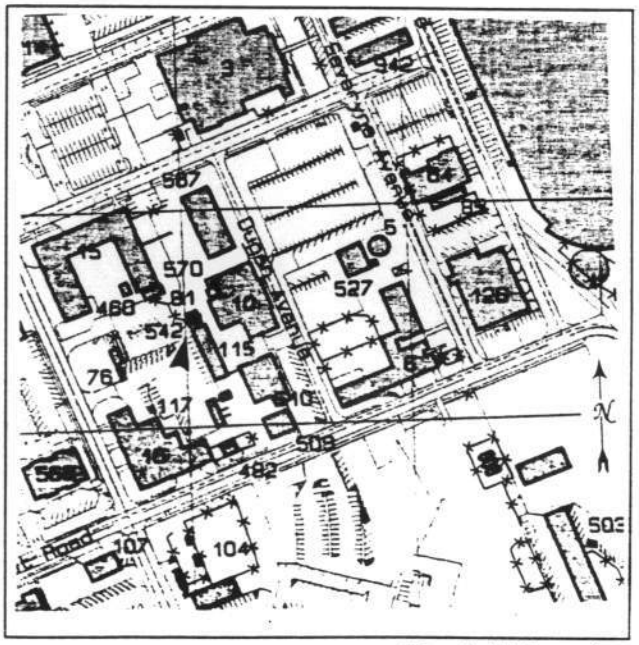
Real Property Form

B13. Remarks:

*B14. Evaluator: Alexandra C. Cole

Date of Evaluation: 05/01/1998

(This space reserved for official comments.)



*Required information

***Recorded by:** Architectural Resources Group
***Date:** December 19, 2025 ☐ Continuation ☒ Update

P1. Other Identifier: N/A
***P2. Location:** ☐ Not for Publication ☒ Unrestricted

- ***a.** **County**: Santa Clara
- ***b.** **USGS 7.5' Quad** Mountain View, CA **Date:** 2021 **Township:** 6S; **Range:** 2W
- c. Address: 100 Bailey Road City: Moffett Field Zip: 94035
- d. UTM: Zone 10 S, 583325 mE / 4140397 mN
- e. Other Locational Data: N/A

***P3a. Description:**
The purpose of this DPR Continuation Sheet is to update the existing record for Building 543. Building 543 was constructed in 1973 and has previously been evaluated using the exceptional importance threshold established by National Register of Historic Places (NRHP) Criterion Consideration G, which applies to resources that have potentially achieved significance within the past 50 years. The resource has now reached historic age, such that it requires a NRHP evaluation that does not reference Criterion Consideration G. Furthermore, it is being evaluated for listing in the California Register of Historical Resources (CRHR), which does not utilize a 50-year significance threshold. (See continuation sheet.)

***P8. Recorded by:**
Jon Rusch and Isabel Scanlon, Architectural Resources Group
Pier 9, The Embarcadero, Suite 107
San Francisco, CA, 94111

***P9. Date Recorded:** May 2025

***P10. Survey Type:** Intensive

***P11. Report Citation**: Architectural Resources Group and Albion Environmental, *Cultural Resource Inventory Report for the Berkeley Space Center at NASA Research Park Project*, April 2026, prepared for University of California, Berkeley and National Aeronautics and Space Administration Ames Research Center.

P5a. Photograph or Drawing

P5b. Description of Photo:
Figure 1. South façade, view northwest (ARG, May 2025)

***Attachments:** ☐ NONE ☐ Location Map ☒ Continuation Sheet ☐ Building, Structure, and Object Record ☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record ☒ Other (List): Marilyn Novell and Lisa Demarais, DPR 523L Form, *Cultural Resources Technical Report for the Mountain View Housing Ventures LLC Housing Project*, ASM Affiliates, September 3, 2021; Alexandra C. Cole, DPR 523A and 523B Forms, *Inventory and Evaluation of Cold War Era Historical Resources, Moffett Federal Airfield*, Science Applications International Corporation, June 29, 1998.

***P3a. Description (continued):**

Building 543 is rectangular in plan and composed of two joined volumes: a front-gabled volume to the west and a shed-roofed volume to the east. Both volumes are equal in length and connected by a flat roof that spans an approximately 4' gap. All volumes appear to rest on individual concrete foundations; the exterior walls and roofs are clad in corrugated metal panels. The windows across both volumes are vinyl-sash. The west and south façades of the gabled-roof volume are obscured by fencing and could not be closely inspected. The north façade of the gabled-roof volume features a metal louvered vent below the north eave, and much of the facade is penetrated by large HVAC ducts and conduit. The north and south façades of the shed-roofed volume feature fixed rectangular windows and flood lights. The south façade of the shed-roofed volume also features a metal ladder for roof access. The east façade features two windows and two floodlights located near opposite ends of the façade.

***B10: Significance:** **Theme:** N/A **Area:** N/A
Period of Significance: N/A **Property Type:** N/A **Applicable Criteria:** N/A

Overview of Historical Development and Operations at Moffett Field[1]

Naval Air Station (NAS) Sunnyvale was established in August 1931, and construction began that October. Hangar One, the massive steel-frame structure built to house the dirigible USS *Macon*, the flagship for NAS Sunnyvale, was completed in April 1933. West of Hangar One, the Navy Bureau of Yards and Docks built a campus of Spanish Colonial–style buildings (Shenandoah Plaza) to support dirigible operations on the airfield. East of Hangar One, closer to San Francisco Bay, land was cleared and leveled for a single-runway airfield. The USS *Macon* arrived at NAS Sunnyvale in October 1933 and was stationed there until February 1935, when the dirigible crashed in the Pacific Ocean. Soon after the crash, the Navy terminated its dirigible program at NAS Sunnyvale and transferred the installation to the U.S. Army Air Corps for use in pursuit and observation operations.

Under the Army Air Corps, operations changed from lighter-than-air (LTA) to fixed-wing aircraft used in pursuit and training operations. In 1938, the Army Air Corps removed the older runway system and built a 2,140-foot-long runway using 3-inch-thick asphalt concrete. In 1940, anticipating the outbreak of World War II, the Army Air Corps converted the airfield to become its West Coast training headquarters.

After the strike on Pearl Harbor in December 1941, the Navy reassumed control of the airfield, which was renamed NAS Moffett Field (Moffett Field). LTA operations were needed by the military once again, and Moffett Field became devoted exclusively to LTA aviation, primarily for reconnaissance and surveillance of the Pacific coast. Moffett Field was also used to train new airship pilots, using free balloons and blimps. In 1942, construction started on the first of two new enormous wood-frame hangars on the east side of the airfield. Hangars Two and Three were completed in 1943 and used by the Navy Station Assembly and Repair Department to assemble, erect, store, and maintain blimps and balloons.

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[1] This historical context overview is excerpted and slightly adapted from AECOM, *NASA Ames Research Center Integrated Cultural Resources Management Plan*, prepared for NASA Ames Research Center, November 2014.

In November 1962, Moffett Field was selected as the West Coast's training center for the Navy's anti-submarine warfare in the Pacific Ocean. The training was centered on the new propeller-driven anti-submarine aircraft, the Lockheed P3 Orion. The P3 Orion had an internal bomb bay that could house torpedoes; nuclear weapons; and various other mines, missiles, and bombs.

In 1973, Moffett Field became the headquarters of the Commander Patrol Wings, U.S. Pacific Fleet, responsible for patrolling 93 million square miles of ocean from Alaska to Hawaii.

In 1991, the Base Realignment and Closure Commission recommended the closure of Moffett Field as a naval air station. In anticipation of the station's closure, the Department of Defense began negotiations with the National Aeronautics and Space Administration for the transfer of the airfield. On July 1, 1994, Moffett Field was closed to military operations, renamed Moffett Federal Airfield, and transferred to NASA (with the exception of the military housing units, which were transferred to the U.S. Air Force).

Construction and Occupancy History

Building 543 was built in 1973 as a Craft Hobby Shop.[2] Hobby shops at Moffett Field were available at least as early as the 1950s and included an Auto Hobby Shop Garage, a Ceramic and Lapidary Hobby Shop, and the Crafts Hobby Shop. Devices for woodwork, leather craft, and metal work, an electronics shop, and an amateur radio shop, were all included in the craft hobby shop offerings.[3] Although research did not identify the earlier locations of the hobby shops at Moffett Field, the Auto and Crafts Hobby Shops were relocated in the early 1970s: the dedicated Craft Hobby Shop (Building 543, the subject building) was built in 1973, and a new Auto Hobby Shop (Building 544) was built the following year.[4] In 1998, the building was in use as an office building for Moffett Exchange Admin.[5] According to aerial photographs, the shed-roofed volume was constructed along the east facade circa 2014.

Previous Documentation and Evaluations

Building 543, the Research Laboratory Building, dates to the Cold War period and was documented as part of the Inventory and Evaluation of Cold War Resources at Moffett Federal Airfield (1999), which addressed facilities built and/or operated between 1946 and 1989. At the time of the survey, Building 543 was less than 50 years old. Building 543 was documented on a DPR form and received a brief evaluation using NRHP Criterion Consideration G due to its then-recent construction date. The evaluation concluded that Building 543 did not meet the threshold of exceptional significance established by Criterion Consideration G. Therefore, the building did not meet the eligibility requirements of the NRHP at the time of this evaluation.[6]

Building 543 was documented on a DPR continuation sheet in 2021 for the Mountain View Housing Ventures LLC Housing Project. Because the building was then still less than 50 years old, it was again evaluated using Criterion Consideration G. The evaluation corroborated the earlier finding that the resource did not have exceptional significance and therefore was not eligible for listing in the NRHP.[7]

National Register of Historic Resources and California Register of Historical Resources Evaluation

The following section documents a new evaluation of Building 543, the Research Laboratory Building, to determine whether the property meets the eligibility criteria for listing in the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR). To be eligible for listing in the NRHP and/or CRHR, a resource must demonstrate significance under one or more of the following criteria:

- NRHP Criterion A/CRHR Criterion 1 (Events): Resources that are associated with events that have made a significant contribution to the broad patterns of our history.
- NRHP Criterion B/CRHR Criterion 2 (Persons): Resources that are associated with the lives of persons significant in our past.
- NRHP Criterion C/CRHR Criterion 3 (Design/Construction): Resources that embody the distinctive characteristics of a type, period, region, or method of construction, or that represent the work of a master, or that possess high artistic values., or that represent a significant and distinguishable entity whose components may lack individual distinction.

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[2] Alexandra C. Cole, *Inventory and Evaluation of Cold War Era Resources*, Science Applications International Corporation, prepared for National Aeronautics and Space Administration, March 1999.
[3] "Lonesome Last Night? Are You Busy Tonight?" *The Moffett News,* December 6, 1951, 3.
[4] "New Hobby Shop Garage Open for Business," *The Moffett News,* August 8, 1974, 6.
[5] Cole, *Inventory and Evaluation of Cold War Era Resources*.
[6] Cole, *Inventory and Evaluation of Cold War Era Resources*, 38.
[7] ASM Affiliates, *Cultural Resources Technical Report for the Mountain View Housing Ventures LLC Housing Project*, prepared for Mountain View Housing Ventures LLC, December 2021, 28.

- NRHP Criterion D/CRHR Criterion 4 (Information Potential): Resources that have yielded, or may be likely to yield, information important in prehistory or history.

Criterion A/Criterion 1

Criterion A/Criterion 1 pertains to a resource's association with events that have made a significant contribution to the broad patterns of history. Building 543 is a support facility that did not directly support any core missions of Moffett Field. Rather, it was constructed to facilitate hobbies of personnel stationed at Moffett Field. Although the facility had a broad role strengthening morale, it is a type of building that may be found on any military installation regardless of missions. As a result, it served only an ancillary role relative to Moffett Field's historical development patterns and broader defense context.

Therefore, Building 543 does not appear to meet the threshold for significance under Criterion A/Criterion 1.

Criterion B/Criterion 2

Criterion B/Criterion 2 relates to a resource's association with the lives of persons significant in our past. As an institutional facility, Building 543 has been accessible to myriad military and civilian personnel over the course of its history. However, research did not identify any individual persons with a direct relationship to the resource that would associate it with historically significant accomplishments.

Therefore, Building 543 does not appear to meet the threshold for significance under Criterion B/Criterion 2.

Criterion C/Criterion 3

Criterion C/Criterion 3 correlates with a resource's ability to embody the distinctive characteristics of a type, period, or method of construction; its ability to represent the work of a master; whether it possesses high artistic values; or its ability to represent a significant and distinguishable entity whose components may lack individual distinction. Building 543 has utilitarian architectural qualities, and its unremarkable design reflects the function of the facility rather than a stylistic perspective or innovative approach to engineering or construction. Therefore, the resource lacks distinguished design elements/artistic value, and it does not appear to represent the work of a master architect, builder, design professional, or artisan.

Therefore, Building 543 does not appear to meet the threshold for significance under Criterion C/Criterion 3.

Criterion D/Criterion 4

Criterion D/Criterion 4 pertains to the potential for a resource to provide information on pre- and/or post-contact history and is generally applied to archaeological resources. In consideration of this criterion, Building 543 does not appear to fill a known data gap or research questions related to significant aspects of Moffett Federal Airfield's history or physical development that is not otherwise detailed extensively in available primary and secondary historical sources.

Therefore, Building 543 does not appear to meet the threshold for significance under Criterion D/Criterion 4.

Integrity

Eligibility for listing in the NRHP and CRHR requires that a resource must also retain sufficient integrity to convey its identified significance under the applicable significance criteria. Integrity is defined as a resource's ability to convey its significance and is measured according to seven aspects defined by the National Park Service: location, design, materials, workmanship, setting, association, and feeling. Because Building 543 is not significant under any of the evaluative criteria, a full integrity assessment is not necessary to document its ineligibility for NRHP and CRHR listing.

District Contributor Status

Building 543 is not located within the previously defined boundary of the expanded Naval Air Station Sunnyvale, California Historic District. Furthermore, the current evaluation did not identify any other potential historic district to which the building may contribute.

Conclusion

As described above, Building 543 does not rise to the level of significance necessary for inclusion in the NRHP and CRHR. Consequently, the resource does not appear to qualify as a historic property for the purposes of Section 106 compliance, nor does it appear to meet the definition of a historical resource for the purposes of the California Environmental Quality Act.

Additional Images:

Figure 2. South portion of east façade, view southwest.
Source: Architectural Resources Group, May 2025

Figure 3. North portion of east façade, view northwest.
Source: Architectural Resources Group, May 2025

Figure 4. North façade, view south.
Source: Architectural Resources Group, May 2025

***B12. References**:

AECOM. *NASA Ames Research Center Integrated Cultural Resources Management Plan*. Prepared for NASA Ames Research Center. November 2014.

ASM Affiliates. *Cultural Resources Technical Report for the Mountain View Housing Ventures LLC Housing Project*. Prepared for Mountain View Housing Ventures LLC. December 2021.

Cole, Alexandra C. *Inventory and Evaluation of Cold War Era Resources*. Science Applications International Corporation. Prepared for National Aeronautics and Space Administration. March 1999.

"Lonesome Last Night? Are You Busy Tonight?" *The Moffett News.* December 6, 1951.

"New Hobby Shop Garage Open for Business." *The Moffett News.* August 8, 1974.

***B14. Evaluator:** Brannon Smithwick and Jon Rusch, Architectural Resources Group

The following information expands on the historic evaluation in the State of California Department of Parks and Recreation Primary (DPR 523A) and Building Structure and Object (DPR 523B) record forms prepared by Science Applications International Corporation (SAIC) in May 1998. At that time, the building was evaluated under National Register of Historic Places (NRHP) Criterion Consideration G for properties that have achieved significance within the past 50 years. This update was prepared after conducting an additional site visit and reviewing previous surveys and evaluations (SAIC 1999[1]; AECOM 2013[2] and 2014[3]).

P1. Other Identifier: Club Storage

P2. Location: Unrestricted
c. Address: near Girard Road, Moffett Field, CA 94035

***P8. Recorded by:** Marilyn Novell and Lisa Demarais, ASM Affiliates, Inc., 20 N. Raymond Ave., Pasadena, CA 91103

***P9. Date Recorded:** October 22, 2019

P10. Survey Type: ☒ Intensive ☐ Reconnaissance ☐ Other

***P11. Report Citation:** ASM Affiliates, Inc. 2021. *Cultural Resources Technical Report for the Mountain View Housing Ventures LLC Housing Project, NASA Ames Research Center, Moffett Field, Santa Clara County, California.* Prepared for Mountain View Housing Ventures.

P3a. Description:

Building 543 is a corrugated metal pre-fabricated storage building on a concrete slab foundation. It has a shallow-pitched gable roof. Metal double doors provide access on the north and south sides. The interior was not accessible at the time of survey. It appears that few, if any, alterations to the exterior have occurred since the 1998 survey and evaluation.

B10. Significance:

By the end of World War II, tensions had developed between democratic and communist governments spurring sponsorship of technological advancements for safeguarding national interests and demonstrating ingenuity. Partnerships were strengthened and lines drawn during post-war rebuilding efforts when the United States aligned itself with Europe and therefore against Joseph Stalin's Soviet Union. Between the 1940s and 1980s—a period now referred to as the Cold War—the United States and the Soviet Union competed to develop of strategic weapons (ASM 2020). Building 543 was constructed during the Cold War at a time when Moffett Field supported Navy Antisubmarine Warfare Operations.

In 2013, the period of significance for the NAS Sunnyvale Historic District was revised to 1930-1961, in part to reflect significant Navy and NASA missions during the Cold War. Building 107 was previously evaluated under the Cold War-era context. This evaluation considered contextual changes since the Cold War study (1999). The revised period of significance (1930 to 1961) primarily applies to those features within the district that functionally relate to the operations of the Airfield (NASA 2013b).

After World War II, Moffett Field became home to air transport squadrons (Squadrons 3-5) and was the largest such base on the West Coast. Moffett Field's Naval Air Transport Service overhaul and repair operations ended in October 1949 (Gleason 1958; NASA 2013b). During the Korean War, Moffett Field became the home base for aircraft carrier squadrons and their fighter jets, as well as a training facility. This resulted in significant expansion of the airfield. Jet operations at Moffett Field were so extensive that the base was designated a master jet base in 1953. However, by the early 1960s, the Navy's operational priorities had changed, and the focus shifted from fighter jets to anti-submarine warfare (NASA 2013b).

[1] Science Applications International Corporation (SAIC). 1999. *Final Inventory and Evaluation of Cold War Era Historical Resources, Moffett Field Airfield.* Prepared for the California and National Aeronautics and Space Administration (NASA).
[2] AECOM. 2013. *Historic Property Survey Report for the Airfield at NASA Ames Research Center, Moffett Field, California.* Prepared for NASA Ames Research Center.
[3] AECOM. 2014. *Integrated Cultural Resources Management Plan: NASA Ames Research Center.* Prepared for NASA Ames Research Center.

In 1962 Moffett Field was selected as the West Coast's training center for the Navy's anti-submarine warfare in the Pacific Ocean. The training was centered on the new propeller-driven anti-submarine aircraft, the Lockheed P3 Orion. The Pacific Fleet's first Orion arrived at Moffett Field in late January 1963, and for the next three decades the P3s would be a common sight over Moffett Field (Navy 1963). Training took place in two World War II buildings in the California Air National Guard (CANG) outlease area reconfigured for this use (Buildings 654, 655, and 669).

The P3 Orion had an internal bomb bay that could house torpedoes, nuclear weapons, and various other mines, missiles, and bombs. To store the weapons used for the Orion missions, the Navy added a new magazine facility to the safety buffer zone in 1965 (Buildings 561 and 484-492). In 1973 Moffett Field became the headquarters of the Commander Patrol Wings, U.S. Pacific Fleet, responsible for patrolling 93 million square miles of ocean from Alaska to Hawaii (NASA 2013b).

NASA (or its predecessors) has been operating at Moffett Field since 1939, with research and testing facilities located northwest of the NAS Sunnyvale Historic District. Research included helicopters during the latter years of the Vietnam War. In the mid-1970s, NASA made a major commitment to advancing the technology of tilt-rotor aircraft, and the XV-15—the forerunner of the V-22 Osprey—was test-flown at Moffett Field. The NASA ARC hosted a fleet of airborne science aircraft at Moffett Field that made major discoveries in the discipline of infrared astronomy, and on which the earliest instruments for high-altitude observation of Earth were validated. The airfield became the staging area for some of the most significant earth sciences missions of the 1970s and 1980s (NASA 2013b).

In 1991, the Base Realignment and Closure Commission (BRAC) recommended the closure of Moffett Field as a naval air station. On July 1, 1994, Moffett Field was closed to military operations, renamed Moffett Federal Airfield, and transferred to NASA (with the exception of the military housing units, which were transferred to the U.S. Air Force). In 1998 the aircraft that NASA ARC used for earth science and infrared astronomy were transferred to the Dryden Flight Research Center. NASA's flight test helicopters remained at Moffett Field, and the airfield found other uses (NASA 2013b).

In 2013, the period of significance for the NAS Sunnyvale Historic District was revised to 1930-1961, in part to reflect significant Navy and NASA missions during the Cold War. Building 107 was previously evaluated under the Cold War-era context. This evaluation considered contextual changes since the Cold War study (1999). The revised period of significance (1930 to 1961) primarily applies to those features within the district that functionally relate to the operations of the Airfield (NASA 2013b).

Building 543 was only evaluated individually under the Cold War theme as it was built after 1961, the end of the period of significance for the NAS Sunnyvale Historic District. There was no other historic district identified to which it might be a contributing resource. Because the building is still less than 50 years old, Criterion Consideration G must be applied. Under Criterion A, it is recommended not eligible because it did not functionally relate to the operations of the Airfield, nor does it have important association with other broad patterns of history. ASM also recommends the building not eligible for NRHP listing under Criterion B, as it is not associated with the lives of any historically significant persons. It does not embody the characteristics of a type, period, or method of construction nor does it represent the work of a master, and thus it is not recommended eligible under Criterion C. Building 543 is a common property type that is not likely to yield important information about history or prehistory and is therefore not eligible under Criterion D.

Attachments:

☐ None ☐ Location Map
☐ Sketch Map ☒ Continuation Sheet
☐ Building, Structure, and Object Record ☐ Archaeological Record
☐ District Record ☐ Linear Feature Record
☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record
☒ Other (List): Prior DPR, May 1998

Photograph 1. Building 543 facing northwest.

Photograph 2. Building 543 facing slightly northeast.

Photograph 3. Building 543 facing northwest.

Photograph 4. Building 543 facing northwest.

Prop#126959 DOE-43-99-0265-0000

State of California -- The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # P-43-002572
HRI #
Trinomial
NRHP Status Code 6Z
Other Listings
Review Code Reviewer Date / /

Page 1 of 2

*Resource Name or #: 543, Moffett Federal Airfield

P1. Other Identifier: Administration

*P2. Location: ☐ Not for Publication ☐ Unrestricted a. County Santa Clara

b. USGS 7.5' Quad Date T ; R ; 1/4 of 1/4 of Sec ; B.M.

c. Address South Perimeter Road City Moffett Field Zip 94035

d. UTM: (Give more than one for large and/or linear feature) Zone , mE/ mN

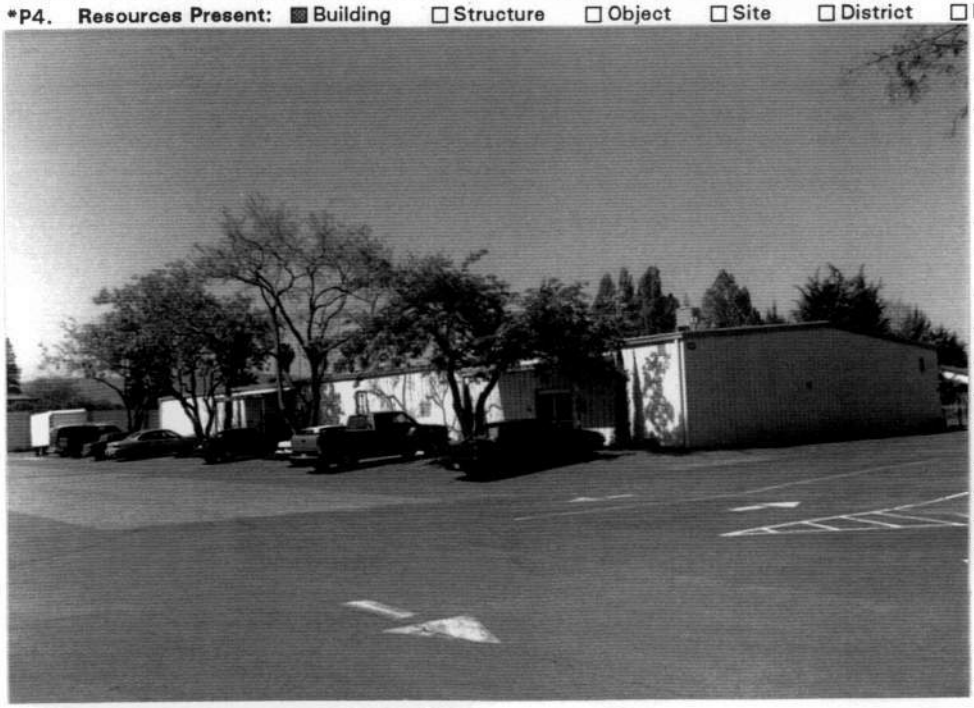
e. Other Locational Data: (e.g. parcel #, legal description, directions to resource, elevation, additional UTMs, etc. as appropriate)

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

Building 543 is a rectangular one-story pre-fabricated metal building with a shallow pitched gable roof. Roll-up metal doors and/or metal personnel doors are located on the west and south sides. Aluminum and glass double doors protected by metal canopies provide access on the east side.

*P3b. Resources Attributes: (List attributes and codes) HP34. Military Property

*P4. Resources Present: ■ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)



P5b. Description of Photo: (View, date, etc.)
Southwest,
April 1998, Roll 6-27

*P6. Date Constructed/Age and Sources:
☐ Prehistoric ■ Historic ☐ Both
1973

*P7. Owner and Address:
U.S.A. as represented by
National Aeronautics and Space
Administration, Washington, D.C.

*P8. Recorded by: (Name, affiliation, address)
Alexandra C. Cole, SAIC
816 State Street, Suite 500
Santa Barbara, CA 93101

*P9. Date Recorded: 06/25/1998

*P10. Survey Type: (Describe)
Comprehensive Survey for Section 106 Compliance

*P11. Report Citation: (Cite survey report/other sources or "none") Inventory and Evaluation of Cold War Era Historical Resources, Moffett Federal Airfield

*Attachments: ☐ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ■ Building, Structure and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record
☐ Photograph Record ☐ Other: (List)

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary # P-43-002572
HRI #

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code 6Z

*Resource Name or #: 543, Moffett Federal Airfield

B1. Historic Name: Unknown

B2. Common Name: Unknown

B3. Original Use: Craft Hobby Shop

B4. Present Use: Offices, Moffett Ex. Admin.

*B5. Architectural Style: No Style

*B6. Construction History: (Construction date, alterations, and date of alterations.)

1973

*B7. Moved? ■ No ☐ Yes ☐ Unknown Date: _____ Original Location: _____

*B8. Related Features:

B9a. Architect: Unknown

b. Builder: Unknown

*B10. Significance: Theme Cold War Area United States

Period of Significance 1946-1989 Property Type Military Applicable Criteria G

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

This Cold War-era building is considered a support building, a type found at any Naval installation regardless of mission. It is therefore not of exceptional national significance and is not considered eligible for the National Register of Historic Places (Criterion G).

B11. Additional Resource Attributes: (List attributes and codes)

*B12. References:

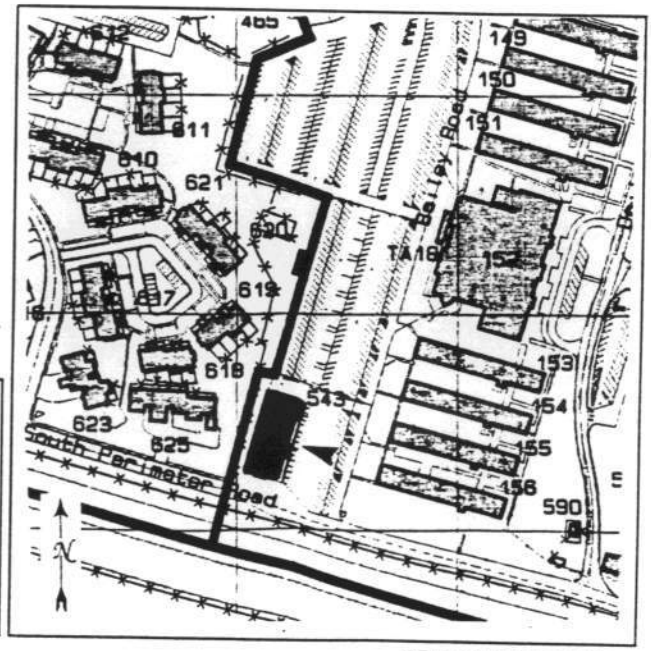
Real Property Form

B13. Remarks:

*B14. Evaluator: Alexandra C. Cole

Date of Evaluation: 05/01/1998

(This space reserved for official comments.)



DPR 523B (1/95)

*Required information

P1. Other Identifier: N/A
***P2. Location:** ☐ Not for Publication ☒ Unrestricted

- ***a. County**: Santa Clara
- ***b. USGS 7.5' Quad** Mountain View, CA **Date:** 2021 **Township:** 6S; **Range:** 2W
- c. Address: 570 South Perimeter Road City: Moffett Field Zip: 94035
- d. UTM: Zone 10 S, 583894 mE / 4140284 mN
- e. Other Locational Data: N/A

***P3a. Description:**
The purpose of this DPR Continuation Sheet is to update the existing record for Building 544. Building 544 was constructed in 1974 and has previously been evaluated using exceptional importance threshold established by National Register of Historic Places (NRHP) Criterion Consideration G, which applies to resources that have potentially achieved significance within the past 50 years. The resource has now reached historic age, such that it requires a NRHP evaluation that does not reference Criterion Consideration G. Furthermore, it is being evaluated for listing in the California Register of Historical Resources (CRHR), which does not utilize a 50-year significance threshold. (See continuation sheet.)

***P8. Recorded by:**
Jon Rusch and Isabel Scanlon, Architectural Resources Group
Pier 9, The Embarcadero, Suite 107
San Francisco, CA, 94111

***P9. Date Recorded:** May 2025

***P10. Survey Type:** Intensive

***P11. Report Citation**: Architectural Resources Group and Albion Environmental, *Cultural Resource Inventory Report for the Berkeley Space Center at NASA Research Park Project*, April 2026, prepared for University of California, Berkeley and National Aeronautics and Space Administration Ames Research Center.

P5a. Photograph or Drawing

P5b. Description of Photo:
Figure 1. East façade and interior courtyard, view west (ARG, May 2025).

***Attachments:** ☐ NONE ☐ Location Map ☒ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record ☒ Other (List): Marilyn Novell and Lisa Demarais, DPR 523L Form, C*ultural Resources Technical Report for the Mountain View Housing Ventures LLC Housing Project*, ASM Affiliates, September 3, 2021; Alexandra C. Cole, DPR 523A and 523B Forms, *Inventory and Evaluation of Cold War Era Historical Resources, Moffett Federal Airfield*, Science Applications International Corporation, June 29, 1998.

***P3a. Description (continued):**

Building 544 is composed of three gabled, metal-framed volumes, arranged in a U-shaped plan surrounding a courtyard that is open to the east. The exterior walls and roofs are clad in vertically corrugated metal siding. The utilitarian building is blind on its south, west, and north façades. All façades that face inward are unenclosed and contain a series of automobile repair stalls that can be accessed from the courtyard. The building rests on a concrete foundation, and a paved concrete ground surface extends through the courtyard. The east perimeter of the courtyard is enclosed by a metal chain-link fence.

***B10: Significance:** **Theme:** N/A **Area:** N/A
Period of Significance: N/A **Property Type:** N/A **Applicable Criteria:** N/A

Overview of Historical Development and Operations at Moffett Field[1]

Naval Air Station (NAS) Sunnyvale was established in August 1931, and construction began that October. Hangar One, the massive steel-frame structure built to house the dirigible USS *Macon*, the flagship for NAS Sunnyvale, was completed in April 1933. West of Hangar One, the Navy Bureau of Yards and Docks built a campus of Spanish Colonial–style buildings (Shenandoah Plaza) to support dirigible operations on the airfield. East of Hangar One, closer to San Francisco Bay, land was cleared and leveled for a single-runway airfield. The USS *Macon* arrived at NAS Sunnyvale in October 1933 and was stationed there until February 1935, when the dirigible crashed in the Pacific Ocean. Soon after the crash, the Navy terminated its dirigible program at NAS Sunnyvale and transferred the installation to the U.S. Army Air Corps for use in pursuit and observation operations.

Under the Army Air Corps, operations changed from lighter-than-air (LTA) to fixed-wing aircraft used in pursuit and training operations. In 1938, the Army Air Corps removed the older runway system and built a 2,140-foot-long runway using 3-inch-thick asphalt concrete. In 1940, anticipating the outbreak of World War II, the Army Air Corps converted the airfield to become its West Coast training headquarters.

After the strike on Pearl Harbor in December 1941, the Navy reassumed control of the airfield, which was renamed NAS Moffett Field (Moffett Field). LTA operations were needed by the military once again, and Moffett Field became devoted exclusively to LTA aviation, primarily for reconnaissance and surveillance of the Pacific coast. Moffett Field was also used to train new airship pilots, using free balloons and blimps. In 1942, construction started on the first of two new enormous wood-frame hangars on the east side of the airfield. Hangars Two and Three were completed in 1943 and used by the Navy Station Assembly and Repair Department to assemble, erect, store, and maintain blimps and balloons.

LTA operations continued at Moffett Field until August 1947, when the program was deemed obsolete, making Moffett Field an exclusively fixed-wing aircraft base. After World War II, Moffett Field became home to Squadron 4 of the Naval Air Transport Service, with support operations dedicated to aircraft maintenance and overhaul. The airfield was expanded and extended to accommodate the Navy's largest transport aircraft. In 1946, a second runway was built of 8-inch-thick reinforced concrete to an original length of 7,425 feet. In the late 1940s, two more air transport squadrons were commissioned at the base, making Moffett Field the largest Naval Air Transport Service base on the West Coast. Moffett Field's Naval Air Transport Service overhaul and repair operations were closed down in October 1949.

The Korean War started in June 1950, and Moffett Field became the home base for aircraft carrier squadrons and their jet fighter aircrafts. Navy carrier squadrons stationed at Moffett Field used the airfield for training purposes, including simulated carrier landings. Almost every new supersonic jet fighter aircraft in the Navy or U.S. Air Force inventories in the early 1950s was flight-tested at Moffett Field.

In June 1951, to accommodate jet operations at Moffett Field, the Navy embarked on the largest post-World War II expansion program at the airfield. Both runways were extended and resurfaced at least once; taxiways were expanded; parking and apron areas were added; and new supply, transportation, garage, and barracks buildings were constructed. The Flight Operations Building (158) was completed in February 1954. Jet operations at Moffett Field were so extensive that the base was designated a master jet base in 1953, and operational units on-site reached an all-time high in 1955. However, by the early 1960s, the Navy's operational priorities had changed, and the focus shifted from fighter jets to anti-submarine warfare. Jet operations at Moffett Field ended in 1961.

[1] This historical context overview is excerpted and slightly adapted from AECOM, *NASA Ames Research Center Integrated Cultural Resources Management Plan*, prepared for NASA Ames Research Center, November 2014.

In November 1962, Moffett Field was selected as the West Coast's training center for the Navy's anti-submarine warfare in the Pacific Ocean. The training was centered on the new propeller-driven anti-submarine aircraft, the Lockheed P3 Orion. The P3 Orion had an internal bomb bay that could house torpedoes; nuclear weapons; and various other mines, missiles, and bombs.

In 1973, Moffett Field became the headquarters of the Commander Patrol Wings, U.S. Pacific Fleet, responsible for patrolling 93 million square miles of ocean from Alaska to Hawaii.

In 1991, the Base Realignment and Closure Commission recommended the closure of Moffett Field as a naval air station. In anticipation of the station's closure, the Department of Defense began negotiations with the National Aeronautics and Space Administration for the transfer of the airfield. On July 1, 1994, Moffett Field was closed to military operations, renamed Moffett Federal Airfield, and transferred to NASA (with the exception of the military housing units, which were transferred to the U.S. Air Force).

Construction and Occupancy History

Building 544 was built in 1974 as an Auto Hobby Shop, and it replaced an existing hobby shop that the personnel of Moffett Field had outgrown. The Auto Hobby Shop was one of several hobby shops on the installation, which also included facilities for ceramics and crafts.[2] The original Auto Hobby Shop had 37 available work stalls; it was expanded to 48 stalls in total.[3] In 1974, the Navy constructed Building 544, which featured 33 covered and lighted work stalls and 18 uncovered work stalls, as well as a machine shop, tool room, and 24-hour car wash. The new building used $115,000 in material and was built over the course of 13 months by the Seabees/Self-Help Division with personnel from the Construction Battalion Unit 416.[4] As of May 2025, the Auto Hobby Shop appears vacant.

Previous Documentation and Evaluations

Building 544 dates to the Cold War period and was documented as part of the Inventory and Evaluation of Cold War Resources at Moffett Federal Airfield (1999), which addressed facilities built and/or operated between 1946 and 1989. At the time of the survey, Building 544 was less than 50 years old. Building 544 was documented on a DPR form and received a brief evaluation using NRHP Criterion Consideration G due to its then-recent construction date. The evaluation concluded that Building 544 did not meet the threshold of exceptional significance established by Criterion Consideration G. Therefore, the building did not meet the eligibility requirements of the NRHP at the time of this evaluation.[5]

Building 544 was documented on a DPR continuation sheet in 2021 for the Mountain View Housing Ventures LLC Housing Project. Because the building was then still less than 50 years old, it was again evaluated using Criterion Consideration G. The evaluation corroborated the earlier finding that the resource did not have exceptional significance and therefore was not eligible for listing in the NRHP.[6]

National Register of Historic Resources and California Register of Historical Resources Evaluation

The following section documents a new evaluation of Building 544, the Auto Hobby Shop, to determine whether the property meets the eligibility criteria for listing in the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR). To be eligible for listing in the NRHP and/or CRHR, a resource must demonstrate significance under one or more of the following criteria:

- NRHP Criterion A/CRHR Criterion 1 (Events): Resources that are associated with events that have made a significant contribution to the broad patterns of our history.
- NRHP Criterion B/CRHR Criterion 2 (Persons): Resources that are associated with the lives of persons significant in our past.
- NRHP Criterion C/CRHR Criterion 3 (Design/Construction): Resources that embody the distinctive characteristics of a type, period, region, or method of construction, or that represent the work of a master, or that possess high artistic values., or that represent a significant and distinguishable entity whose components may lack individual distinction.

[2] "Spare Time," *The Moffett News,* May 1, 1964, 3.
[3] "No More Mud," *The Moffett News,* November 13, 1964, 3.
[4] "New Hobby Shop Garage Open for Business," *The Moffett News,* August 8, 1974, 6.
[5] Alexandra C. Cole, *Inventory and Evaluation of Cold War Era Resources*, Science Applications International Corporation, prepared for National Aeronautics and Space Administration, March 1999, 38.
[6] ASM Affiliates, *Cultural Resources Technical Report for the Mountain View Housing Ventures LLC Housing Project*, prepared for Mountain View Housing Ventures LLC, December 2021, 28.

- NRHP Criterion D/CRHR Criterion 4 (Information Potential): Resources that have yielded, or may be likely to yield, information important in prehistory or history.

Criterion A/Criterion 1

Criterion A/Criterion 1 pertains to a resource's association with events that have made a significant contribution to the broad patterns of history. Building 544 is a support facility that did not directly support any core missions of Moffett Field. Rather, it was constructed for recreational use by military personnel. It is a type of facility that may be found on any military installation regardless of missions. As a result, it served only an ancillary role relative to Moffett Field's historical development patterns and broader defense context.

Therefore, Building 544 does not appear to meet the threshold for significance under Criterion A/Criterion 1.

Criterion B/Criterion 2

Criterion B/Criterion 2 relates to a resource's association with the lives of persons significant in our past. As an institutional facility, Building 544 has been accessible to myriad military and civilian personnel over the course of its history. However, research did not identify any individual persons with a direct relationship to the resource that would associate it with historically significant accomplishments.

Therefore, Building 544 does not appear to meet the threshold for significance under Criterion B/Criterion 2.

Criterion C/Criterion 3

Criterion C/Criterion 3 correlates with a resource's ability to embody the distinctive characteristics of a type, period, or method of construction; its ability to represent the work of a master; whether it possesses high artistic values; or its ability to represent a significant and distinguishable entity whose components may lack individual distinction. Building 544 has utilitarian architectural qualities, and its standardized shed design the function of the facility rather than a stylistic perspective or innovative approach to engineering or construction. Therefore, the resource lacks distinguished design elements/artistic value, and it does not appear to represent the work of a master architect, builder, design professional, or artisan.

Therefore, Building 544 does not appear to meet the threshold for significance under Criterion C/Criterion 3.

Criterion D/Criterion 4

Criterion D/Criterion 4 pertains to the potential for a resource to provide information on pre- and/or post-contact history and is generally applied to archaeological resources. In consideration of this criterion, Building 544 does not appear to fill a known data gap or research questions related to significant aspects of Moffett Federal Airfield's history or physical development that is not otherwise detailed extensively in available primary and secondary historical sources.

Therefore, Building 544 does not appear to meet the threshold for significance under Criterion D/Criterion 4.

Integrity

Eligibility for listing in the NRHP and CRHR requires that a resource must also retain sufficient integrity to convey its identified significance under the applicable significance criteria. Integrity is defined as a resource's ability to convey its significance and is measured according to seven aspects defined by the National Park Service: location, design, materials, workmanship, setting, association, and feeling. Because Building 544 is not significant under any of the evaluative criteria, a full integrity assessment is not necessary to document its ineligibility for NRHP and CRHR listing.

District Contributor Status

Building 544 is not located within the previously defined boundary of the expanded Naval Air Station Sunnyvale, California Historic District. Furthermore, the current evaluation did not identify any other potential historic district to which the building may contribute.

Conclusion

As described above, Building 544 does not rise to the level of significance necessary for inclusion in the NRHP and CRHR. Consequently, the resource does not appear to qualify as a historic property for the purposes of Section 106 compliance, nor does it appear to qualify as a historical resource for the purposes of the California Environmental Quality Act.

Additional Images:

Figure 2. North side of the south volume and the adjacent courtyard, view south.
Source: Architectural Resources Group, May 2025

Figure 3. South side of the north volume, view north.
Source: Architectural Resources Group, May 2025

Figure 4. West façade, view east.
Source: Architectural Resources Group, May 2025

***B12. References**:

AECOM. *NASA Ames Research Center Integrated Cultural Resources Management Plan*. Prepared for NASA Ames Research Center. November 2014.

ASM Affiliates. *Cultural Resources Technical Report for the Mountain View Housing Ventures LLC Housing Project*. Prepared for Mountain View Housing Ventures LLC. December 2021.

Cole, Alexandra C. *Inventory and Evaluation of Cold War Era Resources*. Science Applications International Corporation. Prepared for National Aeronautics and Space Administration. March 1999.

"New Hobby Shop Garage Open for Business." *The Moffett News.* August 8, 1974.

"No More Mud." *The Moffett News.* November 13, 1964.

"Spare Time." *The Moffett News.* May 1, 1964.

***B14. Evaluator:** Brannon Smithwick and Jon Rusch, Architectural Resources Group

The following information expands on the historic evaluation in the State of California Department of Parks and Recreation Primary (DPR 523A) and Building Structure and Object (DPR 523B) record forms prepared by Science Applications International Corporation (SAIC) in May 1998. At that time, the building was evaluated under National Register of Historic Places (NRHP) Criterion Consideration G for properties that have achieved significance within the past 50 years. This update was prepared after conducting an additional site visit and reviewing previous surveys and evaluations (SAIC 1999[1]; AECOM 2013[2] and 2014[3]). The building was previously recommended not eligible under Consideration Criteria G.

P1. Other Identifier: Auto Hobby

P2. Location: Unrestricted
c. Address: Ellis Street, Moffett Field, CA 94035

***P8. Recorded by:** Marilyn Novell and Lisa Demarais, ASM Affiliates, Inc., 20 N. Raymond Ave., Pasadena, CA 91103

***P9. Date Recorded:** March 21-22, 2019

P10. Survey Type: ☒ Intensive ☐ Reconnaissance ☐ Other

***P11. Report Citation:** ASM Affiliates, Inc. 2021. *Cultural Resources Technical Report for the Mountain View Housing Ventures LLC Housing Project, NASA Ames Research Center, Moffett Field, Santa Clara County, California.* Prepared for Mountain View Housing Ventures.

P3a. Description:
Building 544 is a U-shaped pre-fabricated multi-use metal building consisting of an office, hazardous waste storage shed, and covered bays for working on automobiles. A large portion of the south façade is metal chain-link fencing and plastic paneling in place of the metal siding present on the northeastern portion of the south façade. This fence and plastic portion also includes a chain-linked fence door. The interior was not accessible at the time of survey.

B10. Significance:
By the end of World War II, tensions had developed between democratic and communist governments spurring sponsorship of technological advancements for safeguarding national interests and demonstrating ingenuity. Partnerships were strengthened and lines drawn during post-war rebuilding efforts when the United States aligned itself with Europe and therefore against Joseph Stalin's Soviet Union. Between the 1940s and 1980s—a period now referred to as the Cold War—the United States and the Soviet Union competed to develop of strategic weapons (ASM 2020). Building 544 was constructed during the Cold War at a time when Moffett Field supported Navy Antisubmarine Warfare Operations.

After World War II, Moffett Field became home to air transport squadrons (Squadrons 3-5) and was the largest such base on the West Coast. Moffett Field's Naval Air Transport Service overhaul and repair operations ended in October 1949 (Gleason 1958; NASA 2013b).

During the Korean War, Moffett Field became the home base for aircraft carrier squadrons and their fighter jets, as well as a training facility. This resulted in significant expansion of the airfield. Jet operations at Moffett Field were so extensive that the base was designated a master jet base in 1953. However, by the early 1960s, the Navy's operational priorities had changed, and the focus shifted from fighter jets to anti-submarine warfare (NASA 2013b).

In 1962 Moffett Field was selected as the West Coast's training center for the Navy's anti-submarine warfare in the Pacific Ocean. The training was centered on the new propeller-driven anti-submarine aircraft, the Lockheed P3 Orion. The Pacific Fleet's first Orion arrived at Moffett Field in late January 1963, and for the next three decades the P3s would be a common sight over Moffett Field (Navy 1963).

[1] Science Applications International Corporation (SAIC). 1999. *Final Inventory and Evaluation of Cold War Era Historical Resources, Moffett Field Airfield.* Prepared for the California and National Aeronautics and Space Administration (NASA).
[2] AECOM. 2013. *Historic Property Survey Report for the Airfield at NASA Ames Research Center, Moffett Field, California.* Prepared for NASA Ames Research Center.
[3] AECOM. 2014. *Integrated Cultural Resources Management Plan: NASA Ames Research Center.* Prepared for NASA Ames Research Center.

Training took place in two World War II buildings in the California Air National Guard (CANG) outlease area reconfigured for this use (Buildings 654, 655, and 669). The P3 Orion had an internal bomb bay that could house torpedoes, nuclear weapons, and various other mines, missiles, and bombs. To store the weapons used for the Orion missions, the Navy added a new magazine facility to the safety buffer zone in 1965 (Buildings 561 and 484-492). In 1973 Moffett Field became the headquarters of the Commander Patrol Wings, U.S. Pacific Fleet, responsible for patrolling 93 million square miles of ocean from Alaska to Hawaii (NASA 2013b).

NASA (or its predecessors) has been operating at Moffett Field since 1939, with research and testing facilities located northwest of the NAS Sunnyvale Historic District. Research included helicopters during the latter years of the Vietnam War. In the mid-1970s, NASA made a major commitment to advancing the technology of tilt-rotor aircraft, and the XV-15—the forerunner of the V-22 Osprey—was test-flown at Moffett Field. The NASA ARC hosted a fleet of airborne science aircraft at Moffett Field that made major discoveries in the discipline of infrared astronomy, and on which the earliest instruments for high-altitude observation of Earth were validated. The airfield became the staging area for some of the most significant earth sciences missions of the 1970s and 1980s (NASA 2013b).

In 1991, the Base Realignment and Closure Commission (BRAC) recommended the closure of Moffett Field as a naval air station. On July 1, 1994, Moffett Field was closed to military operations, renamed Moffett Federal Airfield, and transferred to NASA (with the exception of the military housing units, which were transferred to the U.S. Air Force). In 1998 the aircraft that NASA ARC used for earth science and infrared astronomy were transferred to the Dryden Flight Research Center. NASA's flight test helicopters remained at Moffett Field, and the airfield found other uses (NASA 2013b).

In 2013, the period of significance for the NAS Sunnyvale Historic District was revised to 1930-1961, in part to reflect significant Navy and NASA missions during the Cold War. Building 544 was previously evaluated under the Cold War-era context. This evaluation considered contextual changes since the Cold War study (1999). The revised period of significance (1930 to 1961) primarily applies to those features within the district that functionally relate to the operations of the Airfield (NASA 2013b).

Building 544 was only evaluated individually under the Cold War theme as it was built after 1961, the end of the period of significance for the NAS Sunnyvale Historic District. There was no other historic district identified to which it might be a contributing resource. Because the building is still less than 50 years old, Criterion Consideration G must be applied. Under Criterion A, it is recommended not eligible because it did not functionally relate to the operations of the Airfield, nor does it have important association with other broad patterns of history. ASM also recommends the building not eligible for NRHP listing under Criterion B, as it is not associated with the lives of any historically significant persons. It does not embody the characteristics of a type, period, or method of construction nor does it represent the work of a master, and thus it is not recommended eligible under Criterion C. Building 544 is a common property type that is not likely to yield important information about history or prehistory and is therefore not eligible under Criterion D.

Attachments:

☐ None ☐ Location Map
☐ Sketch Map ☒ Continuation Sheet
☐ Building, Structure, and Object Record ☐ Archaeological Record
☐ District Record ☐ Linear Feature Record
☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record
☒ Other (List): Prior DPR, May 1998

Photograph 1. Building 544. View looking northeast at the south façade.

Prop# 1269960 DOE-43-99-02666-0000

State of California -- The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # P-43-002573
HRI #
Trinomial
NRHP Status Code 6Z
Other Listings
Review Code Reviewer Date / /

Page 1 of 2

*Resource Name or #: 544, Moffett Federal Airfield

P1. Other Identifier: Auto Hobby

*P2. Location: ☐ Not for Publication ☐ Unrestricted a. County Santa Clara

b. USGS 7.5' Quad Date T ; R ; 1/4 of 1/4 of Sec ; B.M.

c. Address Ellis Street City Moffett Field Zip 94035

d. UTM: (Give more than one for large and/or linear feature) Zone , mE/ mN

e. Other Locational Data: (e.g. parcel #, legal description, directions to resource, elevation, additional UTMs, etc. as appropriate)

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

Building 544 is a U-shaped pre-fabricated metal building consisting of an office, hazardous waste storage shed, and covered bays for working on automobiles.

*P3b. Resources Attributes: (List attributes and codes) HP34. Military Property

*P4. Resources Present: ■ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

P5b. Description of Photo: (View, date, etc.)
Northeast,
April 1998, Roll 7-26

*P6. Date Constructed/Age and Sources:
☐ Prehistoric ■ Historic ☐ Both
1974

*P7. Owner and Address:
U.S.A. as represented by
National Aeronautics and Space
Administration, Washington, D.C.

*P8. Recorded by: (Name, affiliation, address)
Alexandra C. Cole, SAIC
816 State Street, Suite 500
Santa Barbara, CA 93101

*P9. Date Recorded: 06/16/1998

*P10. Survey Type: (Describe)
Comprehensive Survey for Section 106 Compliance

*P11. Report Citation: (Cite survey report/other sources or "none") Inventory and Evaluation of Cold War Era Historical Resources, Moffett Federal Airfield

*Attachments: ☐ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ■ Building, Structure and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record
☐ Photograph Record ☐ Other: (List)

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary # P-43-002573
HRI #

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code 6Z

*Resource Name or #: 544, Moffett Federal Airfield

B1. Historic Name: Unknown

B2. Common Name: Unknown

B3. Original Use: Auto Hobby

B4. Present Use: Auto Hobby

*B5. Architectural Style: No Style

*B6. Construction History: (Construction date, alterations, and date of alterations.)

1974

*B7. Moved? ■ No ☐ Yes ☐ Unknown Date: _____ Original Location: _____

*B8. Related Features:

B9a. Architect: Unknown

b. Builder: Unknown

*B10. Significance: Theme Cold War Area United States

Period of Significance 1946-1989 Property Type Military Applicable Criteria G

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

This Cold War-era building is considered a support building, a type found at any Naval installation regardless of mission. It is therefore not of exceptional national significance and is not considered eligible for the National Register of Historic Places (Criterion G).

B11. Additional Resource Attributes: (List attributes and codes)

*B12. References:

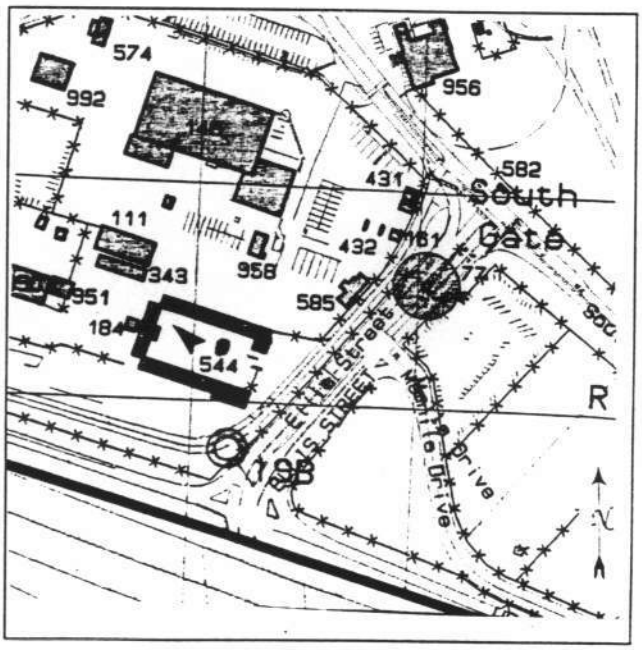
Real Property Form

B13. Remarks:

*B14. Evaluator: Alexandra C. Cole

Date of Evaluation: 05/01/1998

(This space reserved for official comments.)



*Required information

***Recorded by:** Architectural Resources Group
***Date:** December 19, 2025 ☐ Continuation ☒ Update

P1. Other Identifier: Bachelor Enlisted Quarters
***P2. Location:** ☐ Not for Publication ☒ Unrestricted

- ***a. County**: Santa Clara
- ***b. USGS 7.5' Quad** Mountain View, CA **Date:** 2021 **Township:** 6S; **Range:** 2W
- c. Address: 225-235 Kaiser Road City: Moffett Field Zip: 94035
- d. UTM: Zone 10 S, 583718 mE / 4140491 mN
- e. Other Locational Data: N/A

***P3a. Description:**
The purpose of this DPR Continuation Sheet is to update the existing record for Buildings 547B-E. Buildings 547B-E were constructed in 1974 and have previously been evaluated using the exceptional importance threshold established by National Register of Historic Places (NRHP) Criterion Consideration G, which applies to resources that have potentially achieved significance within the past 50 years. The resource has now reached historic age, such that it requires a NRHP evaluation that does not reference Criterion Consideration G. Furthermore, it is being evaluated for listing in the California Register of Historical Resources (CRHR), which does not utilize a 50-year significance threshold.

***P8. Recorded by:**
Jon Rusch and Isabel Scanlon, Architectural Resources Group
Pier 9, The Embarcadero, Suite 107
San Francisco, CA, 94111

***P9. Date Recorded:** May 2025

***P10. Survey Type:** Intensive

***P11. Report Citation**: Architectural Resources Group and Albion Environmental, *Cultural Resource Inventory Report for the Berkeley Space Center at NASA Research Park Project*, April 2026, prepared for University of California, Berkeley and National Aeronautics and Space Administration Ames Research Center.

P5a. Photograph or Drawing

P5b. Description of Photo:
Figure 1. Buildings 547B (center foreground), 547C (Right), 547D (center background), and 547E (left), view east (ARG, May 2025).

***Attachments:** ☐ NONE ☐ Location Map ☒ Continuation Sheet ☐ Building, Structure, and Object Record ☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record ☒ Other (List): Marilyn Novell and Lisa Demarais, DPR 523L Form, *Cultural Resources Technical Report for the Mountain View Housing Ventures LLC Housing Project*, ASM Affiliates, September 3, 2021; Alexandra C. Cole, DPR 523A and 523B Forms, *Inventory and Evaluation of Cold War Era Historical Resources, Moffett Federal Airfield*, Science Applications International Corporation, June 29, 1998.

***P3a. Description (continued):**

Buildings 547B-D form a complex arranged around a central landscaped courtyard, which contains a grass turf lawn and paved pedestrian paths. All four buildings are clad in buff bricks laid in vertical stacked bond coursing and rest on concrete foundations. 547E lies along the north edge of the complex; 547D is at the west edge, and 547C is at the south edge.

Located along the west edge of the complex, 547B is a one story tall, with a sloped earthen berm built up to the roof level at its north, south, and west façades. The roof of 547B creates a concrete-paved patio that is accessed by a series of wood and concrete staircases. The building's east façade features two angled wing walls that slope down from the roof to grade, following the profile of the berm. The center of the east façade projects forward and features a band of full-height windows, flanked by two vestibules that contain entrances to the building.

Buildings 547C-E are three stories in height, each with elongated rectangular plans and flat roofs. The buildings historically contained residential units, and all feature concrete platforms for exterior corridors that span the length of the courtyard-facing façades. The outer edges of the corridors are lined by metal railings with square handrails and round vertical balusters. Typical windows across the three larger buildings are pairings of metal-sash sliding windows with angled concrete sills. Slab pedestrian doors are present within recessed bays. Each building is joined to two exterior stair towers, which feature quarter-turn concrete staircases rising around a central brick-clad column. Building 547D is connected to Buildings 547C and 547E at its northwest and southwest ends via second- and third-floor walkways supported by square CMU piers.

***B10: Significance:** **Theme:** N/A **Area:** N/A
Period of Significance: N/A **Property Type:** N/A **Applicable Criteria:** N/A

Overview of Historical Development and Operations at Moffett Field[1]

Naval Air Station (NAS) Sunnyvale was established in August 1931, and construction began that October. Hangar One, the massive steel-frame structure built to house the dirigible USS *Macon*, the flagship for NAS Sunnyvale, was completed in April 1933. West of Hangar One, the Navy Bureau of Yards and Docks built a campus of Spanish Colonial–style buildings (Shenandoah Plaza) to support dirigible operations on the airfield. East of Hangar One, closer to San Francisco Bay, land was cleared and leveled for a single-runway airfield. The USS *Macon* arrived at NAS Sunnyvale in October 1933 and was stationed there until February 1935, when the dirigible crashed in the Pacific Ocean. Soon after the crash, the Navy terminated its dirigible program at NAS Sunnyvale and transferred the installation to the U.S. Army Air Corps for use in pursuit and observation operations.

Under the Army Air Corps, operations changed from lighter-than-air (LTA) to fixed-wing aircraft used in pursuit and training operations. In 1938, the Army Air Corps removed the older runway system and built a 2,140-foot-long runway using 3-inch-thick asphalt concrete. In 1940, anticipating the outbreak of World War II, the Army Air Corps converted the airfield to become its West Coast training headquarters.

After the strike on Pearl Harbor in December 1941, the Navy reassumed control of the airfield, which was renamed NAS Moffett Field (Moffett Field). LTA operations were needed by the military once again, and Moffett Field became devoted exclusively to LTA aviation, primarily for reconnaissance and surveillance of the Pacific coast. Moffett Field was also used to train new airship pilots, using free balloons and blimps. In 1942, construction started on the first of two new enormous wood-frame hangars on the east side of the airfield. Hangars Two and Three were completed in 1943 and used by the Navy Station Assembly and Repair Department to assemble, erect, store, and maintain blimps and balloons.

LTA operations continued at Moffett Field until August 1947, when the program was deemed obsolete, making Moffett Field an exclusively fixed-wing aircraft base. After World War II, Moffett Field became home to Squadron 4 of the Naval Air Transport Service, with support operations dedicated to aircraft maintenance and overhaul. The airfield was expanded and extended to accommodate the Navy's largest transport aircraft. In 1946, a second runway was built of 8-inch-thick reinforced concrete to an original length of 7,425 feet. In the late 1940s, two more air transport squadrons were commissioned at the base, making Moffett Field the largest Naval Air Transport Service base on the West Coast. Moffett Field's Naval Air Transport Service overhaul and repair operations were closed down in October 1949.

The Korean War started in June 1950, and Moffett Field became the home base for aircraft carrier squadrons and their jet fighter aircrafts. Navy carrier squadrons stationed at Moffett Field used the airfield for training purposes, including simulated carrier

[1] This historical context overview is excerpted and slightly adapted from AECOM, *NASA Ames Research Center Integrated Cultural Resources Management Plan*, prepared for NASA Ames Research Center, November 2014.

landings. Almost every new supersonic jet fighter aircraft in the Navy or U.S. Air Force inventories in the early 1950s was flight-tested at Moffett Field.

In June 1951, to accommodate jet operations at Moffett Field, the Navy embarked on the largest post-World War II expansion program at the airfield. Both runways were extended and resurfaced at least once; taxiways were expanded; parking and apron areas were added; and new supply, transportation, garage, and barracks buildings were constructed. The Flight Operations Building (158) was completed in February 1954. Jet operations at Moffett Field were so extensive that the base was designated a master jet base in 1953, and operational units on-site reached an all-time high in 1955. However, by the early 1960s, the Navy's operational priorities had changed, and the focus shifted from fighter jets to anti-submarine warfare. Jet operations at Moffett Field ended in 1961.

In November 1962, Moffett Field was selected as the West Coast's training center for the Navy's anti-submarine warfare in the Pacific Ocean. The training was centered on the new propeller-driven anti-submarine aircraft, the Lockheed P3 Orion. The P3 Orion had an internal bomb bay that could house torpedoes; nuclear weapons; and various other mines, missiles, and bombs.

In 1973, Moffett Field became the headquarters of the Commander Patrol Wings, U.S. Pacific Fleet, responsible for patrolling 93 million square miles of ocean from Alaska to Hawaii.

In 1991, the Base Realignment and Closure Commission recommended the closure of Moffett Field as a naval air station. In anticipation of the station's closure, the Department of Defense began negotiations with the National Aeronautics and Space Administration for the transfer of the airfield. On July 1, 1994, Moffett Field was closed to military operations, renamed Moffett Federal Airfield, and transferred to NASA (with the exception of the military housing units, which were transferred to the U.S. Air Force).

Construction and Occupancy History

Buildings 547B-E were constructed in 1974 during a period of modernization at Moffett Field, where older "dormitory concepts" were replaced in favor of apartment-style lodging.[2] During this period, existing dormitories were modified to accommodate two- to four-person rooms, and new barracks were designed to be multi-unit. Buildings 512A-C, built in 1970, predate buildings 547B-E and formed the west half the Bachelor Enlisted Quarters expansion project. Buildings 512A-C were designed by Simpson, Stratta & Associates with an austere, Modernist design following a courtyard apartment layout. Buildings 547B-E were designed with a similar plan and identical cladding materials, and the U.S. Navy broke ground for the complex in August 1973. It was completed in July 1974. Buildings 547B-E were co-ed facilities that housed 360 enlisted personnel, with a dedicated wing for the Women Accepted for Volunteer Emergency Service. The central one-story building in the courtyard (Building 547B) housed spaces for recreation and laundry. The architect responsible for designing Buildings 547B-E has not been identified but is likely Simpson, Stratta & Associates, the firm that designed the similar 512 complex. The contractor for Buildings 547B-E was Dickman Construction Company of Mountain View, and the construction cost was $1.8 million.[3] As of May 2025, Buildings 547B-E are vacant.

Previous Documentation and Evaluations

Buildings 547B-E, the NASA Exchange Service Buildings, date to the Cold War period and were documented as part of the Inventory and Evaluation of Cold War Resources at Moffett Federal Airfield (1999), which addressed facilities built and/or operated between 1946 and 1989. At the time of the survey, Buildings 547B-E were less than 50 years old. Buildings 547B-E were documented on a DPR form and received a brief evaluation using NRHP Criterion Consideration G due to their then-recent construction date. The evaluation concluded that Buildings 547B-E did not meet the threshold of exceptional significance established by Criterion Consideration G. Therefore, the buildings did not meet the eligibility requirements of the NRHP at the time of this evaluation.[4]

Buildings 547B-E were documented on a single DPR continuation sheet in 2021 for the Mountain View Housing Ventures LLC Housing Project. Because the buildings were then still less than 50 years old, they were again evaluated using Criterion Consideration G. The evaluation corroborated the earlier finding that the resource did not have exceptional significance and therefore was not eligible for listing in the NRHP.[5]

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[2] Ron Grover, "'Self Help' To Eliminate Dormitories," *The Moffett News,* November 5, 1965, 1.
[3] "Co-ed Quarters for Moffett," *The Moffett News,* August 22, 1973, 1.
[4] Alexandra C. Cole, *Inventory and Evaluation of Cold War Era Resources*, Science Applications International Corporation, prepared for National Aeronautics and Space Administration, March 1999, 38.
[5] ASM Affiliates, *Cultural Resources Technical Report for the Mountain View Housing Ventures LLC Housing Project*, prepared for Mountain View Housing Ventures LLC, December 2021, 28.

National Register of Historic Resources and California Register of Historical Resources Evaluation

The following section documents a new evaluation of Building 547B-E, the NASA Exchange Service Buildings, to determine whether the property meets the eligibility criteria for listing in the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR). To be eligible for listing in the NRHP and/or CRHR, a resource must demonstrate significance under one or more of the following criteria:

- NRHP Criterion A/CRHR Criterion 1 (Events): Resources that are associated with events that have made a significant contribution to the broad patterns of our history.
- NRHP Criterion B/CRHR Criterion 2 (Persons): Resources that are associated with the lives of persons significant in our past.
- NRHP Criterion C/CRHR Criterion 3 (Design/Construction): Resources that embody the distinctive characteristics of a type, period, region, or method of construction, or that represent the work of a master, or that possess high artistic values., or that represent a significant and distinguishable entity whose components may lack individual distinction.
- NRHP Criterion D/CRHR Criterion 4 (Information Potential): Resources that have yielded, or may be likely to yield, information important in prehistory or history.

Criterion A/Criterion 1

Criterion A/Criterion 1 pertains to a resource's association with events that have made a significant contribution to the broad patterns of history. Buildings 547B-E form a residential complex that did not directly support any core missions of Moffett Field. Rather, they served as a housing facility, which may be found on any military installation regardless of missions. As a result, the complex served only an ancillary role relative to Moffett Field's historical development patterns and broader defense context.

Therefore, Building 547B-E does not appear to meet the threshold for significance under Criterion A/Criterion 1.

Criterion B/Criterion 2

Criterion B/Criterion 2 relates to a resource's association with the lives of persons significant in our past. As an institutional facility, Building 547B-E has been accessible to myriad military and civilian personnel over the course of its history. However, research did not identify any individual persons with a direct relationship to the resource that would associate it with historically significant accomplishments.

Therefore, Building 547B-E does not appear to meet the threshold for significance under Criterion B/Criterion 2.

Criterion C/Criterion 3

Criterion C/Criterion 3 correlates with a resource's ability to embody the distinctive characteristics of a type, period, or method of construction; its ability to represent the work of a master; whether it possesses high artistic values; or its ability to represent a significant and distinguishable entity whose components may lack individual distinction. Designed as a housing facility, Buildings 547B-E have a relatively subdued, Modernistic architectural character that appears unremarkable within the context of post-World War II military installation facilities. The architects of the complex may have been Simpson, Stratta & Associates, the firm responsible for the architecturally similar 512 Bachelor Enlisted Quarters complex immediately to the west. The 547 complex shows a capable hand in developing a functional facility that housed numerous personnel around an attractive green space, but the resource generally lacks innovative approaches to materials, volume, or other forms of architectural expression. The resource lacks distinguished design elements/artistic value, and it does not appear to represent the work of a master architect, builder, design professional, or artisan.

Therefore, Building 547B-E does not appear to meet the threshold for significance under Criterion C/Criterion 3.

Criterion D/Criterion 4

Criterion D/Criterion 4 pertains to the potential for a resource to provide information on pre- and/or post-contact history and is generally applied to archaeological resources. In consideration of this criterion, Buildings 547B-E do not appear to fill a known data gap or research questions related to significant aspects of Moffett Federal Airfield's history or physical development that is not otherwise detailed extensively in available primary and secondary historical sources.

Therefore, Buildings 547B-E do not appear to meet the threshold for significance under Criterion D/Criterion 4.

Integrity

Eligibility for listing in the NRHP and CRHR requires that a resource must also retain sufficient integrity to convey its identified significance under the applicable significance criteria. Integrity is defined as a resource's ability to convey its significance and is measured according to seven aspects defined by the National Park Service: location, design, materials, workmanship, setting, association, and feeling. Because Building 547B-E are not significant under any of the evaluative criteria, a full integrity assessment is not necessary to document their ineligibility for NRHP and CRHR listing.

District Contributor Status

Buildings 547B-E are not located within the previously defined boundary of the expanded Naval Air Station Sunnyvale, California Historic District. Furthermore, the current evaluation did not identify any other potential historic district to which the resource may contribute.

Conclusion

As described above, Buildings 547B-E do not rise to the level of significance necessary for inclusion in the NRHP and CRHR. Consequently, the resource does not appear to qualify as a historic property for the purposes of Section 106 compliance, nor does it appear to qualify as a historical resource for the purposes of the California Environmental Quality Act.

Additional Images:

Figure 2. East façade of Building 547B, view northwest.
Source: Architectural Resources Group, May 2025

Figure 3. West façade of Building 547B, view southeast.
Source: Architectural Resources Group, May 2025

Figure 4. North façade of Building 547C, view southeast.
Source: Architectural Resources Group, May 2025

Figure 5. South façade of Building 547C, view northeast.
Source: Architectural Resources Group, May 2025

Figure 6. West façade of Building 547D, view east.
Source: Architectural Resources Group, May 2025

Figure 7. East façade of Building 547D, view west.
Source: Architectural Resources Group, May 2025

Figure 8. South façade of Building 547E, view north.
Source: Architectural Resources Group, May 2025

Figure 9. North façade of Building 547E, view south.
Source: Architectural Resources Group, May 2025

***B12. References**:

AECOM. *NASA Ames Research Center Integrated Cultural Resources Management Plan*. Prepared for NASA Ames Research Center. November 2014.

ASM Affiliates. *Cultural Resources Technical Report for the Mountain View Housing Ventures LLC Housing Project*. Prepared for Mountain View Housing Ventures LLC. December 2021.

"Barracks Construction Underway." *The Moffett News*. June 4, 1969.

"Co-ed Quarters for Moffett." *The Moffett News*. August 22, 1973.

Cole, Alexandra C. *Inventory and Evaluation of Cold War Era Resources*. Science Applications International Corporation. Prepared for National Aeronautics and Space Administration. March 1999.

Grover, Ron. "'Self Help' To Eliminate Dormitories." *The Moffett News.* November 5, 1965.

***B14. Evaluator:** Brannon Smithwick and Jon Rusch, Architectural Resources Group

The following information expands on the historic evaluation in the State of California Department of Parks and Recreation Primary (DPR 523A) and Building Structure and Object (DPR 523B) record forms prepared by Science Applications International Corporation (SAIC) in May 1998. At that time, the building was evaluated under National Register of Historic Places (NRHP) Criterion Consideration G for properties that have achieved significance within the past 50 years. This update was prepared after conducting an additional site visit and reviewing previous surveys and evaluations (SAIC 1999[1]; AECOM 2013[2] and 2014[3]). The building was previously recommended not eligible under Consideration Criteria G.

P1. Other Identifier: Living Quarters

P2. Location: Unrestricted
c. Address: Girard Road, Moffett Field, CA 94035

***P8. Recorded by:** Marilyn Novell and Lisa Demarais, ASM Affiliates, Inc., 20 N. Raymond Ave., Pasadena, CA 91103

***P9. Date Recorded:** March 21-22, 2019

P10. Survey Type: ☒ Intensive ☐ Reconnaissance ☐ Other

***P11. Report Citation:** ASM Affiliates, Inc. 2021. *Cultural Resources Technical Report for the Mountain View Housing Ventures LLC Housing Project, NASA Ames Research Center, Moffett Field, Santa Clara County, California.* Prepared for Mountain View Housing Ventures.

P3a. Description:
This cluster of four buildings (Buildings 547 B, C, D, and E) consists of three flat-roofed three-story rectangular concrete block dormitories arranged in a C-shape and interconnected by two-storied open walkways, with a one-story concrete lounge in the center of the C-shape. The paired windows have aluminum frames and the single hollow-core doors are gray. The concrete is scored in a rectangular grid pattern. The interior was not accessible at the time of survey. It appears that few, if any, alterations to the exterior have occurred since the 1998 survey and evaluation.

B10. Significance:
By the end of World War II, tensions had developed between democratic and communist governments spurring sponsorship of technological advancements for safeguarding national interests and demonstrating ingenuity. Partnerships were strengthened and lines drawn during post-war rebuilding efforts when the United States aligned itself with Europe and therefore against Joseph Stalin's Soviet Union. Between the 1940s and 1980s—a period now referred to as the Cold War—the United States and the Soviet Union competed to develop of strategic weapons (ASM 2020). Building 547 B-E was constructed in 1973 during the Cold War at a time when Moffett Field supported Navy Antisubmarine Warfare Operations.

After World War II, Moffett Field became home to air transport squadrons (Squadrons 3-5) and was the largest such base on the West Coast. Moffett Field's Naval Air Transport Service overhaul and repair operations ended in October 1949 (Gleason 1958; NASA 2013b).

During the Korean War, Moffett Field became the home base for aircraft carrier squadrons and their fighter jets, as well as a training facility. This resulted in significant expansion of the airfield. Jet operations at Moffett Field were so extensive that the base was designated a master jet base in 1953. However, by the early 1960s, the Navy's operational priorities had changed, and the focus shifted from fighter jets to anti-submarine warfare (NASA 2013b).

In 1962 Moffett Field was selected as the West Coast's training center for the Navy's anti-submarine warfare in the Pacific Ocean. The training was centered on the new propeller-driven anti-submarine aircraft, the Lockheed P3 Orion. The Pacific Fleet's first Orion arrived at Moffett Field in late January 1963, and for the next three decades the P3s would be a common sight over Moffett Field (Navy 1963). Training took place in two World War II buildings in the California Air National Guard (CANG) outlease area reconfigured for this use (Buildings 654, 655, and 669).

[1] Science Applications International Corporation (SAIC). 1999. *Final Inventory and Evaluation of Cold War Era Historical Resources, Moffett Field Airfield.* Prepared for the California and National Aeronautics and Space Administration (NASA).
[2] AECOM. 2013. *Historic Property Survey Report for the Airfield at NASA Ames Research Center, Moffett Field, California.* Prepared for NASA Ames Research Center.
[3] AECOM. 2014. *Integrated Cultural Resources Management Plan: NASA Ames Research Center.* Prepared for NASA Ames Research Center.

The P3 Orion had an internal bomb bay that could house torpedoes, nuclear weapons, and various other mines, missiles, and bombs. To store the weapons used for the Orion missions, the Navy added a new magazine facility to the safety buffer zone in 1965 (Buildings 561 and 484-492). In 1973 Moffett Field became the headquarters of the Commander Patrol Wings, U.S. Pacific Fleet, responsible for patrolling 93 million square miles of ocean from Alaska to Hawaii (NASA 2013b).

NASA (or its predecessors) has been operating at Moffett Field since 1939, with research and testing facilities located northwest of the NAS Sunnyvale Historic District. Research included helicopters during the latter years of the Vietnam War. In the mid-1970s, NASA made a major commitment to advancing the technology of tilt-rotor aircraft, and the XV-15—the forerunner of the V-22 Osprey—was test-flown at Moffett Field. The NASA ARC hosted a fleet of airborne science aircraft at Moffett Field that made major discoveries in the discipline of infrared astronomy, and on which the earliest instruments for high-altitude observation of Earth were validated. The airfield became the staging area for some of the most significant earth sciences missions of the 1970s and 1980s (NASA 2013b).

In 1991, the Base Realignment and Closure Commission (BRAC) recommended the closure of Moffett Field as a naval air station. On July 1, 1994, Moffett Field was closed to military operations, renamed Moffett Federal Airfield, and transferred to NASA (with the exception of the military housing units, which were transferred to the U.S. Air Force). In 1998 the aircraft that NASA ARC used for earth science and infrared astronomy were transferred to the Dryden Flight Research Center. NASA's flight test helicopters remained at Moffett Field, and the airfield found other uses (NASA 2013b).

In 2013, the period of significance for the NAS Sunnyvale Historic District was revised to 1930-1961, in part to reflect significant Navy and NASA missions during the Cold War. Building 547 B-E was previously evaluated under the Cold War-era context. This evaluation considered contextual changes since the Cold War study (1999). The revised period of significance (1930 to 1961) primarily applies to those features within the district that functionally relate to the operations of the Airfield (NASA 2013b).

Building 547 B-E was only evaluated individually under the Cold War theme as it was built after 1961, the end of the period of significance for the NAS Sunnyvale Historic District. There was no other historic district identified to which it might be a contributing resource. Because the building is still less than 50 years old, Criterion Consideration G must be applied. Under Criterion A, it is recommended not eligible because it did not functionally relate to the operations of the Airfield, nor does it have important association with other broad patterns of history. ASM also recommends the building not eligible for NRHP listing under Criterion B, as it is not associated with the lives of any historically significant persons. It does not embody the characteristics of a type, period, or method of construction nor does it represent the work of a master, and thus it is not recommended eligible under Criterion C. Building 547 B-E is a common property type that is not likely to yield important information about history or prehistory and is therefore not eligible under Criterion D.

Attachments:

☐ None ☐ Location Map
☐ Sketch Map ☒ Continuation Sheet
☐ Building, Structure, and Object Record ☐ Archaeological Record
☐ District Record ☐ Linear Feature Record
☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record
☒ Other (List): Prior DPR, May 1998

Photograph 1. Buildings 547 B-E. View toward the west of buildings 547C, D, and E.

Photograph 2. Buildings 547 B-E. View toward the south looking at the north façade of Building 547E.

Photograph 3. Buildings 547 B-E. View toward the west of the south façade of Building 547E.

B: Prop# 1269163 DOE-43-99-0268-0000 | C: Prop# 1269164 DOE-43-99-0269-0000 | D: Prop# 1269165 DOE-43-99-0270-0000 | E: Prop# 1269166 DOE-43-99-0271-00

State of California -- The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # P-43-002576
HRI #
Trinomial
NRHP Status Code 6Z (547C)
Other Listings
Review Code Reviewer Date / /

Page 1 of 2

*Resource Name or #: 547 B, C, D, E, Moffett Federal Airfield

P1. Other Identifier: Living Quarters

*P2. Location: ☐ Not for Publication ☐ Unrestricted a. County Santa Clara

b. USGS 7.5' Quad Date T ; R ; 1/4 of 1/4 of Sec ; B.M.

c. Address Girard Road City Moffett Field Zip 94035

d. UTM: (Give more than one for large and/or linear feature) Zone , mE/ mN

e. Other Locational Data: (e.g. parcel #, legal description, directions to resource, elevation, additional UTMs, etc. as appropriate)

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

This cluster of four buildings consists of three flat-roofed three-story rectangular concrete block dormitories arranged in a C-shape and interconnected by walkways, with a one-story concrete lounge in the center of the C. The paired windows have anodyzed aluminum frames. The single hollow-core doors are gray.

*P3b. Resources Attributes: (List attributes and codes) HP34. Military Property

*P4. Resources Present: ■ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

P5b. Description of Photo: (View, date, etc.)
547 C, D, E, NW
April 1998, Roll 5-5

*P6. Date Constructed/Age and Sources:
☐ Prehistoric ■ Historic ☐ Both
1974

*P7. Owner and Address:
U.S.A. as represented by
National Aeronautics and Space
Administration, Washington, D.C.

*P8. Recorded by: (Name, affiliation, address)
Alexandra C. Cole, SAIC
816 State Street, Suite 500
Santa Barbara, CA 93101

*P9. Date Recorded: 06/29/1998

*P10. Survey Type: (Describe)
Comprehensive Survey for Section 106 Compliance

*P11. Report Citation: (Cite survey report/other sources or "none") Inventory and Evaluation of Cold War Era Historical Resources, Moffett Federal Airfield

*Attachments: ☐ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ■ Building, Structure and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record
☐ Photograph Record ☐ Other: (List)

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary # P-43-002576
HRI #

BUILDING, STRUCTURE, AND OBJECT RECORD

P-43-002464

*NRHP Status Code 6Z

*Resource Name or #: 547 B, C, D, E, Moffett Federal Airfield (547C)

B1. Historic Name: Unknown

B2. Common Name: Unknown

B3. Original Use: Living Quarters, Lounge

B4. Present Use: Naval Air Reserve Quarters

*B5. Architectural Style: No Style

*B6. Construction History: (Construction date, alterations, and date of alterations.)

1974

*B7. Moved? ■ No ☐ Yes ☐ Unknown Date: _____ Original Location: _____

*B8. Related Features:

B9a. Architect: Unknown

b. Builder: Unknown

*B10. Significance: Theme Cold War Area United States

Period of Significance 1946-1989 Property Type Military Applicable Criteria G

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

This Cold War-era building is considered a support building, a type found at any Naval installation regardless of mission. It is therefore not of exceptional national significance and is not considered eligible for the National Register of Historic Places (Criterion G).

B11. Additional Resource Attributes: (List attributes and codes)

*B12. References:

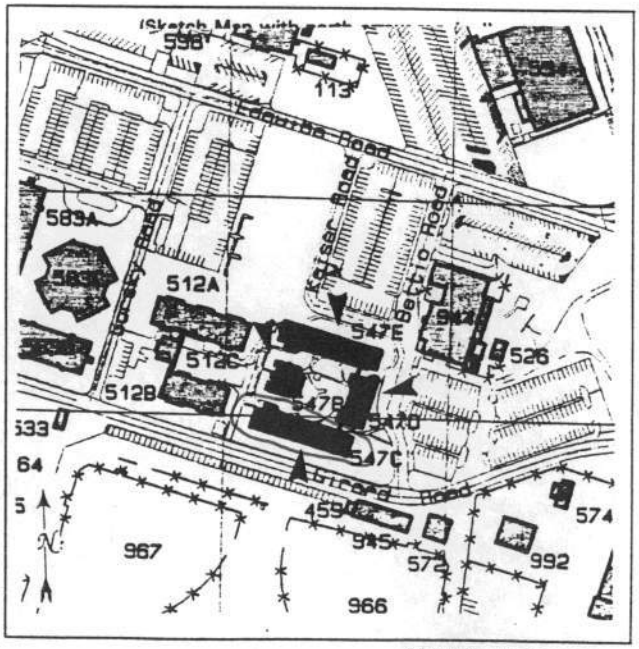
Real Property Form

B13. Remarks:

*B14. Evaluator: Alexandra C. Cole

Date of Evaluation: 05/01/1998

(This space reserved for official comments.)



*Required information

***Recorded by:** Architectural Resources Group
***Date:** December 19, 2025 ☐ Continuation ☒ Update

P1. Other Identifier: Navy Exchange
***P2. Location:** ☐ Not for Publication ☒ Unrestricted

- ***a.** **County**: Santa Clara
- ***b.** **USGS 7.5' Quad** Mountain View, CA **Date:** 2021 **Township:** 6S; **Range:** 2W
- c. Address: 580 Edquiba Road City: Moffett Field Zip: 94035
- d. UTM: Zone 10 S, 583837 mE / 4140683 mN
- e. Other Locational Data: N/A

***P3a. Description:**
The purpose of this DPR Continuation Sheet is to update the existing record for Building 554. Building 554 was constructed in 1975 and has previously been evaluated using the exceptional importance threshold established by National Register of Historic Places (NRHP) Criterion Consideration G, which applies to resources that have potentially achieved significance within the past 50 years. The resource has now reached historic age, such that it requires a NRHP evaluation that does not reference Criterion Consideration G. Furthermore, it is being evaluated for listing in the California Register of Historical Resources (CRHR), which does not utilize a 50-year significance threshold. (See continuation sheet.)

***P8. Recorded by:**
Jon Rusch and Isabel Scanlon, Architectural Resources Group
Pier 9, The Embarcadero, Suite 107
San Francisco, CA, 94111

***P9. Date Recorded:** May 2025

***P10. Survey Type:** Intensive

***P11. Report Citation**: Architectural Resources Group and Albion Environmental, *Cultural Resource Inventory Report for the Berkeley Space Center at NASA Research Park Project*, April 2026, prepared for University of California, Berkeley and National Aeronautics and Space Administration Ames Research Center.

P5a. Photograph or Drawing

P5b. Description of Photo:
Figure 1. West façade, view east (ARG, May 2025).

***Attachments:** ☐ NONE ☐ Location Map ☒ Continuation Sheet ☐ Building, Structure, and Object Record ☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record ☒ Other (List): Marilyn Novell and Lisa Demarais, DPR 523L Form, *Cultural Resources Technical Report for the Mountain View Housing Ventures LLC Housing Project*, ASM Affiliates, September 3, 2021; Alexandra C. Cole, DPR 523A and 523B Forms, *Inventory and Evaluation of Cold War Era Historical Resources, Moffett Federal Airfield*, Science Applications International Corporation, June 29, 1998.

***P3a. Description (continued):**

Building 554 is a large rectangular-plan building oriented from north to south, attached to various canopies and enclosures. The building's primary volume is constructed of concrete walls on a concrete foundation, capped with a gabled roof covered in corrugated metal panels. The roof is obscured by a parapet of corrugated metal. The concrete walls exposed at ground level have a smooth finish and feature incised vertical joints between the concrete panels at approximately four-foot intervals. Typical doors are slab metal pedestrian doors with transoms. An entry volume on the southerly end of the west façade is composed of a flat roof that projects over a fully glazed, octagonal volume flanked by concrete enclosures. Above the octagonal volume, there is a metal louvered vent in the metal parapet and a faded sign that appears to read "Home and Garden Center." The south façade features one metal door at its east end. The east façade is blind, aside from two metal louvered vents within the parapet. The north and east façades are largely obscured by chain link fencing. The visible portion of the north façade features the remnants of signage on the metal siding that reads "VASPER," and a metal truss canopy with cloth cover shelters a series of doors. The north portion of the west façade features a shed roof extension clad in corrugated metal.

***B10: Significance:** **Theme:** N/A **Area:** N/A
Period of Significance: N/A **Property Type:** N/A **Applicable Criteria:** N/A

Overview of Historical Development and Operations at Moffett Field[1]

Naval Air Station (NAS) Sunnyvale was established in August 1931, and construction began that October. Hangar One, the massive steel-frame structure built to house the dirigible USS *Macon*, the flagship for NAS Sunnyvale, was completed in April 1933. West of Hangar One, the Navy Bureau of Yards and Docks built a campus of Spanish Colonial–style buildings (Shenandoah Plaza) to support dirigible operations on the airfield. East of Hangar One, closer to San Francisco Bay, land was cleared and leveled for a single-runway airfield. The USS *Macon* arrived at NAS Sunnyvale in October 1933 and was stationed there until February 1935, when the dirigible crashed in the Pacific Ocean. Soon after the crash, the Navy terminated its dirigible program at NAS Sunnyvale and transferred the installation to the U.S. Army Air Corps for use in pursuit and observation operations.

Under the Army Air Corps, operations changed from lighter-than-air (LTA) to fixed-wing aircraft used in pursuit and training operations. In 1938, the Army Air Corps removed the older runway system and built a 2,140-foot-long runway using 3-inch-thick asphalt concrete. In 1940, anticipating the outbreak of World War II, the Army Air Corps converted the airfield to become its West Coast training headquarters.

After the strike on Pearl Harbor in December 1941, the Navy reassumed control of the airfield, which was renamed NAS Moffett Field (Moffett Field). LTA operations were needed by the military once again, and Moffett Field became devoted exclusively to LTA aviation, primarily for reconnaissance and surveillance of the Pacific coast. Moffett Field was also used to train new airship pilots, using free balloons and blimps. In 1942, construction started on the first of two new enormous wood-frame hangars on the east side of the airfield. Hangars Two and Three were completed in 1943 and used by the Navy Station Assembly and Repair Department to assemble, erect, store, and maintain blimps and balloons.

LTA operations continued at Moffett Field until August 1947, when the program was deemed obsolete, making Moffett Field an exclusively fixed-wing aircraft base. After World War II, Moffett Field became home to Squadron 4 of the Naval Air Transport Service, with support operations dedicated to aircraft maintenance and overhaul. The airfield was expanded and extended to accommodate the Navy's largest transport aircraft. In 1946, a second runway was built of 8-inch-thick reinforced concrete to an original length of 7,425 feet. In the late 1940s, two more air transport squadrons were commissioned at the base, making Moffett Field the largest Naval Air Transport Service base on the West Coast. Moffett Field's Naval Air Transport Service overhaul and repair operations were closed down in October 1949.

The Korean War started in June 1950, and Moffett Field became the home base for aircraft carrier squadrons and their jet fighter aircrafts. Navy carrier squadrons stationed at Moffett Field used the airfield for training purposes, including simulated carrier landings. Almost every new supersonic jet fighter aircraft in the Navy or U.S. Air Force inventories in the early 1950s was flight-tested at Moffett Field.

In June 1951, to accommodate jet operations at Moffett Field, the Navy embarked on the largest post-World War II expansion program at the airfield. Both runways were extended and resurfaced at least once; taxiways were expanded; parking and apron areas were added; and new supply, transportation, garage, and barracks buildings were constructed. The Flight Operations Building (158) was completed in February 1954. Jet operations at Moffett Field were so extensive that the base was designated a master jet

[1] This historical context overview is excerpted and slightly adapted from AECOM, *NASA Ames Research Center Integrated Cultural Resources Management Plan*, prepared for NASA Ames Research Center, November 2014.

base in 1953, and operational units on-site reached an all-time high in 1955. However, by the early 1960s, the Navy's operational priorities had changed, and the focus shifted from fighter jets to anti-submarine warfare. Jet operations at Moffett Field ended in 1961.

In November 1962, Moffett Field was selected as the West Coast's training center for the Navy's anti-submarine warfare in the Pacific Ocean. The training was centered on the new propeller-driven anti-submarine aircraft, the Lockheed P3 Orion. The P3 Orion had an internal bomb bay that could house torpedoes; nuclear weapons; and various other mines, missiles, and bombs.

In 1973, Moffett Field became the headquarters of the Commander Patrol Wings, U.S. Pacific Fleet, responsible for patrolling 93 million square miles of ocean from Alaska to Hawaii.

In 1991, the Base Realignment and Closure Commission recommended the closure of Moffett Field as a naval air station. In anticipation of the station's closure, the Department of Defense began negotiations with the National Aeronautics and Space Administration for the transfer of the airfield. On July 1, 1994, Moffett Field was closed to military operations, renamed Moffett Federal Airfield, and transferred to NASA (with the exception of the military housing units, which were transferred to the U.S. Air Force).

Construction and Occupancy History

Building 554 was built in 1975 as a Navy Exchange, a dedicated shopping center for active and veteran military personnel and their families; it later transitioned to the Moffett Exchange Home and Garden Center. The primary Navy Exchange facility was housed in nearby Building 476, which remained open until 2008 (more than a decade after the U.S. Navy departed Moffett Field) to serve the nearby Onizuka Air Force Base.[2] The Moffett Home and Garden Exchange may have also remained open during and after the Base Realignment and Closure process, and aerial photographs demonstrate that numerous canopies and enclosures were built along the north side of the building during the 1990s and 2000s. At the time of a previous cultural resource survey conducted in 2021, a portion of Building 554 was leased to Vasper, a fitness technology company.[3] As of June 2025, Building 554 was vacant.

Previous Documentation and Evaluations

Building 554 dates to the Cold War period and was documented as part of the Inventory and Evaluation of Cold War Resources at Moffett Federal Airfield (1999), which addressed facilities built and/or operated between 1946 and 1989. At the time of the survey, Building 554 was less than 50 years old. Building 554 was documented on a DPR form and received a brief evaluation using NRHP Criterion Consideration G due to its then-recent construction date. The evaluation concluded that Building 554 did not meet the threshold of exceptional significance established by Criterion Consideration G. Therefore, the building did not meet the eligibility requirements of the NRHP at the time of this evaluation.[4]

Building 554 was documented on a DPR continuation sheet in 2021 for the Mountain View Housing Ventures LLC Housing Project. Because the building was then still less than 50 years old, it was again evaluated using Criterion Consideration G. The evaluation corroborated the earlier finding that the resource did not have exceptional significance and therefore was not eligible for listing in the NRHP.[5]

National Register of Historic Resources and California Register of Historical Resources Evaluation

The following section documents a new evaluation of Building 554, the Partner Technology Facility, to determine whether the property meets the eligibility criteria for listing in the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR). To be eligible for listing in the NRHP and/or CRHR, a resource must demonstrate significance under one or more of the following criteria:

- NRHP Criterion A/CRHR Criterion 1 (Events): Resources that are associated with events that have made a significant contribution to the broad patterns of our history.
- NRHP Criterion B/CRHR Criterion 2 (Persons): Resources that are associated with the lives of persons significant in our past.

[2] Lisa M. Krieger, "Moffett Field Navy Exchange Store Closes Saturday," *San Jose Mercury News*, February 1, 2008, https://www.mercurynews.com/2008/02/01/moffett-field-navy-exchange-store-closes-saturday/.
[3] ASM Affiliates, *Cultural Resources Technical Report for the Mountain View Housing Ventures LLC Housing Project*, prepared for Mountain View Housing Ventures LLC, December 2021.
[4] Alexandra C. Cole, *Inventory and Evaluation of Cold War Era Resources*, Science Applications International Corporation, prepared for National Aeronautics and Space Administration, March 1999, 38.
[5] ASM Affiliates, *Cultural Resources Technical Report*, 28.

- NRHP Criterion C/CRHR Criterion 3 (Design/Construction): Resources that embody the distinctive characteristics of a type, period, region, or method of construction, or that represent the work of a master, or that possess high artistic values., or that represent a significant and distinguishable entity whose components may lack individual distinction.
- NRHP Criterion D/CRHR Criterion 4 (Information Potential): Resources that have yielded, or may be likely to yield, information important in prehistory or history.

Criterion A/Criterion 1

Criterion A/Criterion 1 pertains to a resource's association with events that have made a significant contribution to the broad patterns of history. Building 554 is a support facility constructed as a shopping center for use by military personnel and their families. It is a type of facility that may be found on any military installation regardless of missions. As a result, the building served only an ancillary role relative to Moffett Field's historical development patterns and broader defense context.

Therefore, Building 554 does not appear to meet the threshold for significance under Criterion A/Criterion 1.

Criterion B/Criterion 2

Criterion B/Criterion 2 relates to a resource's association with the lives of persons significant in our past. As an institutional facility, Building 554 has been accessible to myriad military and civilian personnel over the course of its history. However, research did not identify any individual persons with a direct relationship to the resource that would associate it with historically significant accomplishments.

Therefore, Building 554 does not appear to meet the threshold for significance under Criterion B/Criterion 2.

Criterion C/Criterion 3

Criterion C/Criterion 3 correlates with a resource's ability to embody the distinctive characteristics of a type, period, or method of construction; its ability to represent the work of a master; whether it possesses high artistic values; or its ability to represent a significant and distinguishable entity whose components may lack individual distinction. As a utilitarian shopping center, Building 554 has an unremarkable architectural design that lacks an innovative approach to materials, volume, or other forms of architectural expression. The resource lacks distinguished design elements/artistic value, and it does not appear to represent the work of a master architect, builder, design professional, or artisan.

Therefore, Building 554 does not appear to meet the threshold for significance under Criterion C/Criterion 3.

Criterion D/Criterion 4

Criterion D/Criterion 4 pertains to the potential for a resource to provide information on pre- and/or post-contact history and is generally applied to archaeological resources. In consideration of this criterion, Building 554 does not appear to fill a known data gap or research questions related to significant aspects of Moffett Federal Airfield's history or physical development that is not otherwise detailed extensively in available primary and secondary historical sources.

Therefore, Building 554 does not appear to meet the threshold for significance under Criterion D/Criterion 4.

Integrity

Eligibility for listing in the NRHP and CRHR requires that a resource must also retain sufficient integrity to convey its identified significance under the applicable significance criteria. Integrity is defined as a resource's ability to convey its significance and is measured according to seven aspects defined by the National Park Service: location, design, materials, workmanship, setting, association, and feeling. Because Building 554 is not significant under any of the evaluative criteria, a full integrity assessment is not necessary to document its ineligibility for NRHP and CRHR listing.

District Contributor Status

Building 554 is not located within the previously defined boundary of the expanded Naval Air Station Sunnyvale, California Historic District. Furthermore, the current evaluation did not identify any other potential historic district to which the resource may contribute.

Conclusion

As described above, Building 554 does not rise to the level of significance necessary for inclusion in the NRHP and CRHR. Consequently, the building does not appear to qualify as a historic property for the purposes of Section 106 compliance, nor does it appear to qualify as a historical resource for the purposes of the California Environmental Quality Act.

Additional Images:

Figure 2. Hexagonal volume at west façade, view east.
Source: Architectural Resources Group, May 2025

Figure 3. South façade, view northeast.
Source: Architectural Resources Group, May 2025

Figure 4. East façade, view northwest.
Source: Architectural Resources Group, May 2025

Figure 5. North and west facades, view southeast.
Source: Architectural Resources Group, May 2025

***B12. References**:

AECOM. *NASA Ames Research Center Integrated Cultural Resources Management Plan*. Prepared for NASA Ames Research Center. November 2014.

ASM Affiliates. *Cultural Resources Technical Report for the Mountain View Housing Ventures LLC Housing Project*. Prepared for Mountain View Housing Ventures LLC. December 2021.

Cole, Alexandra C. *Inventory and Evaluation of Cold War Era Resources*. Science Applications International Corporation. Prepared for National Aeronautics and Space Administration. March 1999.

Krieger, Lisa M. "Moffett Field Navy Exchange Store Closes Saturday." *San Jose Mercury News*. February 1, 2008. https://www.mercurynews.com/2008/02/01/moffett-field-navy-exchange-store-closes-saturday/.

***B14. Evaluator:** Brannon Smithwick and Jon Rusch, Architectural Resources Group

The following information expands on the historic evaluation in the State of California Department of Parks and Recreation Primary (DPR 523A) and Building Structure and Object (DPR 523B) record forms prepared by Science Applications International Corporation (SAIC) in May 1998. At that time, the building was evaluated under National Register of Historic Places (NRHP) Criterion Consideration G for properties that have achieved significance within the past 50 years. This update was prepared after conducting an additional site visit and reviewing previous surveys and evaluations (SAIC 1999[1] and AECOM 2014[2]). The building was previously recommended not eligible under Consideration Criteria G because it was less than 50 years old.

P1. Other Identifier: Exchange

P2. Location: Unrestricted
c. Address: Edquiba Road, Moffett Field, CA 94035

***P8. Recorded by:** Marilyn Novell and Lisa Demarais, ASM Affiliates, Inc., 20 N. Raymond Ave., Pasadena, CA 91103

***P9. Date Recorded:** March 21-22, 2019

P10. Survey Type: ☒ Intensive ☐ Reconnaissance ☐ Other

***P11. Report Citation:** ASM Affiliates, Inc. 2021. *Cultural Resources Technical Report for the Mountain View Housing Ventures LLC Housing Project, NASA Ames Research Center, Moffett Field, Santa Clara County, California.* Prepared for Mountain View Housing Ventures.

P3a. Description:
Building 554 is a square base exchange garden shop with a flat roof, constructed of concrete panel lower walls and corrugated metal upper walls. The recessed west side entrance has aluminum and glass double doors. The building's west façade is now surrounded by chain link and plastic slat fencing. The shed roof from the garden plant area addition on the west façade remains. The interior was not accessible at the time of survey. It appears that few, if any, alterations to the exterior have occurred since the 1998 survey and evaluation.

B10. Significance:
Building 554 was previously evaluated under the Cold War-era context. This evaluation considered contextual changes since the Cold War study (1999), specifically *the Historic Property Survey Report for the Airfield at NASA Ames Research Center, Moffett Field, California*, prepared by AECOM in 2013. Because the building is still less than 50 years old, Criterion Consideration G must be applied.

ASM evaluated Building 554 individually. There was no historic district identified to which it might be considered a contributing resource. ASM recommends the building not eligible for NRHP listing under criteria A, B, C, or D. It does not appear to have an exceptionally important association with broad patterns of history; it is not associated with the lives of any significant persons; and it does not embody the characteristics of a type, period, or method of construction or represent the work of a master. It is a common property type that is not likely to yield important information about history or prehistory.

Attachments:
☐ None ☐ Location Map
☐ Sketch Map ☒ Continuation Sheet
☐ Building, Structure, and Object Record ☐ Archaeological Record
☐ District Record ☐ Linear Feature Record
☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record
☒ Other (List): Prior DPR, May 1998

[1] Science Applications International Corporation (SAIC). 1999. *Final Inventory and Evaluation of Cold War Era Historical Resources, Moffett Field Airfield.* Prepared for the California and National Aeronautics and Space Administration (NASA).
[2] AECOM. 2014. *Integrated Cultural Resources Management Plan: NASA Ames Research Center.* Prepared for NASA Ames Research Center.

Photograph 1. Figure 554. View toward the north looking at the west and south façades.

Photograph 2. Building 554. View toward the south looking at the northeast and northwest façades.

Prop# 126970 DOE-43-99-0273-0000

State of California -- The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # P-43-002580
HRI #
Trinomial
NRHP Status Code 6Z
Other Listings
Review Code Reviewer Date / /

Page 1 of 2

*Resource Name or #: 554, Moffett Federal Airfield

P1. Other Identifier: Exchange

*P2. Location: ☐ Not for Publication ☐ Unrestricted a. County Santa Clara

b. USGS 7.5' Quad Date T ; R ; 1/4 of 1/4 of Sec ; B.M.

c. Address Edquiba Road City Moffett Field Zip 94035

d. UTM: (Give more than one for large and/or linear feature) Zone , mE/ mN

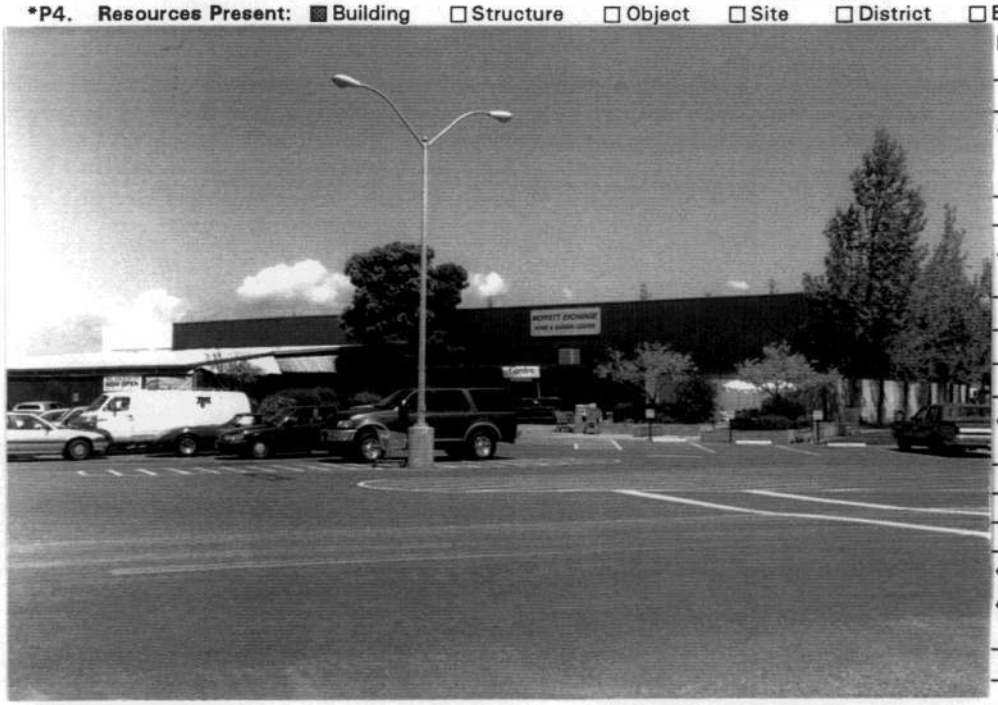
e. Other Locational Data: (e.g. parcel #, legal description, directions to resource, elevation, additional UTMs, etc. as appropriate)

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

Building 554 is a square base exchange garden shop, constructed of concrete panel lower walls and corrugated metal upper walls. The roof is flat. The recessed west side entrance has anodyzed aluminum and glass double doors. A shed roof garden plant area has been added to the west side.

*P3b. Resources Attributes: (List attributes and codes) HP34. Military Property

*P4. Resources Present: ■ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)



P5b. Description of Photo: (View, date, etc.)
Northeast,
April 1998, Roll 6-35

*P6. Date Constructed/Age and Sources:
☐ Prehistoric ■ Historic ☐ Both
1975

*P7. Owner and Address:
U.S.A. as represented by
National Aeronautics and Space
Administration, Washington, D.C.

*P8. Recorded by: (Name, affiliation, address)
Alexandra C. Cole, SAIC
816 State Street, Suite 500
Santa Barbara, CA 93101

*P9. Date Recorded: 06/29/1998

*P10. Survey Type: (Describe)
Comprehensive Survey for Section 106 Compliance

*P11. Report Citation: (Cite survey report/other sources or "none") Inventory and Evaluation of Cold War Era Historical Resources, Moffett Federal Airfield

*Attachments: ☐ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ■ Building, Structure and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record
☐ Photograph Record ☐ Other: (List)

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary # P-43-002580
HRI #

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code 6Z

*Resource Name or #: 554, Moffett Federal Airfield

B1. Historic Name: Unknown

B2. Common Name: Unknown

B3. Original Use: Exchange

B4. Present Use: Exchange Garden Shop

*B5. Architectural Style: No Style

*B6. Construction History: (Construction date, alterations, and date of alterations.)

1975

*B7. Moved? ■ No ☐ Yes ☐ Unknown Date: _____ Original Location: _____

*B8. Related Features:

B9a. Architect: Unknown

b. Builder: Unknown

*B10. Significance: Theme Cold War Area United States

Period of Significance 1946-1989 Property Type Military Applicable Criteria G

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

This Cold War-era building is considered a support building, a type found at any Naval installation regardless of mission. It is therefore not of exceptional national significance and is not considered eligible for the National Register of Historic Places (Criterion G).

B11. Additional Resource Attributes: (List attributes and codes)

*B12. References:

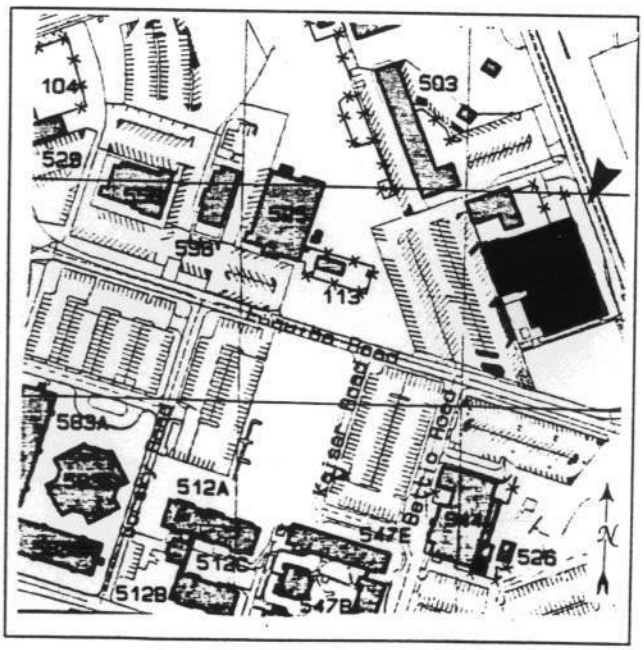
Real Property Form

B13. Remarks:

*B14. Evaluator: Alexandra C. Cole

Date of Evaluation: 05/01/1998

(This space reserved for official comments.)



*Required information

P1. Other Identifier: Moffett Field Credit Union
***P2. Location:** ☐ Not for Publication ☒ Unrestricted

- ***a. County**: Santa Clara
- ***b. USGS 7.5' Quad** Mountain View, CA **Date:** 2021 **Township:** 6S; **Range:** 2W
- c. Address: 430 Edquiba Road City: Moffett Field Zip: 94035
- d. UTM: Zone 10 S, 583604 mE / 4140717 mN
- e. Other Locational Data: N/A

***P3a. Description:**
The purpose of this DPR Continuation Sheet is to update the existing record for Building 556. Building 556 was constructed in 1979 and has previously been evaluated using exceptional importance threshold established by National Register of Historic Places (NRHP) Criterion Consideration G, which applies to resources that have potentially achieved significance within the past 50 years. The resource has now reached historic age, such that it requires a NRHP evaluation that does not reference Criterion Consideration G. Furthermore, it is being evaluated for listing in the California Register of Historical Resources (CRHR), which does not utilize a 50-year significance threshold.

(See continuation sheet.)

***P8. Recorded by:**
Jon Rusch and Isabel Scanlon, Architectural Resources Group
Pier 9, The Embarcadero, Suite 107
San Francisco, CA, 94111

***P9. Date Recorded:** May and July 2025

***P10. Survey Type:** Intensive

***P11. Report Citation**: Architectural Resources Group and Albion Environmental, *Cultural Resource Inventory Report for the Berkeley Space Center at NASA Research Park Project*, April 2026, prepared for University of California, Berkeley and National Aeronautics and Space Administration Ames Research Center.

P5a. Photograph or Drawing

P5b. Description of Photo:
Figure 1. South façade, view northeast (ARG, July 2025).

***Attachments:** ☐ NONE ☐ Location Map ☒ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record ☒ Other (List): Alexandra C. Cole, DPR 523A and 523B Forms, *Inventory and Evaluation of Cold War Era Historical Resources, Moffett Federal Airfield*, Science Applications International Corporation, June 29, 1998.

***P3a. Description (continued):**

Building 556 is an irregular-plan building generally designed in the Late Modern architectural style. It is composed of a two-story volume to the east and a one-story volume to the west; both are capped with flat roofs. The building rests on a concrete foundation and is composed of concrete masonry units clad in smooth stucco with a wood fascia board along the roof lines. All windows are composed of tinted glass held in metal sashes. Typically, the one-story west volume features protruding windows framed by stucco-clad concrete casings with steeply sloped sills. All stairs, ramps, and landings around the perimeter of the building are concrete with metal pipe railings.

The south façade features the primary entrance, which is incorporated into a metal-frame shed-roofed solarium that spans most of the west volume. At the two-story east volume, the south façade features a two-story solarium and bands of six windows at both the first and second stories. The west façade features three regularly arranged protruding windows, while the south façade features additional protruding windows at the west volume. At the center of the south façade is a recessed area containing a secondary entrance composed of a glazed door and a short flight of stairs. A rounded, stucco-clad concrete wall surrounds a patio or storage yard where the east and west volumes meet. The east façade features bands of four- and six-pane windows at both stories.

***B10: Significance:** **Theme:** N/A **Area:** N/A
Period of Significance: N/A **Property Type:** N/A **Applicable Criteria:** N/A

Overview of Historical Development and Operations at Moffett Field[1]

Naval Air Station (NAS) Sunnyvale was established in August 1931, and construction began that October. Hangar One, the massive steel-frame structure built to house the dirigible USS *Macon*, the flagship for NAS Sunnyvale, was completed in April 1933. West of Hangar One, the Navy Bureau of Yards and Docks built a campus of Spanish Colonial–style buildings (Shenandoah Plaza) to support dirigible operations on the airfield. East of Hangar One, closer to San Francisco Bay, land was cleared and leveled for a single-runway airfield. The USS *Macon* arrived at NAS Sunnyvale in October 1933 and was stationed there until February 1935, when the dirigible crashed in the Pacific Ocean. Soon after the crash, the Navy terminated its dirigible program at NAS Sunnyvale and transferred the installation to the U.S. Army Air Corps for use in pursuit and observation operations.

Under the Army Air Corps, operations changed from lighter-than-air (LTA) to fixed-wing aircraft used in pursuit and training operations. In 1938, the Army Air Corps removed the older runway system and built a 2,140-foot-long runway using 3-inch-thick asphalt concrete. In 1940, anticipating the outbreak of World War II, the Army Air Corps converted the airfield to become its West Coast training headquarters.

After the strike on Pearl Harbor in December 1941, the Navy reassumed control of the airfield, which was renamed NAS Moffett Field (Moffett Field). LTA operations were needed by the military once again, and Moffett Field became devoted exclusively to LTA aviation, primarily for reconnaissance and surveillance of the Pacific coast. Moffett Field was also used to train new airship pilots, using free balloons and blimps. In 1942, construction started on the first of two new enormous wood-frame hangars on the east side of the airfield. Hangars Two and Three were completed in 1943 and used by the Navy Station Assembly and Repair Department to assemble, erect, store, and maintain blimps and balloons.

LTA operations continued at Moffett Field until August 1947, when the program was deemed obsolete, making Moffett Field an exclusively fixed-wing aircraft base. After World War II, Moffett Field became home to Squadron 4 of the Naval Air Transport Service, with support operations dedicated to aircraft maintenance and overhaul. The airfield was expanded and extended to accommodate the Navy's largest transport aircraft. In 1946, a second runway was built of 8-inch-thick reinforced concrete to an original length of 7,425 feet. In the late 1940s, two more air transport squadrons were commissioned at the base, making Moffett Field the largest Naval Air Transport Service base on the West Coast. Moffett Field's Naval Air Transport Service overhaul and repair operations were closed down in October 1949.

The Korean War started in June 1950, and Moffett Field became the home base for aircraft carrier squadrons and their jet fighter aircrafts. Navy carrier squadrons stationed at Moffett Field used the airfield for training purposes, including simulated carrier landings. Almost every new supersonic jet fighter aircraft in the Navy or U.S. Air Force inventories in the early 1950s was flight-tested at Moffett Field.

In June 1951, to accommodate jet operations at Moffett Field, the Navy embarked on the largest post-World War II expansion program at the airfield. Both runways were extended and resurfaced at least once; taxiways were expanded; parking and apron

[1] This historical context overview is excerpted and slightly adapted from AECOM, *NASA Ames Research Center Integrated Cultural Resources Management Plan*, prepared for NASA Ames Research Center, November 2014.

areas were added; and new supply, transportation, garage, and barracks buildings were constructed. The Flight Operations Building (158) was completed in February 1954. Jet operations at Moffett Field were so extensive that the base was designated a master jet base in 1953, and operational units on-site reached an all-time high in 1955. However, by the early 1960s, the Navy's operational priorities had changed, and the focus shifted from fighter jets to anti-submarine warfare. Jet operations at Moffett Field ended in 1961.

In November 1962, Moffett Field was selected as the West Coast's training center for the Navy's anti-submarine warfare in the Pacific Ocean. The training was centered on the new propeller-driven anti-submarine aircraft, the Lockheed P3 Orion. The P3 Orion had an internal bomb bay that could house torpedoes; nuclear weapons; and various other mines, missiles, and bombs.

In 1973, Moffett Field became the headquarters of the Commander Patrol Wings, U.S. Pacific Fleet, responsible for patrolling 93 million square miles of ocean from Alaska to Hawaii.

In 1991, the Base Realignment and Closure Commission recommended the closure of Moffett Field as a naval air station. In anticipation of the station's closure, the Department of Defense began negotiations with the National Aeronautics and Space Administration for the transfer of the airfield. On July 1, 1994, Moffett Field was closed to military operations, renamed Moffett Federal Airfield, and transferred to NASA (with the exception of the military housing units, which were transferred to the U.S. Air Force).

Construction and Occupancy History

Building 556 was built in 1979 for the Moffett Field Credit Union, which provided financial services to civilian and military personnel at Moffett Field. The building was constructed after the credit union outgrew its former building, Building 107, on the southwest corner of Wescoat Road and McCord Avenue.[2] The original one-story building was designed by architect Milton W. Chambers, who had previously designed bank facilities for Bank of America.[3] Construction began in 1978 and was overseen by Fred Emmett and Associates of Belmont.[4] The original design was altered in an early 1980s renovation, which involved the removal of a setback mansard roof, construction of the solarium-style projection on the south facade, and construction of the two-story east volume.[5] The building does not appear to have been significantly altered since the 1980s. Several credit unions have occupied the building, including Golden Bay and Meriwest, as has the U.S. Geographical Survey National Innovation Center (USGS NIC).[6] As of June 2025, the building was vacant.

Previous Documentation and Evaluations

Building 556, the Industry Partners Building, dates to the Cold War period and was documented as part of the Inventory and Evaluation of Cold War Resources at Moffett Federal Airfield (1999), which addressed facilities built and/or operated between 1946 and 1989. At the time of the survey, Building 556 was less than 50 years old. Building 556 was documented on a DPR form and received a brief evaluation using NRHP Criterion Consideration G due to its then-recent construction date. The evaluation concluded that Building 556 did not meet the threshold of exceptional significance established by Criterion Consideration G. Therefore, the building did not meet the eligibility requirements of the NRHP at the time of this evaluation.[7]

National Register of Historic Resources and California Register of Historical Resources Evaluation

The following section documents a new evaluation of Building 556, the Industry Partners Building, to determine whether the property meets the eligibility criteria for listing in the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR). To be eligible for listing in the NRHP and/or CRHR, a resource must demonstrate significance under one or more of the following criteria:

---

[2] Alexandra C. Cole, *Inventory and Evaluation of Cold War Era Resources*, Science Applications International Corporation, prepared for National Aeronautics and Space Administration, March 1999, 38; "New Building," *Moffett News*, May 6, 1967, 6; "Moffett Field Employees Credit Union," advertisement, *The Peninsula Times Tribune*, February 10, 1973, 61.
[3] "Bank Pledges 'Prestige Office'," *Palo Alto Times*, December 5, 1967, 4.
[4] "Credit Union Expands," *Moffett News*, June 8, 1978, 11.
[5] University of California, Santa Barbara Library, "Flight WAC_85CA, Frame 13-134," March 14, 1985, FrameFinder. https://mil.library.ucsb.edu/ap_indexes/FrameFinder/; University of California, Santa Barbara Library, "Flight GS_VEZR, Frame 1-191," October 28, 1980, FrameFinder. https://mil.library.ucsb.edu/ap_indexes/FrameFinder/.
[6] U.S. Geological Survey, "Locations," *National Innovation Center*, accessed June 12, 2025, https://www.usgs.gov/centers/national-innovation-center/connect/locations.
[7] Cole, *Inventory and Evaluation of Cold War Era Resources*, 38.

- NRHP Criterion A/CRHR Criterion 1 (Events): Resources that are associated with events that have made a significant contribution to the broad patterns of our history.
- NRHP Criterion B/CRHR Criterion 2 (Persons): Resources that are associated with the lives of persons significant in our past.
- NRHP Criterion C/CRHR Criterion 3 (Design/Construction): Resources that embody the distinctive characteristics of a type, period, region, or method of construction, or that represent the work of a master, or that possess high artistic values., or that represent a significant and distinguishable entity whose components may lack individual distinction.
- NRHP Criterion D/CRHR Criterion 4 (Information Potential): Resources that have yielded, or may be likely to yield, information important in prehistory or history.

Criterion A/Criterion 1

Criterion A/Criterion 1 pertains to a resource's association with events that have made a significant contribution to the broad patterns of history. Building 556 is a support facility that did not directly support any core missions of Moffett Field. Rather, it was constructed as a financial services building for use by military personnel and their families. It is a type of facility that may be found on any military installation regardless of missions. As a result, the building served only an ancillary role relative to Moffett Field's historical development patterns and broader defense context.

Therefore, Building 556 does not appear to meet the threshold for significance under Criterion A/Criterion 1.

Criterion B/Criterion 2

Criterion B/Criterion 2 relates to a resource's association with the lives of persons significant in our past. As an institutional facility, Building 556 has been accessible to myriad military and civilian personnel over the course of its history. However, research did not identify any individual persons with a direct relationship to the resource that would associate it with historically significant accomplishments.

Therefore, Building 556 does not appear to meet the threshold for significance under Criterion B/Criterion 2.

Criterion C/Criterion 3

Criterion C/Criterion 3 correlates with a resource's ability to embody the distinctive characteristics of a type, period, or method of construction; its ability to represent the work of a master; whether it possesses high artistic values; or its ability to represent a significant and distinguishable entity whose components may lack individual distinction. Building 556 was designed as a financial services facility and has relatively utilitarian architectural qualities. Its limited design character, resulting from the original design and a 1980 renovation, includes protruding windows and solarium-style projections, which somewhat reflect the Late Modern architectural style. The architect, Milton W. Chambers, was experienced at bank design, but the buidling generally lacks innovative approaches to materials, volume, or other forms of architectural expression. The resource lacks distinguished design elements/artistic value, and it does not appear to represent the work of a master architect, builder, design professional, or artisan.

Therefore, Building 556 does not appear to meet the threshold for significance under Criterion C/Criterion 3.

Criterion D/Criterion 4

Criterion D/Criterion 4 pertains to the potential for a resource to provide information on pre- and/or post-contact history and is generally applied to archaeological resources. In consideration of this criterion, Building 556 does not appear to fill a known data gap or research questions related to significant aspects of Moffett Federal Airfield's history or physical development that is not otherwise detailed extensively in available primary and secondary historical sources.

Therefore, Building 556 does not appear to meet the threshold for significance under Criterion D/Criterion 4.

Integrity

Eligibility for listing in the NRHP and CRHR requires that a resource must also retain sufficient integrity to convey its identified significance under the applicable significance criteria. Integrity is defined as a resource's ability to convey its significance and is measured according to seven aspects defined by the National Park Service: location, design, materials, workmanship, setting, association, and feeling. Because Building 556 is not significant under any of the evaluative criteria, a full integrity assessment is not necessary to document its ineligibility for NRHP and CRHR listing.

District Contributor Status

Building 556 is not located within the previously defined boundary of the expanded Naval Air Station Sunnyvale, California Historic District. Furthermore, the current evaluation did not identify any other potential historic district to which the resource may contribute.

Conclusion

As described above, Building 556 does not rise to the level of significance necessary for inclusion in the NRHP and CRHR. Consequently, the building does not appear to qualify as a historic property for the purposes of Section 106 compliance, nor does it appear to qualify as a historical resource for the purposes of the California Environmental Quality Act.

Additional Images:

Figure 2. South façade of west volume, view north.
Source: Architectural Resources Group, May 2025

Figure 3. West façade, view east.
Source: Architectural Resources Group, May 2025

Figure 4. North façade, view south.
Source: Architectural Resources Group, May 2025

Figure 5. East façade, view west.
Source: Architectural Resources Group, May 2025

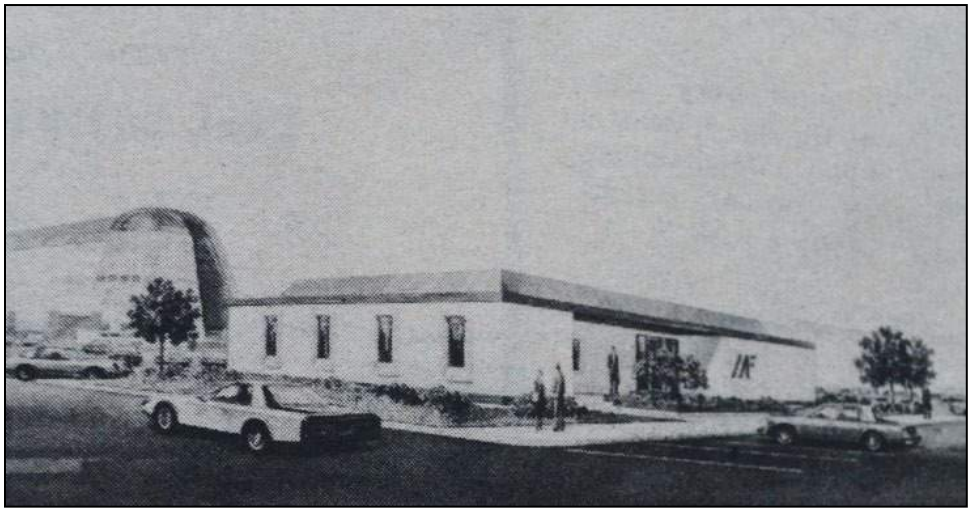


Figure 6. Artist's rendering of the original (western) volume of the credit union.
Source: *The Moffett News,* June 8, 1978.

***B12. References**:

AECOM. *NASA Ames Research Center Integrated Cultural Resources Management Plan*. Prepared for NASA Ames Research Center. November 2014.

"Bank Pledges 'Prestige Office'." *Palo Alto Times*, December 5, 1967.

Cole, Alexandra C. *Inventory and Evaluation of Cold War Era Resources*. Science Applications International Corporation. Prepared for National Aeronautics and Space Administration. March 1999.

"Credit Union Expands." *Moffett News*, June 8, 1978.

"Moffett Field Employees Credit Union. Advertisement." *The Peninsula Times Tribune*, February 10, 1973.

University of California, Santa Barbara Library. "Flight WAC_85CA, Frame 13-134." March 14, 1985. FrameFinder. https://mil.library.ucsb.edu/ap_indexes/FrameFinder/.

———. "Flight GS_VEZR, Frame 1-191." October 28, 1980. FrameFinder. https://mil.library.ucsb.edu/ap_indexes/FrameFinder/.

U.S. Geological Survey. "Locations." National Innovation Center. Accessed June 12, 2025. https://www.usgs.gov/centers/national-innovation-center/connect/locations.

***B14. Evaluator:** Brannon Smithwick and Jon Rusch, Architectural Resources Group

Prop#120972 DOE-43-99-0275-0000

State of California -- The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # P-43-002470
HRI #
Trinomial
NRHP Status Code 6Z
Other Listings
Review Code Reviewer Date / /

Page 1 of 2

*Resource Name or #: 556, Moffett Federal Airfield

P1. Other Identifier: Credit Union

*P2. Location: ☐ Not for Publication ☐ Unrestricted a. County Santa Clara

b. USGS 7.5' Quad Date T ; R ; 1/4 of 1/4 of Sec ; B.M.

c. Address Edquiba Road City Moffett Field Zip 94035

d. UTM: (Give more than one for large and/or linear feature) Zone , mE/ mN

e. Other Locational Data: (e.g. parcel #, legal description, directions to resource, elevation, additional UTMs, etc. as appropriate)

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

Building 556 is an L-shaped two-story rectangular building with a one-story wing forming the leg of the L. Built of stucco panels, the building has a concrete block foundation. The front entry doors, on the south, are enclosed in bays of tinted glass in aluminum sash. Tinted glass ribbon windows in aluminum sash are located on the south, north, and east side of the two-story section. Fixed single pane windows in aluminum sash are located on the north and west sides of the one-story portion. The building has a flat roof; air conditioning units on the one story wing have been hidden by a pseudo-mansard roof.

*P3b. Resources Attributes: (List attributes and codes) HP34. Military Property

*P4. Resources Present: ■ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

P5b. Description of Photo: (View, date, etc.)
Northeast,
April 1998, Roll 5-12

*P6. Date Constructed/Age and Sources:
☐ Prehistoric ■ Historic ☐ Both
1979

*P7. Owner and Address:
U.S.A. as represented by
National Aeronautics and Space
Administration, Washington, D.C.

*P8. Recorded by: (Name, affiliation, address)
Alexandra C. Cole, SAIC
816 State Street, Suite 500
Santa Barbara, CA 93101

*P9. Date Recorded: 06/29/1998

*P10. Survey Type: (Describe)
Comprehensive Survey for Section 106 Compliance

*P11. Report Citation: (Cite survey report/other sources or "none") Inventory and Evaluation of Cold War Era Historical Resources, Moffett Federal Airfield

*Attachments: ☐ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ■ Building, Structure and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record
☐ Photograph Record ☐ Other: (List)

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary # P-43-002470
HRI #

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code 6Z

*Resource Name or #: 556, Moffett Federal Airfield

B1. Historic Name: Unknown

B2. Common Name: Unknown

B3. Original Use: Credit Union

B4. Present Use: Golden Bay Federal C. U.

*B5. Architectural Style: No Style

*B6. Construction History: (Construction date, alterations, and date of alterations.)

1979

*B7. Moved? ■ No ☐ Yes ☐ Unknown Date: _____ Original Location: _____

*B8. Related Features:

B9a. Architect: Unknown

b. Builder: Unknown

*B10. Significance: Theme Cold War Area United States

Period of Significance 1946-1989 Property Type Military Applicable Criteria G

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

This Cold War-era building is considered a support building, a type found at any Naval installation regardless of mission. It is therefore not if exceptional national significance and is not considered eligible for the National Register of Historic Places (Criterion G).

B11. Additional Resource Attributes: (List attributes and codes)

*B12. References:

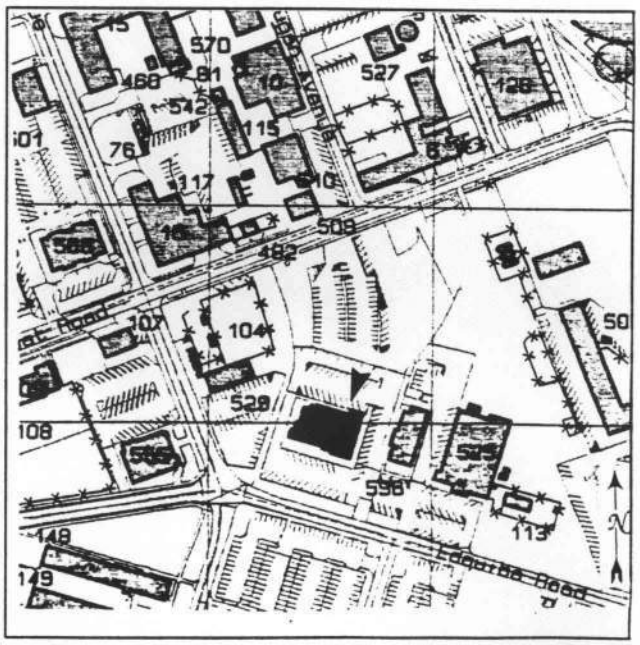
Real Property Form

B13. Remarks:

*B14. Evaluator: Alexandra C. Cole

Date of Evaluation: 05/01/1998

(This space reserved for official comments.)



*Required information

Resource Name or # Building 566, Administration Building
***Recorded by:** Architectural Resources Group
***Date:** December 19, 2025 ☐ Continuation ☒ Update

P1. Other Identifier: N/A
***P2. Location:** ☐ Not for Publication ☒ Unrestricted

- ***a.** **County**: Santa Clara
- ***b.** **USGS 7.5' Quad** Mountain View, CA **Date:** 2021 **Township:** 6S; **Range:** 2W
- c. Address: 390 Wescoat Road City: Moffett Field Zip: 94035
- d. UTM: Zone 10 S, 583464 mE / 4140815 mN
- e. Other Locational Data: N/A

***P3a. Description:**
The purpose of this DPR Continuation Sheet is to update the existing record for Building 566. Building 566 was constructed in 1979 and has previously been evaluated using exceptional importance threshold established by National Register of Historic Places (NRHP) Criterion Consideration G, which applies to resources that have potentially achieved significance within the past 50 years. The resource has now reached historic age, such that it requires a NRHP evaluation that does not reference Criterion Consideration G. Furthermore, it is being evaluated for listing in the California Register of Historical Resources (CRHR), which does not utilize a 50-year significance threshold. (See continuation sheet.)

***P8. Recorded by:**
Jon Rusch and Isabel Scanlon, Architectural Resources Group
Pier 9, The Embarcadero, Suite 107
San Francisco, CA, 94111

***P9. Date Recorded:** May 2025

***P10. Survey Type:** Intensive

***P11. Report Citation**: Architectural Resources Group and Albion Environmental, *Cultural Resource Inventory Report for the Berkeley Space Center at NASA Research Park Project*, April 2026, prepared for University of California, Berkeley and National Aeronautics and Space Administration Ames Research Center.

P5a. Photograph or Drawing

P5b. Description of Photo:
Figure 1. South façade, view north (ARG, May 2025).

***Attachments:** ☐ NONE ☐ Location Map ☒ Continuation Sheet ☐ Building, Structure, and Object Record ☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record ☒ Other (List): Alexandra C. Cole, DPR 523A and 523B Forms, *Inventory and Evaluation of Cold War Era Historical Resources, Moffett Federal Airfield*, Science Applications International Corporation, June 29, 1998.

***P3a. Description (continued):**

Building 566 is one-story building constructed in 1979. It has a rectangular footprint, rests on a poured concrete foundation, and is surrounded on all façades by planting beds containing a mix of young and mature trees, ground cover vegetation, and shaped hedges. Paved surface parking areas are located along the south, north, and west sides of the building. The building is capped by a flat roof that projects outwards and has fascia clad in corrugated metal panels. The overhanging roof includes metal soffits, vents, and integrated light fixtures. Exterior walls are constructed of plywood panels finished with pebbledash plaster cladding. The south (primary) façade contains a recessed, fully glazed pedestrian door flanked by floor-to-ceiling metal-framed windows, above which is a ribbon of metal-framed clerestory windows. The floor-to-ceiling windows incorporate lower spandrel panels. Additional clerestory window bands are present at recessed corners of the north façade. The north façade features two entrances, one of which is recessed and offset toward the building's eastern corner. A set of concrete steps and a landing lead to a metal slab pedestrian door, with the same configuration of clerestory windows above and lower spandrel panels. Near the center of the façade is a second recessed grouping of full-height metal-framed windows. The upper portion consists of clerestory windows, and the windows have the obscured lower panes. Another recessed metal slab door is located near the building's western corner, also topped with a band of clerestory windows. The east and west façades lack notable architectural elements.

***B10: Significance:** **Theme:** N/A **Area:** N/A
Period of Significance: N/A **Property Type:** N/A **Applicable Criteria:** N/A

Overview of Historical Development and Operations at Moffett Field[1]

Naval Air Station (NAS) Sunnyvale was established in August 1931, and construction began that October. Hangar One, the massive steel-frame structure built to house the dirigible USS *Macon*, the flagship for NAS Sunnyvale, was completed in April 1933. West of Hangar One, the Navy Bureau of Yards and Docks built a campus of Spanish Colonial–style buildings (Shenandoah Plaza) to support dirigible operations on the airfield. East of Hangar One, closer to San Francisco Bay, land was cleared and leveled for a single-runway airfield. The USS *Macon* arrived at NAS Sunnyvale in October 1933 and was stationed there until February 1935, when the dirigible crashed in the Pacific Ocean. Soon after the crash, the Navy terminated its dirigible program at NAS Sunnyvale and transferred the installation to the U.S. Army Air Corps for use in pursuit and observation operations.

Under the Army Air Corps, operations changed from lighter-than-air (LTA) to fixed-wing aircraft used in pursuit and training operations. In 1938, the Army Air Corps removed the older runway system and built a 2,140-foot-long runway using 3-inch-thick asphalt concrete. In 1940, anticipating the outbreak of World War II, the Army Air Corps converted the airfield to become its West Coast training headquarters.

After the strike on Pearl Harbor in December 1941, the Navy reassumed control of the airfield, which was renamed NAS Moffett Field (Moffett Field). LTA operations were needed by the military once again, and Moffett Field became devoted exclusively to LTA aviation, primarily for reconnaissance and surveillance of the Pacific coast. Moffett Field was also used to train new airship pilots, using free balloons and blimps. In 1942, construction started on the first of two new enormous wood-frame hangars on the east side of the airfield. Hangars Two and Three were completed in 1943 and used by the Navy Station Assembly and Repair Department to assemble, erect, store, and maintain blimps and balloons.

LTA operations continued at Moffett Field until August 1947, when the program was deemed obsolete, making Moffett Field an exclusively fixed-wing aircraft base. After World War II, Moffett Field became home to Squadron 4 of the Naval Air Transport Service, with support operations dedicated to aircraft maintenance and overhaul. The airfield was expanded and extended to accommodate the Navy's largest transport aircraft. In 1946, a second runway was built of 8-inch-thick reinforced concrete to an original length of 7,425 feet. In the late 1940s, two more air transport squadrons were commissioned at the base, making Moffett Field the largest Naval Air Transport Service base on the West Coast. Moffett Field's Naval Air Transport Service overhaul and repair operations were closed down in October 1949.

The Korean War started in June 1950, and Moffett Field became the home base for aircraft carrier squadrons and their jet fighter aircrafts. Navy carrier squadrons stationed at Moffett Field used the airfield for training purposes, including simulated carrier landings. Almost every new supersonic jet fighter aircraft in the Navy or U.S. Air Force inventories in the early 1950s was flight-tested at Moffett Field.

In June 1951, to accommodate jet operations at Moffett Field, the Navy embarked on the largest post-World War II expansion program at the airfield. Both runways were extended and resurfaced at least once; taxiways were expanded; parking and apron

[1] This historical context overview is excerpted and slightly adapted from AECOM, *NASA Ames Research Center Integrated Cultural Resources Management Plan*, prepared for NASA Ames Research Center, November 2014.

areas were added; and new supply, transportation, garage, and barracks buildings were constructed. The Flight Operations Building (158) was completed in February 1954. Jet operations at Moffett Field were so extensive that the base was designated a master jet base in 1953, and operational units on-site reached an all-time high in 1955. However, by the early 1960s, the Navy's operational priorities had changed, and the focus shifted from fighter jets to anti-submarine warfare. Jet operations at Moffett Field ended in 1961.

In November 1962, Moffett Field was selected as the West Coast's training center for the Navy's anti-submarine warfare in the Pacific Ocean. The training was centered on the new propeller-driven anti-submarine aircraft, the Lockheed P3 Orion. The P3 Orion had an internal bomb bay that could house torpedoes; nuclear weapons; and various other mines, missiles, and bombs.

In 1973, Moffett Field became the headquarters of the Commander Patrol Wings, U.S. Pacific Fleet, responsible for patrolling 93 million square miles of ocean from Alaska to Hawaii.

In 1991, the Base Realignment and Closure Commission recommended the closure of Moffett Field as a naval air station. In anticipation of the station's closure, the Department of Defense began negotiations with the National Aeronautics and Space Administration for the transfer of the airfield. On July 1, 1994, Moffett Field was closed to military operations, renamed Moffett Federal Airfield, and transferred to NASA (with the exception of the military housing units, which were transferred to the U.S. Air Force).

Construction and Occupancy History

Research has uncovered few details regarding the original construction of Building 566. It was built in 1979 as an administration facility; although its original tenant has not been identified, the building housed offices for U.S. Navy engineering staff prior to the Base Realignment and Closure process during the 1990s.[2] As of June 2025, the building appeared vacant.

Previous Documentation and Evaluations

Building 566, the Administration Building, is located within the previously identified boundary of the United States Naval Air Station Sunnyvale, California Historic District. However, its construction date falls outside the historic district's original period of significance (1930-1935; 1942-1946). The original NRHP registration form for the historic district did not identify Building 566 as a contributing property, although it did not specifically call it out as a non-contributor.[3]

Building 566 dates to the Cold War period and was documented as part of the Inventory and Evaluation of Cold War Resources at Moffett Federal Airfield (1999), which addressed facilities built and/or operated between 1946 and 1989. At the time of the survey, Building 566 was less than 50 years old. Building 566 was documented on a DPR form and received a brief evaluation using NRHP Criterion Consideration G due to its then-recent construction date. The evaluation concluded that Building 566 did not meet the threshold of exceptional significance established by Criterion Consideration G. Therefore, the building did not meet the eligibility requirements of the NRHP at the time of this evaluation.[4]

National Register of Historic Resources and California Register of Historical Resources Evaluation

The following section documents a new evaluation of Building 566, the Administration Building, to determine whether the property meets the eligibility criteria for listing in the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR). To be eligible for listing in the NRHP and/or CRHR, a resource must demonstrate significance under one or more of the following criteria:

- NRHP Criterion A/CRHR Criterion 1 (Events): Resources that are associated with events that have made a significant contribution to the broad patterns of our history.
- NRHP Criterion B/CRHR Criterion 2 (Persons): Resources that are associated with the lives of persons significant in our past.
- NRHP Criterion C/CRHR Criterion 3 (Design/Construction): Resources that embody the distinctive characteristics of a type, period, region, or method of construction, or that represent the work of a master, or that possess high artistic values., or that represent a significant and distinguishable entity whose components may lack individual distinction.

[2] Alexandra C. Cole, *Inventory and Evaluation of Cold War Era Resources*, Science Applications International Corporation, prepared for National Aeronautics and Space Administration, March 1999; "Naval Air Station Moffett Field Invites Public Comment," advertisement, *San Francisco Examiner*, May 9, 1994, 5.
[3] Urban Programmers, "United States Naval Air Station Sunnyvale, California Historic District," National Register of Historic Places Nomination Form (Washington, DC: U.S. Department of the Interior, National Park Service, 1994), Section 7 Page 16.
[4] Cole, *Inventory and Evaluation of Cold War Era Resources*, 39.

- NRHP Criterion D/CRHR Criterion 4 (Information Potential): Resources that have yielded, or may be likely to yield, information important in prehistory or history.

Criterion A/Criterion 1

Criterion A/Criterion 1 pertains to a resource's association with events that have made a significant contribution to the broad patterns of history. Building 566 is an administrative facility that did not directly support any core missions of Moffett Field. Rather, it is a type of facility that may be found on any military installation regardless of missions, and it has served an ancillary role relative to Moffett Field's historical development patterns and broader defense context.

Therefore, Building 566 does not appear to meet the threshold for significance under Criterion A/Criterion 1.

Criterion B/Criterion 2

Criterion B/Criterion 2 relates to a resource's association with the lives of persons significant in our past. As an institutional facility, Building 566 has been accessible to myriad military and civilian personnel over the course of its history. However, research did not identify any individual persons with a direct relationship to the resource that would associate it with historically significant accomplishments.

Therefore, Building 566 does not appear to meet the threshold for significance under Criterion B/Criterion 2.

Criterion C/Criterion 3

Criterion C/Criterion 3 correlates with a resource's ability to embody the distinctive characteristics of a type, period, or method of construction; its ability to represent the work of a master; whether it possesses high artistic values; or its ability to represent a significant and distinguishable entity whose components may lack individual distinction. Building 566 is an administrative facility that exhibits restrained Modernist architectural qualities, particularly through its box-like massing, simple material palette, and lack of architectural ornamentation. The building's design and construction appear unremarkable, and it does not appear to represent the work of a master architect, builder, design professional, or artisan.

Therefore, Building 566 does not appear to meet the threshold for significance under Criterion C/Criterion 3.

Criterion D/Criterion 4

Criterion D/Criterion 4 pertains to the potential for a resource to provide information on pre- and/or post-contact history and is generally applied to archaeological resources. In consideration of this criterion, Building 566 does not appear to fill a known data gap or research questions related to significant aspects of Moffett Federal Airfield's history or physical development that is not otherwise detailed extensively in available primary and secondary historical sources.

Therefore, Building 566 does not appear to meet the threshold for significance under Criterion D/Criterion 4.

Integrity

Eligibility for listing in the NRHP and CRHR requires that a resource must also retain sufficient integrity to convey its identified significance under the applicable significance criteria. Integrity is defined as a resource's ability to convey its significance and is measured according to seven aspects defined by the National Park Service: location, design, materials, workmanship, setting, association, and feeling. Because Building 566 is not significant under any of the evaluative criteria, a full integrity assessment is not necessary to document its ineligibility for NRHP and CRHR listing.

District Contributor Status

Building 566 is located within the boundary of the Naval Air Station Sunnyvale, California Historic District, but designation materials prepared in the 1990s did not identify it as a contributor to the district. The current evaluation considered the association of Building 566 with the surrounding historic district and corroborates the building does not qualify as a district contributor. Building 566's construction date of 1979 falls outside the period of significance of the expanded NAS Sunnyvale Historic District (1930-1961), and its auxiliary support function appears to have had only an indirect association with the installation's operations.

Conclusion

As described above, Building 566 does not rise to the level of significance necessary for inclusion in the NRHP and CRHR. Consequently, the building does not appear to qualify as a historic property for the purposes of Section 106 compliance, nor does it appear to qualify as a historical resource for the purposes of the California Environmental Quality Act.

Additional Images:

Figure 2. West façade, view south.
Source: Architectural Resources Group, May 2025

Figure 3. North and east façades, view south.
Source: Architectural Resources Group, May 2025

Figure 4. South façade and east façade, view southwest.
Source: Architectural Resources Group, May 2025

***B12. References**:

AECOM. *NASA Ames Research Center Integrated Cultural Resources Management Plan*. Prepared for NASA Ames Research Center. November 2014.

Cole, Alexandra C. *Inventory and Evaluation of Cold War Era Resources*. Science Applications International Corporation. Prepared for National Aeronautics and Space Administration. March 1999.

"Naval Air Station Moffett Field Invites Public Comment." Advertisement. *San Francisco Examiner*, May 9, 1994.

Urban Programmers. "United States Naval Air Station Sunnyvale, California Historic District." National Register of Historic Places Nomination Form. Washington, DC: U.S. Department of the Interior, National Park Service, 1994.

***B14. Evaluator:** Brannon Smithwick and Jon Rusch, Architectural Resources Group

Prop# 126975 DOE-43-99-0078-0000

State of California -- The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # P-43-002473
HRI #
Trinomial
NRHP Status Code 6Z
Other Listings
Review Code Reviewer Date / /

*Resource Name or #: 566, Moffett Federal Airfield

P1. Other Identifier: Administration

*P2. Location: ☐ Not for Publication ☐ Unrestricted a. County Santa Clara

b. USGS 7.5' Quad Date T ; R ; 1/4 of 1/4 of Sec ; B.M.

c. Address Westcoat Road City Moffett Field Zip 94035

d. UTM: (Give more than one for large and/or linear feature) Zone , mE/ mN

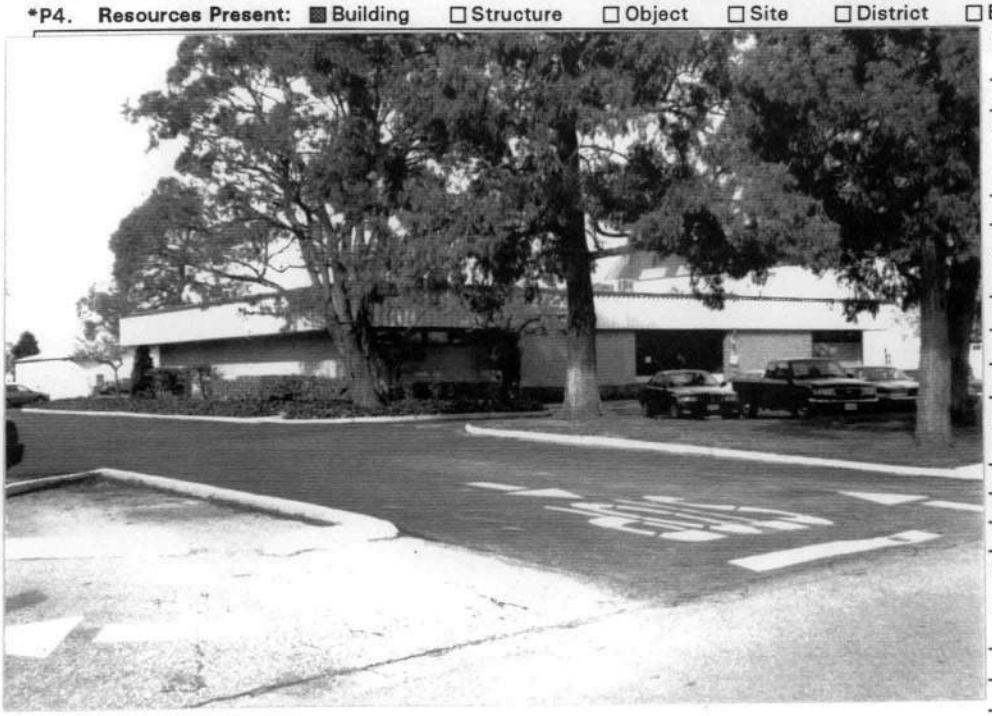
e. Other Locational Data: (e.g. parcel #, legal description, directions to resource, elevation, additional UTMs, etc. as appropriate)

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

Building 566 is a rectangular building of tilt-up construction with stucco pebbled panel walls on a concrete foundation. The flat roof has a widely-overhanging ribbed metal valance. Recessed windows in aluminum frames, with solid panels below and transoms above, are located on the north and south sides. The recessed main entrance on the south side has a single tinted glass door in an aluminum frame.

*P3b. Resources Attributes: (List attributes and codes) HP34. Military Property

*P4. Resources Present: ■ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)



P5b. Description of Photo: (View, date, etc.)
Northeast,
April 1998, Roll 2-12

*P6. Date Constructed/Age and Sources:
☐ Prehistoric ■ Historic ☐ Both
1979

*P7. Owner and Address:
U.S.A. as represented by
National Aeronautics and Space
Administration, Washington, D.C.

*P8. Recorded by: (Name, affiliation, address)
Alexandra C. Cole, SAIC
816 State Street, Suite 500
Santa Barbara, CA 93101

*P9. Date Recorded: 06/29/1998

*P10. Survey Type: (Describe)
Comprehensive Survey for Section 106 Compliance

*P11. Report Citation: (Cite survey report/other sources or "none") Inventory and Evaluation of Cold War Era Historical Resources, Moffett Federal Airfield

*Attachments: ☐ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ■ Building, Structure and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record
☐ Photograph Record ☐ Other: (List)

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary # P-43-002473
HRI #

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code 6Z

*Resource Name or #: 566, Moffett Federal Airfield

B1. Historic Name: Unknown

B2. Common Name: Unknown

B3. Original Use: Administration

B4. Present Use: Engineering Support Office

*B5. Architectural Style: No Style

*B6. Construction History: (Construction date, alterations, and date of alterations.)

1979

*B7. Moved? ■ No ☐ Yes ☐ Unknown Date: _____ Original Location: _____

*B8. Related Features:

B9a. Architect: Unknown

b. Builder: Unknown

*B10. Significance: Theme Cold War Area United States

Period of Significance 1946-1989 Property Type Military Applicable Criteria G

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

This Cold War-era building is considered a support building, a type found at any Naval installation regardless of mission. It is therefore not of exceptional national significance and is not considered eligible for the National Register of Historic Places (Criterion G).

B11. Additional Resource Attributes: (List attributes and codes)

*B12. References:

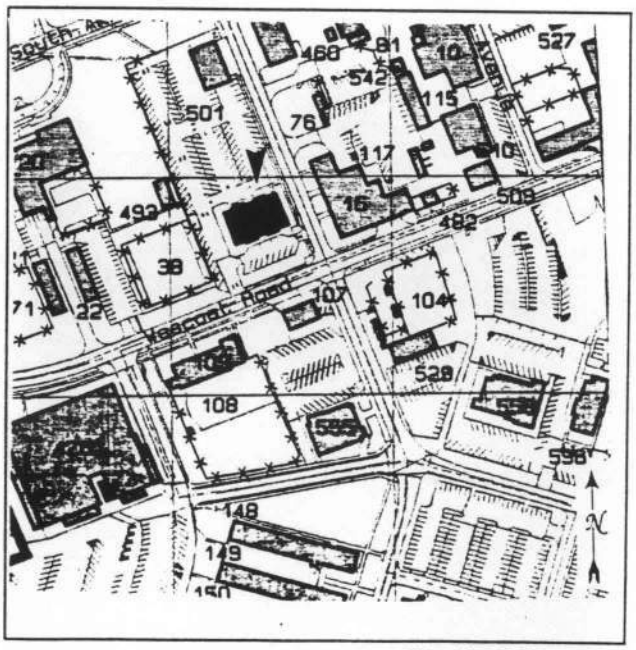
Real Property Form

B13. Remarks:

*B14. Evaluator: Alexandra C. Cole

Date of Evaluation: 05/01/1998

(This space reserved for official comments.)



*Required information

P1. Other Identifier: N/A
***P2. Location:** ☐ Not for Publication ☒ Unrestricted

- ***a.** **County**: Santa Clara
- ***b.** **USGS 7.5' Quad** Mountain View, CA **Date:** 2021 **Township:** 6S; **Range:** 2W
- c. Address: 480 Dugan Avenue City: Moffett Field Zip: 94035
- d. UTM: Zone 10 S, 583547 mE / 4140954 mN
- e. Other Locational Data: N/A

***P3a. Description:**
The purpose of this DPR Continuation Sheet is to update the existing record for Building 567. Building 567 was constructed in 1978 and has previously been evaluated using exceptional importance threshold established by National Register of Historic Places (NRHP) Criterion Consideration G, which applies to resources that have potentially achieved significance within the past 50 years. The resource has now reached historic age, such that it requires a NRHP evaluation that does not reference Criterion Consideration G. Furthermore, it is being evaluated for listing in the California Register of Historical Resources (CRHR), which does not utilize a 50-year significance threshold. (See continuation sheet.)

***P8. Recorded by:**
Jon Rusch and Isabel Scanlon, Architectural Resources Group
Pier 9, The Embarcadero, Suite 107
San Francisco, CA, 94111

***P9. Date Recorded:** May 2025

***P10. Survey Type:** Intensive

***P11. Report Citation**: Architectural Resources Group and Albion Environmental, *Cultural Resource Inventory Report for the Berkeley Space Center at NASA Research Park Project*, April 2026, prepared for University of California, Berkeley and National Aeronautics and Space Administration Ames Research Center.

P5a. Photograph or Drawing

P5b. Description of Photo:
Figure 1. North façade, view south (ARG, May 2025).

***Attachments:** ☐ NONE ☐ Location Map ☒ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record ☒ Other (List): Alexandra C. Cole, DPR 523A and 523B Forms, *Inventory and Evaluation of Cold War Era Historical Resources, Moffett Federal Airfield*, Science Applications International Corporation, June 29, 1998.

***P3a. Description (continued):**

Building 567 is a one-story warehouse constructed in 1978. The building has a rectangular footprint and features various corrugated metal cladding materials, distinguished by their differing color finishes and subtly varied profiles. An addition on the west side extends beyond the original building volume, contributing to its overall form and its asymmetrical gabled roof that is clad in corrugated metal. The east façade is spanned by a canopy addition with a shed roof, similarly, clad in corrugated metal and supported by metal posts. Hanging light fixtures are evenly spaced and suspended from the underside of the canopy roof. The canopy shelters a fenced-in storage yard containing a roll-up garage door clad in corrugated galvanized sheet metal. The west façade, which belongs to the west addition, includes a centrally located, partially glazed metal door with a light fixture mounted above, as well as a roll-up garage door clad in corrugated galvanized sheet metal. Two large metal vents are positioned near the base of the west façade. The south façade includes portions of both the original building and the west addition. The section corresponding to the west addition contains a partially glazed metal door with an overhead light fixture. The section belonging to the original building features a single-hung, metal-framed window and an adjacent light fixture. The north façade lacks any notable architectural features. The building is located on a flat, paved surface, directly north of Building 10 and west of Hangar One. Its north façade is bordered by five mature shade trees.

***B10: Significance:** **Theme:** N/A **Area:** N/A
Period of Significance: N/A **Property Type:** N/A **Applicable Criteria:** N/A

Overview of Historical Development and Operations at Moffett Field[1]

Naval Air Station (NAS) Sunnyvale was established in August 1931, and construction began that October. Hangar One, the massive steel-frame structure built to house the dirigible USS *Macon*, the flagship for NAS Sunnyvale, was completed in April 1933. West of Hangar One, the Navy Bureau of Yards and Docks built a campus of Spanish Colonial–style buildings (Shenandoah Plaza) to support dirigible operations on the airfield. East of Hangar One, closer to San Francisco Bay, land was cleared and leveled for a single-runway airfield. The USS *Macon* arrived at NAS Sunnyvale in October 1933 and was stationed there until February 1935, when the dirigible crashed in the Pacific Ocean. Soon after the crash, the Navy terminated its dirigible program at NAS Sunnyvale and transferred the installation to the U.S. Army Air Corps for use in pursuit and observation operations.

Under the Army Air Corps, operations changed from lighter-than-air (LTA) to fixed-wing aircraft used in pursuit and training operations. In 1938, the Army Air Corps removed the older runway system and built a 2,140-foot-long runway using 3-inch-thick asphalt concrete. In 1940, anticipating the outbreak of World War II, the Army Air Corps converted the airfield to become its West Coast training headquarters.

After the strike on Pearl Harbor in December 1941, the Navy reassumed control of the airfield, which was renamed NAS Moffett Field (Moffett Field). LTA operations were needed by the military once again, and Moffett Field became devoted exclusively to LTA aviation, primarily for reconnaissance and surveillance of the Pacific coast. Moffett Field was also used to train new airship pilots, using free balloons and blimps. In 1942, construction started on the first of two new enormous wood-frame hangars on the east side of the airfield. Hangars Two and Three were completed in 1943 and used by the Navy Station Assembly and Repair Department to assemble, erect, store, and maintain blimps and balloons.

LTA operations continued at Moffett Field until August 1947, when the program was deemed obsolete, making Moffett Field an exclusively fixed-wing aircraft base. After World War II, Moffett Field became home to Squadron 4 of the Naval Air Transport Service, with support operations dedicated to aircraft maintenance and overhaul. The airfield was expanded and extended to accommodate the Navy's largest transport aircraft. In 1946, a second runway was built of 8-inch-thick reinforced concrete to an original length of 7,425 feet. In the late 1940s, two more air transport squadrons were commissioned at the base, making Moffett Field the largest Naval Air Transport Service base on the West Coast. Moffett Field's Naval Air Transport Service overhaul and repair operations were closed down in October 1949.

The Korean War started in June 1950, and Moffett Field became the home base for aircraft carrier squadrons and their jet fighter aircrafts. Navy carrier squadrons stationed at Moffett Field used the airfield for training purposes, including simulated carrier landings. Almost every new supersonic jet fighter aircraft in the Navy or U.S. Air Force inventories in the early 1950s was flight-tested at Moffett Field.

In June 1951, to accommodate jet operations at Moffett Field, the Navy embarked on the largest post-World War II expansion program at the airfield. Both runways were extended and resurfaced at least once; taxiways were expanded; parking and apron

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areas were added; and new supply, transportation, garage, and barracks buildings were constructed. The Flight Operations Building (158) was completed in February 1954. Jet operations at Moffett Field were so extensive that the base was designated a master jet base in 1953, and operational units on-site reached an all-time high in 1955. However, by the early 1960s, the Navy's operational priorities had changed, and the focus shifted from fighter jets to anti-submarine warfare. Jet operations at Moffett Field ended in 1961.

In November 1962, Moffett Field was selected as the West Coast's training center for the Navy's anti-submarine warfare in the Pacific Ocean. The training was centered on the new propeller-driven anti-submarine aircraft, the Lockheed P3 Orion. The P3 Orion had an internal bomb bay that could house torpedoes; nuclear weapons; and various other mines, missiles, and bombs.

In 1973, Moffett Field became the headquarters of the Commander Patrol Wings, U.S. Pacific Fleet, responsible for patrolling 93 million square miles of ocean from Alaska to Hawaii.

In 1991, the Base Realignment and Closure Commission recommended the closure of Moffett Field as a naval air station. In anticipation of the station's closure, the Department of Defense began negotiations with the National Aeronautics and Space Administration for the transfer of the airfield. On July 1, 1994, Moffett Field was closed to military operations, renamed Moffett Federal Airfield, and transferred to NASA (with the exception of the military housing units, which were transferred to the U.S. Air Force).

Construction and Occupancy History

Research has uncovered few details regarding the U.S. Navy's original construction of Building 567 in 1978, although it appears to have been built as a warehouse following a standardized plan. At the time of its initial survey and evaluation in 1999, it served as Moffett Field's Public Works Warehouse.[2]

Previous Documentation and Evaluations

Building 567, the Facilities Maintenance Warehouse, is located within the previously identified boundary of the United States Naval Air Station Sunnyvale, California Historic District. However, its construction date falls outside the historic district's original period of significance (1930-1935; 1942-1946). The original NRHP registration form for the historic district did not identify Building 567 as a contributing property, although it did not specifically call it out as a non-contributor.[3]

Building 567 dates to the Cold War period and was documented as part of the Inventory and Evaluation of Cold War Resources at Moffett Federal Airfield (1999), which addressed facilities built and/or operated between 1946 and 1989. At the time of the survey, Building 567 was less than 50 years old. Building 567 was documented on a DPR form and received a brief evaluation using NRHP Criterion Consideration G due to its then-recent construction date. The evaluation concluded that Building 567 did not meet the threshold of exceptional significance established by Criterion Consideration G. Therefore, the building did not meet the eligibility requirements of the NRHP at the time of this evaluation.[4]

National Register of Historic Resources and California Register of Historical Resources Evaluation

The following section documents a new evaluation of Building 567, the Facilities Maintenance Warehouse, to determine whether the property meets the eligibility criteria for listing in the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR). To be eligible for listing in the NRHP and/or CRHR, a resource must demonstrate significance under one or more of the following criteria:

- NRHP Criterion A/CRHR Criterion 1 (Events): Resources that are associated with events that have made a significant contribution to the broad patterns of our history.
- NRHP Criterion B/CRHR Criterion 2 (Persons): Resources that are associated with the lives of persons significant in our past.
- NRHP Criterion C/CRHR Criterion 3 (Design/Construction): Resources that embody the distinctive characteristics of a type, period, region, or method of construction, or that represent the work of a master, or that possess high artistic values., or that represent a significant and distinguishable entity whose components may lack individual distinction.

[2] Alexandra C. Cole, *Inventory and Evaluation of Cold War Era Resources*, Science Applications International Corporation, prepared for National Aeronautics and Space Administration, March 1999.
[3] Urban Programmers, "United States Naval Air Station Sunnyvale, California Historic District," National Register of Historic Places Nomination Form (Washington, DC: U.S. Department of the Interior, National Park Service, 1994), Section 7 Page 16.
[4] Cole, *Inventory and Evaluation of Cold War Era Resources*, 39.

- NRHP Criterion D/CRHR Criterion 4 (Information Potential): Resources that have yielded, or may be likely to yield, information important in prehistory or history.

Criterion A/Criterion 1

Criterion A/Criterion 1 pertains to a resource's association with events that have made a significant contribution to the broad patterns of history. Building 567 is a support facility that did not directly support any core missions of Moffett Field. Rather, it has served as a storage facility, particularly related to the installation's facilities and public works. It is a type of facility that may be found on any military installation regardless of missions, and it has served an ancillary role relative to Moffett Field's historical development patterns and broader defense context.

Therefore, Building 567 does not appear to meet the threshold for significance under Criterion A/Criterion 1.

Criterion B/Criterion 2

Criterion B/Criterion 2 relates to a resource's association with the lives of persons significant in our past. As an institutional facility, Building 567 has been accessible to myriad military and civilian personnel over the course of its history. However, research did not identify any individual persons with a direct relationship to the resource that would associate it with historically significant accomplishments.

Therefore, Building 567 does not appear to meet the threshold for significance under Criterion B/Criterion 2.

Criterion C/Criterion 3

Criterion C/Criterion 3 correlates with a resource's ability to embody the distinctive characteristics of a type, period, or method of construction; its ability to represent the work of a master; whether it possesses high artistic values; or its ability to represent a significant and distinguishable entity whose components may lack individual distinction. Building 567 appears to be a prefabricated storage facility, and it has utilitarian architectural qualities. As such, it reflects a standardized design that might be adopted across the numerous military facilities; it lacks distinguished design elements/artistic value, and it does not appear to represent the work of a master architect, builder, design professional, or artisan.

Therefore, Building 567 does not appear to meet the threshold for significance under Criterion C/Criterion 3.

Criterion D/Criterion 4

Criterion D/Criterion 4 pertains to the potential for a resource to provide information on pre- and/or post-contact history and is generally applied to archaeological resources. In consideration of this criterion, Building 567 does not appear to fill a known data gap or research questions related to significant aspects of Moffett Federal Airfield's history or physical development that is not otherwise detailed extensively in available primary and secondary historical sources.

Therefore, Building 567 does not appear to meet the threshold for significance under Criterion D/Criterion 4.

Integrity

Eligibility for listing in the NRHP and CRHR requires that a resource must also retain sufficient integrity to convey its identified significance under the applicable significance criteria. Integrity is defined as a resource's ability to convey its significance and is measured according to seven aspects defined by the National Park Service: location, design, materials, workmanship, setting, association, and feeling. Because Building 567 is not significant under any of the evaluative criteria, a full integrity assessment is not necessary to document its ineligibility for NRHP and CRHR listing.

District Contributor Status

Building 567 is located within the boundary of the Naval Air Station Sunnyvale, California Historic District, but designation materials prepared in the 1990s did not identify it as a contributor to the district. The current evaluation considered the association of Building 567 with the surrounding historic district and corroborates the building does not qualify as a district contributor. Building 567's construction date of 1978 falls outside the period of significance of the expanded NAS Sunnyvale Historic District (1930-1961), and its auxiliary support function appears to have had only an indirect association with the installation's operations.

Conclusion

As described above, Building 567 does not rise to the level of significance necessary for inclusion in the NRHP and CRHR. Consequently, the building does not appear to qualify as a historic property for the purposes of Section 106 compliance, nor does it appear to qualify as a historical resource for the purposes of the California Environmental Quality Act.

Additional Images:

Figure 2. West façade, view east.
Source: Architectural Resources Group, May 2025

Figure 3. South façade, view north.
Source: Architectural Resources Group, May 2025

Figure 4. East façade, view west.
Source: Architectural Resources Group, May 2025

***B12. References**:

AECOM. *NASA Ames Research Center Integrated Cultural Resources Management Plan*. Prepared for NASA Ames Research Center. November 2014.

Cole, Alexandra C. *Inventory and Evaluation of Cold War Era Resources*. Science Applications International Corporation. Prepared for National Aeronautics and Space Administration. March 1999.

Urban Programmers. "United States Naval Air Station Sunnyvale, California Historic District." National Register of Historic Places Nomination Form. Washington, DC: U.S. Department of the Interior, National Park Service, 1994.

***B14. Evaluator:** Brannon Smithwick and Jon Rusch, Architectural Resources Group

Prop#126976 DOE-43-99-0279-0000

State of California -- The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # P-43-002474
HRI #
Trinomial
NRHP Status Code 6Z
Other Listings
Review Code Reviewer Date / /

Page 1 of 2

*Resource Name or #: 567, Moffett Federal Airfield

P1. Other Identifier: Warehouse

*P2. Location: ☐ Not for Publication ☐ Unrestricted a. County Santa Clara

b. USGS 7.5' Quad Date T ; R ; 1/4 of 1/4 of Sec ; B.M.

c. Address Dugan Avenue City Moffett Field Zip 94035

d. UTM: (Give more than one for large and/or linear feature) Zone , mE/ mN

e. Other Locational Data: (e.g. parcel #, legal description, directions to resource, elevation, additional UTMs, etc. as appropriate)

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

Building 567, is a pre-fabricated ribbed metal building with a shallow-pitched metal roof. A shed-roof open storage wing extends from the east side. Metal overhead doors provide access on the east and west sides. A metal single door and aluminum-frame window are located on the south side.

*P3b. Resources Attributes: (List attributes and codes) HP34. Military Property

*P4. Resources Present: ■ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

P5b. Description of Photo: (View, date, etc.)
Northeast,
April 1998, Roll 2-3

*P6. Date Constructed/Age and Sources:
☐ Prehistoric ■ Historic ☐ Both
1978

*P7. Owner and Address:
U.S.A. as represented by
National Aeronautics and Space
Administration, Washington, D.C.

*P8. Recorded by: (Name, affiliation, address)
Alexandra C. Cole, SAIC
816 State Street, Suite 500
Santa Barbara, CA 93101

*P9. Date Recorded: 06/29/1998

*P10. Survey Type: (Describe)
Comprehensive Survey for Section 106 Compliance

*P11. Report Citation: (Cite survey report/other sources or "none") Inventory and Evaluation of Cold War Era Historical Resources, Moffett Federal Airfield

*Attachments: ☐ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ■ Building, Structure and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record
☐ Photograph Record ☐ Other: (List)

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary # P-43-002474
HRI #

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code 6Z

*Resource Name or #: 567, Moffett Federal Airfield

B1. Historic Name: Unknown

B2. Common Name: Unknown

B3. Original Use: Warehouse

B4. Present Use: Public Works Warehouse

*B5. Architectural Style: No Style

*B6. Construction History: (Construction date, alterations, and date of alterations.)

1978

*B7. Moved? ■ No ☐ Yes ☐ Unknown Date: _____ Original Location: _____

*B8. Related Features:

B9a. Architect: Unknown

b. Builder: Unknown

*B10. Significance: Theme Cold War Area United States

Period of Significance 1946-1989 Property Type Military Applicable Criteria G

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

This Cold War-era building is considered a support building, a type found at any Naval installation regardless of mission. It is therefore not of exceptional national significance and is not considered eligible for the National Register of Historic Places (Criterion G).

B11. Additional Resource Attributes: (List attributes and codes)

*B12. References:

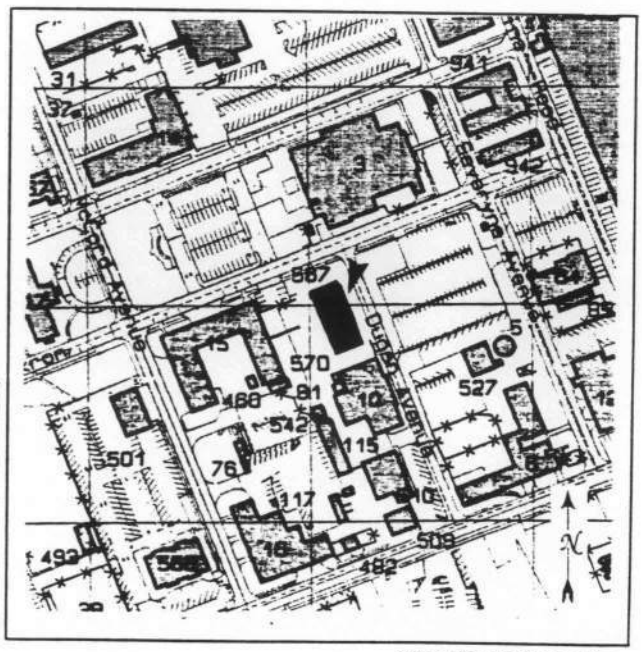
Real Property Form

B13. Remarks:

*B14. Evaluator: Alexandra C. Cole

Date of Evaluation: 05/01/1998

(This space reserved for official comments.)



*Required information

P1. Other Identifier: N/A
***P2. Location:** ☐ Not for Publication ☒ Unrestricted

- ***a.** **County**: Santa Clara
- ***b.** **USGS 7.5' Quad** Mountain View, CA **Date:** 2021 **Township:** 6S; **Range:** 2W
- c. Address: S Akron Road City: Moffett Field Zip: 94035
- d. UTM: Zone 10 S, 583549 mE / 4140921 mN
- e. Other Locational Data: N/A

***P3a. Description:**
The purpose of this DPR Continuation Sheet is to update the existing record for Building 570. Building 570 was constructed in 1978 and has previously been evaluated using exceptional importance threshold established by National Register of Historic Places (NRHP) Criterion Consideration G, which applies to resources that have potentially achieved significance within the past 50 years. The resource has now reached historic age, such that it requires a NRHP evaluation that does not reference Criterion Consideration G. Furthermore, it is being evaluated for listing in the California Register of Historical Resources (CRHR), which does not utilize a 50-year significance threshold. (See continuation sheet.)

***P8. Recorded by:**
Jon Rusch and Isabel Scanlon, Architectural Resources Group
Pier 9, The Embarcadero, Suite 107
San Francisco, CA, 94111

***P9. Date Recorded:** May 2025

***P10. Survey Type:** Intensive

***P11. Report Citation**: Architectural Resources Group and Albion Environmental, *Cultural Resource Inventory Report for the Berkeley Space Center at NASA Research Park Project*, April 2026, prepared for University of California, Berkeley and National Aeronautics and Space Administration Ames Research Center.

P5a. Photograph or Drawing

P5b. Description of Photo:
Figure 1. North façade, view south (ARG, May 2025).

***Attachments:** ☐ NONE ☐ Location Map ☒ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record ☒ Other (List): Alexandra C. Cole, DPR 523A and 523B Forms, *Inventory and Evaluation of Cold War Era Historical Resources, Moffett Federal Airfield*, Science Applications International Corporation, June 29, 1998.

***P3a. Description (continued):**

Building 570 is a one-story storage building constructed in 1978. It has a rectangular footprint, rests on a poured concrete foundation, and appears to be constructed of sheet metal cladding affixed to a wood frame. It is topped with a flat roof. The primary (north) façade contains the building's sole entrance: a steel door fitted with wire mesh screens. The building lacks any other fenestration or architectural detailing and is utilitarian in design.

***B10: Significance:** **Theme:** N/A **Area:** N/A
Period of Significance: N/A **Property Type:** N/A **Applicable Criteria:** N/A

Overview of Historical Development and Operations at Moffett Field[1]

Naval Air Station (NAS) Sunnyvale was established in August 1931, and construction began that October. Hangar One, the massive steel-frame structure built to house the dirigible USS *Macon*, the flagship for NAS Sunnyvale, was completed in April 1933. West of Hangar One, the Navy Bureau of Yards and Docks built a campus of Spanish Colonial–style buildings (Shenandoah Plaza) to support dirigible operations on the airfield. East of Hangar One, closer to San Francisco Bay, land was cleared and leveled for a single-runway airfield. The USS *Macon* arrived at NAS Sunnyvale in October 1933 and was stationed there until February 1935, when the dirigible crashed in the Pacific Ocean. Soon after the crash, the Navy terminated its dirigible program at NAS Sunnyvale and transferred the installation to the U.S. Army Air Corps for use in pursuit and observation operations.

Under the Army Air Corps, operations changed from lighter-than-air (LTA) to fixed-wing aircraft used in pursuit and training operations. In 1938, the Army Air Corps removed the older runway system and built a 2,140-foot-long runway using 3-inch-thick asphalt concrete. In 1940, anticipating the outbreak of World War II, the Army Air Corps converted the airfield to become its West Coast training headquarters.

After the strike on Pearl Harbor in December 1941, the Navy reassumed control of the airfield, which was renamed NAS Moffett Field (Moffett Field). LTA operations were needed by the military once again, and Moffett Field became devoted exclusively to LTA aviation, primarily for reconnaissance and surveillance of the Pacific coast. Moffett Field was also used to train new airship pilots, using free balloons and blimps. In 1942, construction started on the first of two new enormous wood-frame hangars on the east side of the airfield. Hangars Two and Three were completed in 1943 and used by the Navy Station Assembly and Repair Department to assemble, erect, store, and maintain blimps and balloons.

LTA operations continued at Moffett Field until August 1947, when the program was deemed obsolete, making Moffett Field an exclusively fixed-wing aircraft base. After World War II, Moffett Field became home to Squadron 4 of the Naval Air Transport Service, with support operations dedicated to aircraft maintenance and overhaul. The airfield was expanded and extended to accommodate the Navy's largest transport aircraft. In 1946, a second runway was built of 8-inch-thick reinforced concrete to an original length of 7,425 feet. In the late 1940s, two more air transport squadrons were commissioned at the base, making Moffett Field the largest Naval Air Transport Service base on the West Coast. Moffett Field's Naval Air Transport Service overhaul and repair operations were closed down in October 1949.

The Korean War started in June 1950, and Moffett Field became the home base for aircraft carrier squadrons and their jet fighter aircrafts. Navy carrier squadrons stationed at Moffett Field used the airfield for training purposes, including simulated carrier landings. Almost every new supersonic jet fighter aircraft in the Navy or U.S. Air Force inventories in the early 1950s was flight-tested at Moffett Field.

In June 1951, to accommodate jet operations at Moffett Field, the Navy embarked on the largest post-World War II expansion program at the airfield. Both runways were extended and resurfaced at least once; taxiways were expanded; parking and apron areas were added; and new supply, transportation, garage, and barracks buildings were constructed. The Flight Operations Building (158) was completed in February 1954. Jet operations at Moffett Field were so extensive that the base was designated a master jet base in 1953, and operational units on-site reached an all-time high in 1955. However, by the early 1960s, the Navy's operational priorities had changed, and the focus shifted from fighter jets to anti-submarine warfare. Jet operations at Moffett Field ended in 1961.

In November 1962, Moffett Field was selected as the West Coast's training center for the Navy's anti-submarine warfare in the Pacific Ocean. The training was centered on the new propeller-driven anti-submarine aircraft, the Lockheed P3 Orion. The P3 Orion had an internal bomb bay that could house torpedoes; nuclear weapons; and various other mines, missiles, and bombs.

[1] This historical context overview is excerpted and slightly adapted from AECOM, *NASA Ames Research Center Integrated Cultural Resources Management Plan*, prepared for NASA Ames Research Center, November 2014.

In 1973, Moffett Field became the headquarters of the Commander Patrol Wings, U.S. Pacific Fleet, responsible for patrolling 93 million square miles of ocean from Alaska to Hawaii.

In 1991, the Base Realignment and Closure Commission recommended the closure of Moffett Field as a naval air station. In anticipation of the station's closure, the Department of Defense began negotiations with the National Aeronautics and Space Administration for the transfer of the airfield. On July 1, 1994, Moffett Field was closed to military operations, renamed Moffett Federal Airfield, and transferred to NASA (with the exception of the military housing units, which were transferred to the U.S. Air Force).

Construction and Occupancy History

Research has uncovered few details regarding the U.S. Navy's original construction of Building 570 in 1978, although it appears to have been built as a small storage facility according to a standardized plan. In the late 1990s, the building was being used for storage, which continued to be its function at the time of its most recent survey in June 2025.[2]

Previous Documentation and Evaluations

Building 570, Maintenance Storage, is located within the previously identified boundary of the United States Naval Air Station Sunnyvale, California Historic District. However, its construction date falls outside the historic district's original period of significance (1930-1935; 1942-1946). The original NRHP registration form for the historic district did not identify Building 570 as a contributing property, although it did not specifically call it out as a non-contributor.[3]

Building 570 dates to the Cold War period and was documented as part of the Inventory and Evaluation of Cold War Resources at Moffett Federal Airfield (1999), which addressed facilities built and/or operated between 1946 and 1989. At the time of the survey, Building 570 was less than 50 years old. Building 570 was documented on a DPR form and received a brief evaluation using NRHP Criterion Consideration G due to its then-recent construction date. The evaluation concluded that Building 570 did not meet the threshold of exceptional significance established by Criterion Consideration G. Therefore, the building did not meet the eligibility requirements of the NRHP at the time of this evaluation.[4]

National Register of Historic Resources and California Register of Historical Resources Evaluation

The following section documents a new evaluation of Building 570, Maintenance Storage, to determine whether the property meets the eligibility criteria for listing in the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR). To be eligible for listing in the NRHP and/or CRHR, a resource must demonstrate significance under one or more of the following criteria:

- NRHP Criterion A/CRHR Criterion 1 (Events): Resources that are associated with events that have made a significant contribution to the broad patterns of our history.
- NRHP Criterion B/CRHR Criterion 2 (Persons): Resources that are associated with the lives of persons significant in our past.
- NRHP Criterion C/CRHR Criterion 3 (Design/Construction): Resources that embody the distinctive characteristics of a type, period, region, or method of construction, or that represent the work of a master, or that possess high artistic values., or that represent a significant and distinguishable entity whose components may lack individual distinction.
- NRHP Criterion D/CRHR Criterion 4 (Information Potential): Resources that have yielded, or may be likely to yield, information important in prehistory or history.

Criterion A/Criterion 1

Criterion A/Criterion 1 pertains to a resource's association with events that have made a significant contribution to the broad patterns of history. Building 570 is a support facility that did not directly support any core missions of Moffett Field. Rather, it has served as a storage facility. Building 750 is a type of structure that may be found on any military installation regardless of missions, and it has served an ancillary role relative to Moffett Field's historical development patterns and broader defense context.

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[2] Alexandra C. Cole, *Inventory and Evaluation of Cold War Era Resources*, Science Applications International Corporation, prepared for National Aeronautics and Space Administration, March 1999.
[3] Urban Programmers, "United States Naval Air Station Sunnyvale, California Historic District," National Register of Historic Places Nomination Form (Washington, DC: U.S. Department of the Interior, National Park Service, 1994), Section 7 Page 16.
[4] Cole, *Inventory and Evaluation of Cold War Era Resources*, 39.

Therefore, Building 570 does not appear to meet the threshold for significance under Criterion A/Criterion 1.

Criterion B/Criterion 2

Criterion B/Criterion 2 relates to a resource's association with the lives of persons significant in our past. As an institutional facility, Building 570 has been accessible to myriad military and civilian personnel over the course of its history. However, research did not identify any individual persons with a direct relationship to the resource that would associate it with historically significant accomplishments.

Therefore, Building 570 does not appear to meet the threshold for significance under Criterion B/Criterion 2.

Criterion C/Criterion 3

Criterion C/Criterion 3 correlates with a resource's ability to embody the distinctive characteristics of a type, period, or method of construction; its ability to represent the work of a master; whether it possesses high artistic values; or its ability to represent a significant and distinguishable entity whose components may lack individual distinction. As a maintenance facility, Building 570 is a utilitarian storage facility that reflects a standardized design, which might be adopted across the numerous military facilities; it lacks distinguished design elements/artistic value, and it does not appear to represent the work of a master architect, builder, design professional, or artisan.

Therefore, Building 570 does not appear to meet the threshold for significance under Criterion C/Criterion 3.

Criterion D/Criterion 4

Criterion D/Criterion 4 pertains to the potential for a resource to provide information on pre- and/or post-contact history and is generally applied to archaeological resources. In consideration of this criterion, Building 570 does not appear to fill a known data gap or research questions related to significant aspects of Moffett Federal Airfield's history or physical development that is not otherwise detailed extensively in available primary and secondary historical sources.

Therefore, Building 570 does not appear to meet the threshold for significance under Criterion D/Criterion 4.

Integrity

Eligibility for listing in the NRHP and CRHR requires that a resource must also retain sufficient integrity to convey its identified significance under the applicable significance criteria. Integrity is defined as a resource's ability to convey its significance and is measured according to seven aspects defined by the National Park Service: location, design, materials, workmanship, setting, association, and feeling. Because Building 570 is not significant under any of the evaluative criteria, a full integrity assessment is not necessary to document its ineligibility for NRHP and CRHR listing.

District Contributor Status

Building 570 is located within the boundary of the Naval Air Station Sunnyvale, California Historic District, but designation materials prepared in the 1990s did not identify it as a contributor to the district. The current evaluation considered the association of Building 570 with the surrounding historic district and corroborates the building does not qualify as a district contributor. Building 570's construction date of 1978 falls outside the period of significance of the expanded NAS Sunnyvale Historic District (1930-1961), and its auxiliary support function appears to have had only an indirect association with the installation's operations.

Conclusion

As described above, Building 570 does not rise to the level of significance necessary for inclusion in the NRHP and CRHR. Consequently, the building does not appear to qualify as a historic property for the purposes of Section 106 compliance, nor does it appear to qualify as a historical resource for the purposes of the California Environmental Quality Act.

Additional Images:

Figure 2. North facade, view southwest.
Source: Architectural Resources Group, May 2025

Figure 3. West façade, view northeast.
Source: Architectural Resources Group, May 2025

***B12. References**:

AECOM. *NASA Ames Research Center Integrated Cultural Resources Management Plan*. Prepared for NASA Ames Research Center. November 2014.

Cole, Alexandra C. *Inventory and Evaluation of Cold War Era Resources*. Science Applications International Corporation. Prepared for National Aeronautics and Space Administration. March 1999.

Urban Programmers. "United States Naval Air Station Sunnyvale, California Historic District." National Register of Historic Places Nomination Form. Washington, DC: U.S. Department of the Interior, National Park Service, 1994.

***B14. Evaluator:** Brannon Smithwick and Jon Rusch, Architectural Resources Group

Prop# 1260979 DOE-43-99-0281-0000

State of California -- The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # P-43-002476
HRI #
Trinomial
NRHP Status Code 6Z
Other Listings
Review Code Reviewer Date / /

*Resource Name or #: 570, Moffett Federal Airfield

P1. Other Identifier: Storage

*P2. Location: ☐ Not for Publication ☐ Unrestricted a. County Santa Clara

b. USGS 7.5' Quad Date T ; R ; 1/4 of 1/4 of Sec ; B.M.

c. Address off Dugan Avenue City Moffett Field Zip 94035

d. UTM: (Give more than one for large and/or linear feature) Zone , mE/ mN

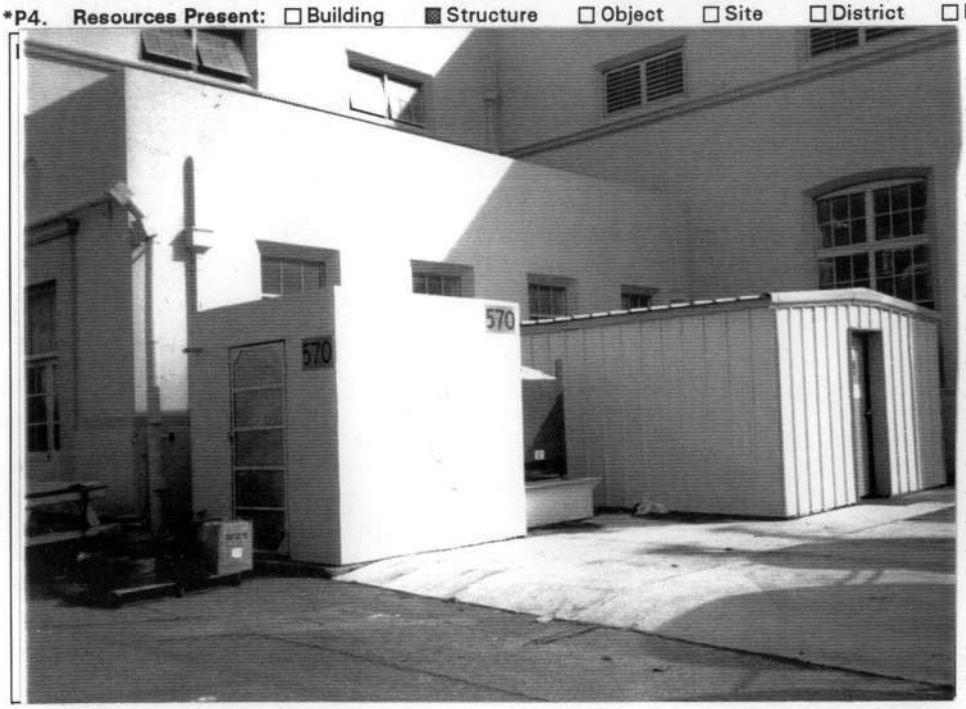
e. Other Locational Data: (e.g. parcel #, legal description, directions to resource, elevation, additional UTMs, etc. as appropriate)

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

Building 570 is a square flat-roofed building covered with metal panels. A metal door provides access on the north side.

*P3b. Resources Attributes: (List attributes and codes) HP34. Military Property

*P4. Resources Present: ☐ Building ■ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)



P5b. Description of Photo: (View, date, etc.)
Southeast,
April 1998, Roll 2-5

*P6. Date Constructed/Age and Sources:
☐ Prehistoric ■ Historic ☐ Both
1978

*P7. Owner and Address:
U.S.A. as represented by
National Aeronautics and Space
Administration, Washington, D.C.

*P8. Recorded by: (Name, affiliation, address)
Alexandra C. Cole, SAIC
816 State Street, Suite 500
Santa Barbara, CA 93101

*P9. Date Recorded: 06/29/1998

*P10. Survey Type: (Describe)
Comprehensive Survey for Section 106 Compliance

*P11. Report Citation: (Cite survey report/other sources or "none") Inventory and Evaluation of Cold War Era Historical Resources, Moffett Federal Airfield

*Attachments: ☐ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ■ Building, Structure and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record
☐ Photograph Record ☐ Other: (List)

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary # P-43-002476
HRI #

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code 6Z

*Resource Name or #: 570, Moffett Federal Airfield

B1. Historic Name: Unknown

B2. Common Name: Unknown

B3. Original Use: Unknown

B4. Present Use: Maintenance Storage

*B5. Architectural Style: No Style

*B6. Construction History: (Construction date, alterations, and date of alterations.)

1978

*B7. Moved? ■ No ☐ Yes ☐ Unknown Date: _____ Original Location: _____

*B8. Related Features:

B9a. Architect: Unknown

b. Builder: Unknown

*B10. Significance: Theme Cold War Area United States

Period of Significance 1946-1989 Property Type Military Applicable Criteria G

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

This Cold War-era building is considered a support building, a type found at any Naval installation regardless of mission. It is therefore not of exceptional national significance and is not considered eligible for the National Register of Historic Places (Criterion G).

B11. Additional Resource Attributes: (List attributes and codes) _____

*B12. References:

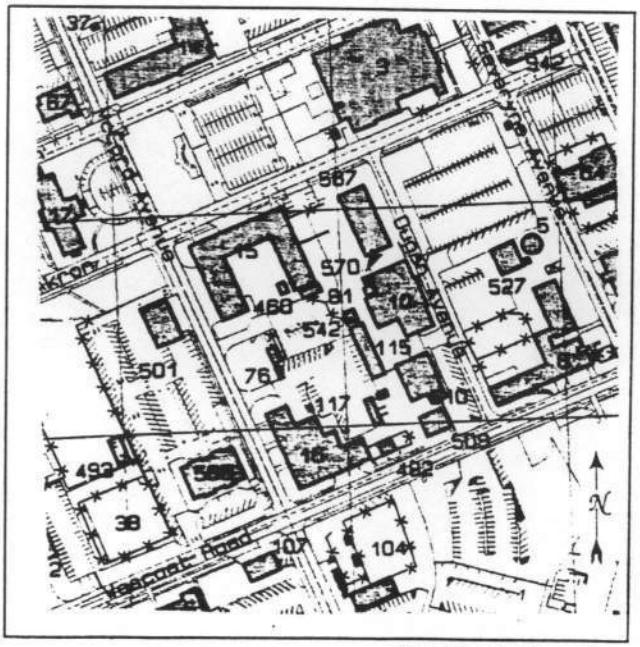
Real Property Form

B13. Remarks:

*B14. Evaluator: Alexandra C. Cole

Date of Evaluation: 05/01/1998

(This space reserved for official comments.)



*Required information

P1. Other Identifier: N/A
***P2. Location:** ☐ Not for Publication ☒ Unrestricted

- ***a.** **County**: Santa Clara
- ***b.** **USGS 7.5' Quad** Mountain View, CA **Date:** 2021 **Township:** 6S; **Range:** 2W
- c. Address: 535 Girard Road City: Moffett Field Zip: 94035
- d. UTM: Zone 10 S, 583787 mE / 4140418 mN
- e. Other Locational Data: N/A

***P3a. Description:**
The purpose of this DPR Continuation Sheet is to update the existing record for Building 572. Building 572 was constructed in 1979 and has previously been evaluated using exceptional importance threshold established by National Register of Historic Places (NRHP) Criterion Consideration G, which applies to resources that have potentially achieved significance within the past 50 years. The resource has now reached historic age, such that it requires a NRHP evaluation that does not reference Criterion Consideration G. Furthermore, it is being evaluated for listing in the California Register of Historical Resources (CRHR), which does not utilize a 50-year significance threshold. (See continuation sheet.)

***P8. Recorded by:**
Jon Rusch and Isabel Scanlon, Architectural Resources Group
Pier 9, The Embarcadero, Suite 107
San Francisco, CA, 94111

***P9. Date Recorded:** May 2025

***P10. Survey Type:** Intensive

***P11. Report Citation**: Architectural Resources Group and Albion Environmental, *Cultural Resource Inventory Report for the Berkeley Space Center at NASA Research Park Project*, April 2026, prepared for University of California, Berkeley and National Aeronautics and Space Administration Ames Research Center.

P5a. Photograph or Drawing

P5b. Description of Photo:
Figure 1. West façade, view east (ARG, May 2025).

***Attachments:** ☐ NONE ☐ Location Map ☒ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record ☒ Other (List): Alexandra C. Cole, DPR 523A and 523B Forms, *Inventory and Evaluation of Cold War Era Historical Resources, Moffett Federal Airfield*, Science Applications International Corporation, June 29, 1998.

***P3a. Description (continued):**

Building 572 is square in plan, rests on a concrete foundation, and is capped with a low-slope gabled roof. The building is clad in five vertical EIFS panels with a stucco finish on each façade. Each façade terminates with a wood flush fascia board along the roofline. Metal roof flashing is present on the east and west gables, and metal gutters with downspouts span the north and south façades. The building stands along the south side of Girard Road, adjacent to two softball fields and other facilities that comprise the recreational area known as Chase Park.

The west façade features two identical projecting entrance enclosures. Both are constructed of vertical board-on-board walls resting on a concrete pad foundation, and they feature multi-part roofs that incorporate two sloped planes. These roofs are clad in composition shingles. Letters affixed to the enclosures read "COURT." Each enclosure has a centrally located rectangular opening flanked by a fire extinguisher box and an overhanging eave. Pedestrian openings are located on the inward-facing walls of the enclosures. Large exhaust vents with a curved hoods are located directly above each. The building's remaining façades are blind.

***B10: Significance:** **Theme:** N/A **Area:** N/A
Period of Significance: N/A **Property Type:** N/A **Applicable Criteria:** N/A

Overview of Historical Development and Operations at Moffett Field[1]

Naval Air Station (NAS) Sunnyvale was established in August 1931, and construction began that October. Hangar One, the massive steel-frame structure built to house the dirigible USS *Macon*, the flagship for NAS Sunnyvale, was completed in April 1933. West of Hangar One, the Navy Bureau of Yards and Docks built a campus of Spanish Colonial–style buildings (Shenandoah Plaza) to support dirigible operations on the airfield. East of Hangar One, closer to San Francisco Bay, land was cleared and leveled for a single-runway airfield. The USS *Macon* arrived at NAS Sunnyvale in October 1933 and was stationed there until February 1935, when the dirigible crashed in the Pacific Ocean. Soon after the crash, the Navy terminated its dirigible program at NAS Sunnyvale and transferred the installation to the U.S. Army Air Corps for use in pursuit and observation operations.

Under the Army Air Corps, operations changed from lighter-than-air (LTA) to fixed-wing aircraft used in pursuit and training operations. In 1938, the Army Air Corps removed the older runway system and built a 2,140-foot-long runway using 3-inch-thick asphalt concrete. In 1940, anticipating the outbreak of World War II, the Army Air Corps converted the airfield to become its West Coast training headquarters.

After the strike on Pearl Harbor in December 1941, the Navy reassumed control of the airfield, which was renamed NAS Moffett Field (Moffett Field). LTA operations were needed by the military once again, and Moffett Field became devoted exclusively to LTA aviation, primarily for reconnaissance and surveillance of the Pacific coast. Moffett Field was also used to train new airship pilots, using free balloons and blimps. In 1942, construction started on the first of two new enormous wood-frame hangars on the east side of the airfield. Hangars Two and Three were completed in 1943 and used by the Navy Station Assembly and Repair Department to assemble, erect, store, and maintain blimps and balloons.

LTA operations continued at Moffett Field until August 1947, when the program was deemed obsolete, making Moffett Field an exclusively fixed-wing aircraft base. After World War II, Moffett Field became home to Squadron 4 of the Naval Air Transport Service, with support operations dedicated to aircraft maintenance and overhaul. The airfield was expanded and extended to accommodate the Navy's largest transport aircraft. In 1946, a second runway was built of 8-inch-thick reinforced concrete to an original length of 7,425 feet. In the late 1940s, two more air transport squadrons were commissioned at the base, making Moffett Field the largest Naval Air Transport Service base on the West Coast. Moffett Field's Naval Air Transport Service overhaul and repair operations were closed down in October 1949.

The Korean War started in June 1950, and Moffett Field became the home base for aircraft carrier squadrons and their jet fighter aircrafts. Navy carrier squadrons stationed at Moffett Field used the airfield for training purposes, including simulated carrier landings. Almost every new supersonic jet fighter aircraft in the Navy or U.S. Air Force inventories in the early 1950s was flight-tested at Moffett Field.

In June 1951, to accommodate jet operations at Moffett Field, the Navy embarked on the largest post-World War II expansion program at the airfield. Both runways were extended and resurfaced at least once; taxiways were expanded; parking and apron areas were added; and new supply, transportation, garage, and barracks buildings were constructed. The Flight Operations Building (158) was completed in February 1954. Jet operations at Moffett Field were so extensive that the base was designated a master jet

[1] This historical context overview is excerpted and slightly adapted from AECOM, *NASA Ames Research Center Integrated Cultural Resources Management Plan*, prepared for NASA Ames Research Center, November 2014.

base in 1953, and operational units on-site reached an all-time high in 1955. However, by the early 1960s, the Navy's operational priorities had changed, and the focus shifted from fighter jets to anti-submarine warfare. Jet operations at Moffett Field ended in 1961.

In November 1962, Moffett Field was selected as the West Coast's training center for the Navy's anti-submarine warfare in the Pacific Ocean. The training was centered on the new propeller-driven anti-submarine aircraft, the Lockheed P3 Orion. The P3 Orion had an internal bomb bay that could house torpedoes; nuclear weapons; and various other mines, missiles, and bombs.

In 1973, Moffett Field became the headquarters of the Commander Patrol Wings, U.S. Pacific Fleet, responsible for patrolling 93 million square miles of ocean from Alaska to Hawaii.

In 1991, the Base Realignment and Closure Commission recommended the closure of Moffett Field as a naval air station. In anticipation of the station's closure, the Department of Defense began negotiations with the National Aeronautics and Space Administration for the transfer of the airfield. On July 1, 1994, Moffett Field was closed to military operations, renamed Moffett Federal Airfield, and transferred to NASA (with the exception of the military housing units, which were transferred to the U.S. Air Force).

Construction and Occupancy History

During the Cold War, Moffett Field saw an expansion of recreational facilities. In the 1950s, two softball fields were added (1955 and 1957) along the southernmost boundary of the installation along U.S. 101. Building 572, constructed to house two racquetball courts, was constructed in 1979. (The earlier DPR form prepared for the building incorrectly records its date of construction as 1963.) Facilities for racquetball and handball had previously been available in the installation's gymnasium near Hangar One. The location selected for Building 572 was along Girard Road near several existing recreational amenities, including the athletic field dressing rooms (Building 945) and two softball fields. According to the existing inventory form, Building 572 remained in use in 1998.[2] The building appeared vacant in June 2025.

Previous Documentation and Evaluations

Building 572, the Racquetball Courts, dates to the Cold War period and was documented as part of the Inventory and Evaluation of Cold War Resources at Moffett Federal Airfield (1999), which addressed facilities built and/or operated between 1946 and 1989. At the time of the survey, Building 572 was less than 50 years old. Building 572 was documented on a DPR form and received a brief evaluation using NRHP Criterion Consideration G due to its then-recent construction date. The evaluation concluded that Building 572 did not meet the threshold of exceptional significance established by Criterion Consideration G. Therefore, the building did not meet the eligibility requirements of the NRHP at the time of this evaluation.[3]

National Register of Historic Resources and California Register of Historical Resources Evaluation

The following section documents a new evaluation of Building 572, the Racquetball Courts, to determine whether the property meets the eligibility criteria for listing in the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR). To be eligible for listing in the NRHP and/or CRHR, a resource must demonstrate significance under one or more of the following criteria:

- NRHP Criterion A/CRHR Criterion 1 (Events): Resources that are associated with events that have made a significant contribution to the broad patterns of our history.
- NRHP Criterion B/CRHR Criterion 2 (Persons): Resources that are associated with the lives of persons significant in our past.
- NRHP Criterion C/CRHR Criterion 3 (Design/Construction): Resources that embody the distinctive characteristics of a type, period, region, or method of construction, or that represent the work of a master, or that possess high artistic values., or that represent a significant and distinguishable entity whose components may lack individual distinction.
- NRHP Criterion D/CRHR Criterion 4 (Information Potential): Resources that have yielded, or may be likely to yield, information important in prehistory or history.

[2] Alexandra C. Cole, *Inventory and Evaluation of Cold War Era Resources*, Science Applications International Corporation, prepared for National Aeronautics and Space Administration, March 1999.
[3] Cole, *Inventory and Evaluation of Cold War Era Resources*, 39.

Criterion A/Criterion 1

Criterion A/Criterion 1 pertains to a resource's association with events that have made a significant contribution to the broad patterns of history. Building 572 is a recreational facility that did not directly support any core missions of Moffett Field. Rather, athletics and recreation are morale and training activities that were commonplace on American military installations during the Cold War period. Building 572 has served only an ancillary role relative to Moffett Field's historical development patterns and broader defense context.

Therefore, Building 572 does not appear to meet the threshold for significance under Criterion A/Criterion 1.

Criterion B/Criterion 2

Criterion B/Criterion 2 relates to a resource's association with the lives of persons significant in our past. As an institutional facility, Building 572 has been accessible to myriad military and civilian personnel over the course of its history. However, research did not identify any individual persons with a direct relationship to the resource that would associate it with historically significant accomplishments.

Therefore, Building 572 does not appear to meet the threshold for significance under Criterion B/Criterion 2.

Criterion C/Criterion 3

Criterion C/Criterion 3 correlates with a resource's ability to embody the distinctive characteristics of a type, period, or method of construction; its ability to represent the work of a master; whether it possesses high artistic values; or its ability to represent a significant and distinguishable entity whose components may lack individual distinction. Building 572 is a utilitarian recreational facility that reflects a design that could be found on any military installation. It has broadly Modernist architectural qualities, but it appears to be an unremarkable building for its date of construction in the late 1970s. Therefore, the resource lacks distinguished design elements/artistic value, and it does not appear to represent the work of a master architect, builder, design professional, or artisan.

Therefore, Building 572 does not appear to meet the threshold for significance under Criterion C/Criterion 3.

Criterion D/Criterion 4

Criterion D/Criterion 4 pertains to the potential for a resource to provide information on pre- and/or post-contact history and is generally applied to archaeological resources. In consideration of this criterion, Building 572 does not appear to fill a known data gap or research questions related to significant aspects of Moffett Federal Airfield's history or physical development that is not otherwise detailed extensively in available primary and secondary historical sources.

Therefore, Building 572 does not appear to meet the threshold for significance under Criterion D/Criterion 4.

Integrity

Eligibility for listing in the NRHP and CRHR requires that a resource must also retain sufficient integrity to convey its identified significance under the applicable significance criteria. Integrity is defined as a resource's ability to convey its significance and is measured according to seven aspects defined by the National Park Service: location, design, materials, workmanship, setting, association, and feeling. Because Building 572 is not significant under any of the evaluative criteria, a full integrity assessment is not necessary to document its ineligibility for NRHP and CRHR listing.

District Contributor Status

Building 543 is not located within the previously defined boundary of the expanded Naval Air Station Sunnyvale, California Historic District. Furthermore, the current evaluation did not identify any other potential historic district to which the building may contribute.

Conclusion

As described above, Building 572 does not rise to the level of significance necessary for inclusion in the NRHP and CRHR. Consequently, the building does not appear to qualify as a historic property for the purposes of Section 106 compliance, nor does it appear to qualify as a historical resource for the purposes of the California Environmental Quality Act.

Additional Images:

Figure 2. East and north façades, view southwest.
Source: Architectural Resources Group, May 2025

Figure 3. North and west facades, view southeast.
Source: Architectural Resources Group, May 2025

Figure 4. South court entrance on west façade, view east.
Source: Architectural Resources Group, May 2025

***B12. References**:

AECOM. *NASA Ames Research Center Integrated Cultural Resources Management Plan*. Prepared for NASA Ames Research Center. November 2014.

Cole, Alexandra C. *Inventory and Evaluation of Cold War Era Resources*. Science Applications International Corporation. Prepared for National Aeronautics and Space Administration. March 1999.

***B14. Evaluator:** Brannon Smithwick and Jon Rusch, Architectural Resources Group

Prop# 127004 DOE-43-99-0306-0000

State of California -- The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # P-43-=002601
HRI #
Trinomial
NRHP Status Code 6Z
Other Listings
Review Code Reviewer Date / /

Page 1 of 2

*Resource Name or #: 680, Moffett Federal Airfield

P1. Other Identifier: Administration

*P2. Location: ☐ Not for Publication ☐ Unrestricted a. County Santa Clara

b. USGS 7.5' Quad Date T ; R ; 1/4 of 1/4 of Sec ; B.M.

c. Address Macon Road City Moffett Field Zip 94035

d. UTM: (Give more than one for large and/or linear feature) Zone , mE/ mN

e. Other Locational Data: (e.g. parcel #, legal description, directions to resource, elevation, additional UTMs, etc. as appropriate)

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

This one-story square building consists of a flat-roofed central block flanked by shed-roof wings. The lower walls are glazed concrete block and the upper walls are ribbed metal. Brushed concrete buttresses with bermed walls topped by tinted ribbon windows in metal frames are located on the north and south sides. The central entrance (west) has double doors of mirrored glass in metal frames, flanked by mirrored-glass walls. Single mirrored glass doors provide access on the west side.

*P3b. Resources Attributes: (List attributes and codes) HP34. Military Property

*P4. Resources Present: ■ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

P5b. Description of Photo: (View, date, etc.)
Northwest,
April 1998, Roll 1-1

*P6. Date Constructed/Age and Sources:
☐ Prehistoric ■ Historic ☐ Both
1980

*P7. Owner and Address:
U.S.A. as represented by
National Aeronautics and Space
Administration, Washington, D.C.

*P8. Recorded by: (Name, affiliation, address)
Alexandra C. Cole, SAIC
816 State Street, Suite 500
Santa Barbara, CA 93101

*P9. Date Recorded: 06/29/1998

*P10. Survey Type: (Describe)
Comprehensive Survey for Section 106 Compliance

*P11. Report Citation: (Cite survey report/other sources or "none") Inventory and Evaluation of Cold War Era Historical Resources, Moffett Federal Airfield

*Attachments: ☐ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ■ Building, Structure and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record
☐ Photograph Record ☐ Other: (List)

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary # P-43-002601
HRI #

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code 6Z

*Resource Name or #: 680, Moffett Federal Airfield

B1. Historic Name: Unknown

B2. Common Name: Unknown

B3. Original Use: Reserve Forces Training

B4. Present Use: CANG Headquarters

*B5. Architectural Style: No Style

*B6. Construction History: (Construction date, alterations, and date of alterations.)

1980

*B7. Moved? ■ No ☐ Yes ☐ Unknown Date: _____ Original Location: _____

*B8. Related Features:

B9a. Architect: Reid & Tarics, S.F.

b. Builder: Unknown

*B10. Significance: Theme Cold War Area United States

Period of Significance 1946-1989 Property Type Military Applicable Criteria G

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

This Cold War-era building is considered a support building, a type found at any Naval installation regardless of mission. It is therefore not of exceptional national significance and is not considered eligible for the National Register of Historic Places (Criterion G).

B11. Additional Resource Attributes: (List attributes and codes)

*B12. References:

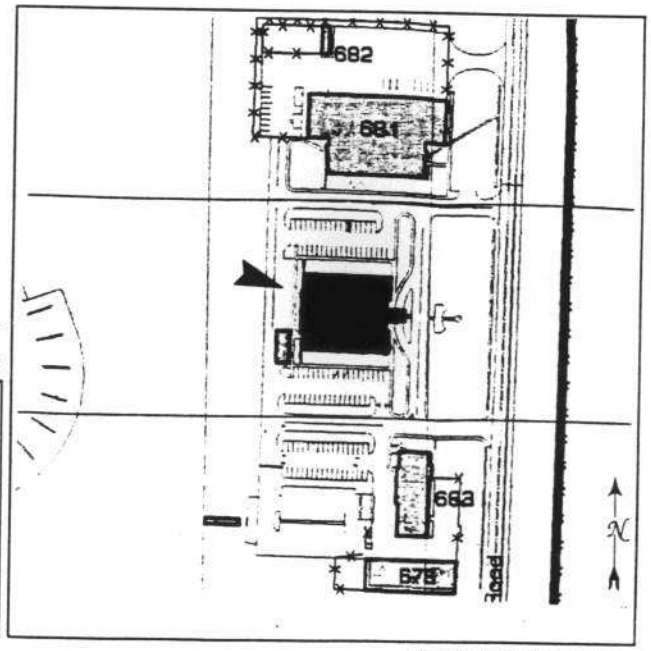
Real Property Form

B13. Remarks:

*B14. Evaluator: Alexandra C. Cole

Date of Evaluation: 05/01/1998

(This space reserved for official comments.)



*Required information

P1. Other Identifier: N/A
***P2. Location:** ☐ Not for Publication ☒ Unrestricted

- ***a. County**: Santa Clara
- ***b. USGS 7.5' Quad** Mountain View, CA **Date:** 2021 **Township:** 6S; **Range:** 2W
- c. Address: 680 Macon Road City: Moffett Field Zip: 94035
- d. UTM: Zone 10 S, 585086 mE / 4140434 mN
- e. Other Locational Data: N/A

***P3a. Description:**
The purpose of this DPR Continuation Sheet is to update the existing record for Building 680. Building 680 was constructed in 1980 and has previously been evaluated using exceptional importance threshold established by National Register of Historic Places (NRHP) Criterion Consideration G, which applies to resources that have potentially achieved significance within the past 50 years. The resource has now reached historic age, such that it requires a NRHP evaluation that does not reference Criterion Consideration G. Furthermore, it is being evaluated for listing in the California Register of Historical Resources (CRHR), which does not utilize a 50-year significance threshold. (See continuation sheet.)

***P8. Recorded by:**
Jon Rusch and Isabel Scanlon, Architectural Resources Group
Pier 9, The Embarcadero, Suite 107
San Francisco, CA, 94111

***P9. Date Recorded:** May 2025

***P10. Survey Type:** Intensive

***P11. Report Citation**: Architectural Resources Group and Albion Environmental, *Cultural Resource Inventory Report for the Berkeley Space Center at NASA Research Park Project*, April 2026, prepared for University of California, Berkeley and National Aeronautics and Space Administration Ames Research Center.

P5a. Photograph or Drawing

P5b. Description of Photo:
Figure 1. East façade, view west (Google, 2022)

***Attachments:** ☐ NONE ☐ Location Map ☒ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record ☒ Other (List): Alexandra C. Cole, DPR 523A and 523B Forms, *Inventory and Evaluation of Cold War Era Historical Resources, Moffett Federal Airfield*, Science Applications International Corporation, June 29, 1998.

***P3a. Description (continued):**

Building 680 is a one-story, rectangular plan building located on the California Air National Guard cantonment east of the Moffett Federal Airfield runway complex. The one-story building is formed by a central, flat-roofed volume flanked on its north and south sides by shed-roofed wings; the roof of each wing rises toward the center of the building. The building's walls are generally constructed of concrete, although corrugated metal panels cover the walls above the height of first-story windows. Panels of the same design continue on the roofs of the side wings.

At the primary (east) façade, which faces Macon Road, the central mass contains a ribbon of large windows containing reflective glass. At the center of the façade is a canopy connected to a non-original flat-roof roof structure spanning over a crescent-shaped approach drive. One pedestrian door is present at the south wing.

The north and south façades are similar in design to one another. Each features a series of shaped concrete buttresses that project out from the primary façade plane. In between the buttresses are earthen berms, which rise approximately midway up the height of the façade. Above the berms are recessed window bands in metal frames. The rear (west) façade is more utilitarian in character and contains several glazed and metal slab pedestrian doors. The immediate setting of the building includes rows of mature coniferous trees that line the north and south façades; surface parking lots spread across the surrounding site to the south, west, and north of the building.

***B10: Significance:** **Theme:** N/A **Area:** N/A
Period of Significance: N/A **Property Type:** N/A **Applicable Criteria:** N/A

Overview of Historical Development and Operations at Moffett Field[1]

Naval Air Station (NAS) Sunnyvale was established in August 1931, and construction began that October. Hangar One, the massive steel-frame structure built to house the dirigible USS *Macon*, the flagship for NAS Sunnyvale, was completed in April 1933. West of Hangar One, the Navy Bureau of Yards and Docks built a campus of Spanish Colonial–style buildings (Shenandoah Plaza) to support dirigible operations on the airfield. East of Hangar One, closer to San Francisco Bay, land was cleared and leveled for a single-runway airfield. The USS *Macon* arrived at NAS Sunnyvale in October 1933 and was stationed there until February 1935, when the dirigible crashed in the Pacific Ocean. Soon after the crash, the Navy terminated its dirigible program at NAS Sunnyvale and transferred the installation to the U.S. Army Air Corps for use in pursuit and observation operations.

Under the Army Air Corps, operations changed from lighter-than-air (LTA) to fixed-wing aircraft used in pursuit and training operations. In 1938, the Army Air Corps removed the older runway system and built a 2,140-foot-long runway using 3-inch-thick asphalt concrete. In 1940, anticipating the outbreak of World War II, the Army Air Corps converted the airfield to become its West Coast training headquarters.

After the strike on Pearl Harbor in December 1941, the Navy reassumed control of the airfield, which was renamed NAS Moffett Field (Moffett Field). LTA operations were needed by the military once again, and Moffett Field became devoted exclusively to LTA aviation, primarily for reconnaissance and surveillance of the Pacific coast. Moffett Field was also used to train new airship pilots, using free balloons and blimps. In 1942, construction started on the first of two new enormous wood-frame hangars on the east side of the airfield. Hangars Two and Three were completed in 1943 and used by the Navy Station Assembly and Repair Department to assemble, erect, store, and maintain blimps and balloons.

LTA operations continued at Moffett Field until August 1947, when the program was deemed obsolete, making Moffett Field an exclusively fixed-wing aircraft base. After World War II, Moffett Field became home to Squadron 4 of the Naval Air Transport Service, with support operations dedicated to aircraft maintenance and overhaul. The airfield was expanded and extended to accommodate the Navy's largest transport aircraft. In 1946, a second runway was built of 8-inch-thick reinforced concrete to an original length of 7,425 feet. In the late 1940s, two more air transport squadrons were commissioned at the base, making Moffett Field the largest Naval Air Transport Service base on the West Coast. Moffett Field's Naval Air Transport Service overhaul and repair operations were closed down in October 1949.

The Korean War started in June 1950, and Moffett Field became the home base for aircraft carrier squadrons and their jet fighter aircrafts. Navy carrier squadrons stationed at Moffett Field used the airfield for training purposes, including simulated carrier landings. Almost every new supersonic jet fighter aircraft in the Navy or U.S. Air Force inventories in the early 1950s was flight-tested at Moffett Field.

[1] This historical context overview is excerpted and slightly adapted from AECOM, *NASA Ames Research Center Integrated Cultural Resources Management Plan*, prepared for NASA Ames Research Center, November 2014.

In June 1951, to accommodate jet operations at Moffett Field, the Navy embarked on the largest post-World War II expansion program at the airfield. Both runways were extended and resurfaced at least once; taxiways were expanded; parking and apron areas were added; and new supply, transportation, garage, and barracks buildings were constructed. The Flight Operations Building (158) was completed in February 1954. Jet operations at Moffett Field were so extensive that the base was designated a master jet base in 1953, and operational units on-site reached an all-time high in 1955. However, by the early 1960s, the Navy's operational priorities had changed, and the focus shifted from fighter jets to anti-submarine warfare. Jet operations at Moffett Field ended in 1961.

In November 1962, Moffett Field was selected as the West Coast's training center for the Navy's anti-submarine warfare in the Pacific Ocean. The training was centered on the new propeller-driven anti-submarine aircraft, the Lockheed P3 Orion. The P3 Orion had an internal bomb bay that could house torpedoes; nuclear weapons; and various other mines, missiles, and bombs.

In 1973, Moffett Field became the headquarters of the Commander Patrol Wings, U.S. Pacific Fleet, responsible for patrolling 93 million square miles of ocean from Alaska to Hawaii.

In 1991, the Base Realignment and Closure Commission recommended the closure of Moffett Field as a naval air station. In anticipation of the station's closure, the Department of Defense began negotiations with the National Aeronautics and Space Administration for the transfer of the airfield. On July 1, 1994, Moffett Field was closed to military operations, renamed Moffett Federal Airfield, and transferred to NASA (with the exception of the military housing units, which were transferred to the U.S. Air Force).

Construction and Occupancy History

Building 680 was constructed as a facility for the 129th Aerospace Rescue and Recovery Group of the California Air National Guard (CANG). The unit was established as the 129th Air Resupply Group in 1955 at Hayward Air Terminal in Alameda County. Between the 1950s and the 1970s, its original airlift mission expanded to include combat and civilian rescue operations using fixed-wing and rotary-wing aircraft. As a result of the 129th's growth in the 1970s, the unit required larger aviation facilities to support training and deployment. In 1976, the U.S. Air Force announced plans to relocate the unit to Moffett Field.[2]

All new CANG facilities, including Building 680, were built along Macon Road at the southeast corner of the airfield, in a site that had previously remained undeveloped during Moffett Field's expansion during the Cold War. Previous documentation prepared for the building states it was designed by San Francisco architecture firm Reid and Tarics Associates, and that it originally housed reserve forces training. While based at Moffett Field, the 129th Aerospace Rescue and Recovery Group has trained to support rescue operations organized by the U.S. Air Force, U.S. Coast Guard, and State of California. The unit was designated the 129th Air Rescue Group in 1989, and subsequently the 129th Rescue Wing in 1995. By the late 1990s, Building 680 housed the headquarters of the 129th.[3] CANG continues to occupy the building.

Previous Documentation and Evaluations

Building 680, CANG Headquarters, dates to the Cold War period and was documented as part of the Inventory and Evaluation of Cold War Resources at Moffett Federal Airfield (1999), which addressed facilities built and/or operated between 1946 and 1989. At the time of the survey, Building 680 was less than 50 years old. Building 680 was documented on a DPR form and received a brief evaluation using NRHP Criterion Consideration G due to its then-recent construction date. The evaluation concluded that Building 680 did not meet the threshold of exceptional significance established by Criterion Consideration G. Therefore, the building did not meet the eligibility requirements of the NRHP at the time of this evaluation.[4]

Building 680 is located within the proposed expanded boundary of the United States Naval Air Station Sunnyvale, California Historic District, which NASA delineated in 2013 to recognize the historical significance of the installation's airfield and its associated naval missions. The proposed period of significance for the expanded historic district was 1930-1961. Because Building 680 was

[2] "Air Guard Unit To Be Transferred from Hayward to Moffett Field," *Palo Alto Times*, October 13, 1976; "129th Rescue Wing History," 129th Rescue Wing, California Air National Guard, accessed June 12, 2025, https://www.129rqw.ang.af.mil/About-Us/History/.

[3] Alexandra C. Cole, *Inventory and Evaluation of Cold War Era Resources*, Science Applications International Corporation, prepared for National Aeronautics and Space Administration, March 1999.

[4] Cole, *Inventory and Evaluation of Cold War Era Resources*, 39.

constructed after the end of this period and did not support significant naval missions during the early Cold War, it was not included in the expanded historic district's preliminary list of contributing features.[5]

National Register of Historic Resources and California Register of Historical Resources Evaluation

The following section documents a new evaluation of Building 680, the ANG Headquarters, to determine whether the property meets the eligibility criteria for listing in the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR). To be eligible for listing in the NRHP and/or CRHR, a resource must demonstrate significance under one or more of the following criteria:

- NRHP Criterion A/CRHR Criterion 1 (Events): Resources that are associated with events that have made a significant contribution to the broad patterns of our history.
- NRHP Criterion B/CRHR Criterion 2 (Persons): Resources that are associated with the lives of persons significant in our past.
- NRHP Criterion C/CRHR Criterion 3 (Design/Construction): Resources that embody the distinctive characteristics of a type, period, region, or method of construction, or that represent the work of a master, or that possess high artistic values., or that represent a significant and distinguishable entity whose components may lack individual distinction.
- NRHP Criterion D/CRHR Criterion 4 (Information Potential): Resources that have yielded, or may be likely to yield, information important in prehistory or history.

Criterion A/Criterion 1

Criterion A/Criterion 1 pertains to a resource's association with events that have made a significant contribution to the broad patterns of history. Building 680 is a support facility that was constructed to house training and administration functions of the CANG 129th Aerospace Rescue and Recovery Group. This squadron had pursued a search and rescue mission while based in Hayward beginning in 1976, and the construction of new facilities at Moffett Field during the early 1980s reflects the growth of the 129th's missions. While based at Moffett Field, the 129th participated in lifesaving missions during combat and other emergency scenarios, but the squadron does not appear to have contributed to historically significant methods of search and rescue mobilization. As a training and headquarters facility, Building 680 does not appear to have been the location of events that had a significant influence on local, California, or United States history.

Therefore, Building 680 does not appear to meet the threshold for significance under Criterion A/Criterion 1.

Criterion B/Criterion 2

Criterion B/Criterion 2 relates to a resource's association with the lives of persons significant in our past. As an institutional facility, Building 680 has been accessible to myriad military and civilian personnel over the course of its history. However, research did not identify any individual persons with a direct relationship to the resource that would associate it with historically significant accomplishments.

Therefore, Building 680 does not appear to meet the threshold for significance under Criterion B/Criterion 2.

Criterion C/Criterion 3

Criterion C/Criterion 3 correlates with a resource's ability to embody the distinctive characteristics of a type, period, or method of construction; its ability to represent the work of a master; whether it possesses high artistic values; or its ability to represent a significant and distinguishable entity whose components may lack individual distinction. Building 680 was designed by architecture firm Reid and Tarics Associates, and it exhibits some characteristics that are broadly associated with architectural Modernism. These include the building's composition of basic volumes, palette of functional exterior materials, and general lack of ornamentation. However, Building 680 appears to be an unremarkable example of a building designed for an institutional use. None of the building's physical characteristics reflect a particular innovative approach to volume, materials, or other methods of architectural expression. Reid and Tarics Associates is not a widely documented architecture firm of the second half of the twentieth century in the San Francisco Bay Area. For these reasons, the building lacks distinguished design elements/artistic value, and it does not appear to represent the work of a master architect, builder, design professional, or artisan.

Therefore, Building 680 does not appear to meet the threshold for significance under Criterion C/Criterion 3.

[5] AECOM, *Historic Property Survey Report for the Airfield at NASA Ames Research Center*, prepared for NASA Ames Research Center, November 26, 2013, 5-1 through 5-8, Appendix C.

Criterion D/Criterion 4

Criterion D/Criterion 4 pertains to the potential for a resource to provide information on pre- and/or post-contact history and is generally applied to archaeological resources. In consideration of this criterion, Building 680 does not appear to fill a known data gap or research questions related to significant aspects of Moffett Federal Airfield's history or physical development that is not otherwise detailed extensively in available primary and secondary historical sources.

Therefore, Building 680 does not appear to meet the threshold for significance under Criterion D/Criterion 4.

Integrity

Eligibility for listing in the NRHP and CRHR requires that a resource must also retain sufficient integrity to convey its identified significance under the applicable significance criteria. Integrity is defined as a resource's ability to convey its significance and is measured according to seven aspects defined by the National Park Service: location, design, materials, workmanship, setting, association, and feeling. Because Building 680 is not significant under any of the evaluative criteria, a full integrity assessment is not necessary to document its ineligibility for NRHP and CRHR listing.

District Contributor Status

Building 680 is located within the proposed boundary of the expanded Naval Air Station Sunnyvale, California Historic District, but it has not previously been recommended as a contributor to the district. The current evaluation considered the association of Building 680 with the surrounding historic district and corroborates the building does not qualify as a district contributor. Building 680's construction date of 1980 falls outside the period of significance of the expanded NAS Sunnyvale Historic District (1930-1961), and it did not support the installation's significant missions that justify the expanded historic district's NRHP eligibility.

Conclusion

As described above, Building 680 does not rise to the level of significance necessary for inclusion in the NRHP and CRHR. the building does not appear to qualify as a historic property for the purposes of Section 106 compliance, nor does it appear to qualify as a historical resource for the purposes of the California Environmental Quality Act.

Additional Images:

Figure 2. Bird's eye view of Building 680's south and east façades, view facing northwest.
Source: Vexcel Imaging US, Inc. via Google, 2025

***B12. References**:

"129th Rescue Wing History." 129th Rescue Wing, California Air National Guard. Accessed June 12, 2025. https://www.129rqw.ang.af.mil/About-Us/History/.

AECOM. *Historic Property Survey Report for the Airfield at NASA Ames Research Center*. Prepared for NASA Ames Research Center. November 26, 2013.

———. *NASA Ames Research Center Integrated Cultural Resources Management Plan*. Prepared for NASA Ames Research Center. November 2014.

"Air Guard Unit To Be Transferred from Hayward to Moffett Field." *Palo Alto Times*. October 13, 1976.

Cole, Alexandra C. *Inventory and Evaluation of Cold War Era Resources*. Science Applications International Corporation. Prepared for National Aeronautics and Space Administration. March 1999.

***B14. Evaluator:** Jon Rusch, Architectural Resources Group

Prop#127007 DOE-43-99-0309-0000

State of California -- The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # P-43-002604
HRI #
Trinomial
NRHP Status Code 6Z
Other Listings
Review Code Reviewer Date / /

Page 1 of 2

*Resource Name or #: 683, Moffett Federal Airfield

P1. Other Identifier: Civil Engineering Office

*P2. Location: ☐ Not for Publication ☐ Unrestricted a. County Santa Clara

b. USGS 7.5' Quad Date T ; R ; 1/4 of 1/4 of Sec ; B.M.

c. Address Macon Road City Moffett Field Zip 94035

d. UTM: (Give more than one for large and/or linear feature) Zone , mE/ mN

e. Other Locational Data: (e.g. parcel #, legal description, directions to resource, elevation, additional UTMs, etc. as appropriate)

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

This irregular-shaped building is constructed of glazed concrete block and ribbed metal. The main entrance wall (north) has three brushed concrete buttresses with planted berms topped by tinted ribbon windows in metal frames. The front shed roof is standing seam metal and the rear is a flat roof. The rear section has plywood panel lower walls and ribbed metal upper walls. Metal single and double doors provide access on the west and east sides. The building houses offices in the front section and shops at the rear. A rough concrete masonry wall connects this building to 679 to the south, providing a walled outdoor storage area.

*P3b. Resources Attributes: (List attributes and codes) HP34. Military Property

*P4. Resources Present: ■ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

P5b. Description of Photo: (View, date, etc.)
Southwest,
April 1998, Roll 1-23

*P6. Date Constructed/Age and Sources:
☐ Prehistoric ■ Historic ☐ Both
1980

*P7. Owner and Address:
U.S.A. as represented by
National Aeronautics and Space
Administration, Washington, D.C.

*P8. Recorded by: (Name, affiliation, address)
Alexandra C. Cole, SAIC
816 State Street, Suite 500
Santa Barbara, CA 93101

*P9. Date Recorded: 06/29/1998

*P10. Survey Type: (Describe)
Comprehensive Survey for Section 106 Compliance

*P11. Report Citation: (Cite survey report/other sources or "none") Inventory and Evaluation of Cold War Era Historical Resources, Moffett Federal Airfield

*Attachments: ☐ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ■ Building, Structure and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record
☐ Photograph Record ☐ Other: (List)

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary # P-43-002604
HRI #

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code 6Z

*Resource Name or #: 683, Moffett Federal Airfield

B1. Historic Name: Unknown

B2. Common Name: Unknown

B3. Original Use: Civil Engineer/Maintenance B4. Present Use: CANG CE SVC/Maintenance

*B5. Architectural Style: No Style

*B6. Construction History: (Construction date, alterations, and date of alterations.)

1980

*B7. Moved? ■ No ☐ Yes ☐ Unknown Date: _____ Original Location: _____

*B8. Related Features:

B9a. Architect: Reid & Tarics, S.F. b. Builder: Unknown

*B10. Significance: Theme Cold War Area United States

Period of Significance 1946-1989 Property Type Military Applicable Criteria G

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

This Cold War-era building is considered a support building, a type found at any Naval installation regardless of mission. It is therefore not of exceptional national significance and is not considered eligible for the National Register of Historic Places (Criterion G).

B11. Additional Resource Attributes: (List attributes and codes) _____

*B12. References:

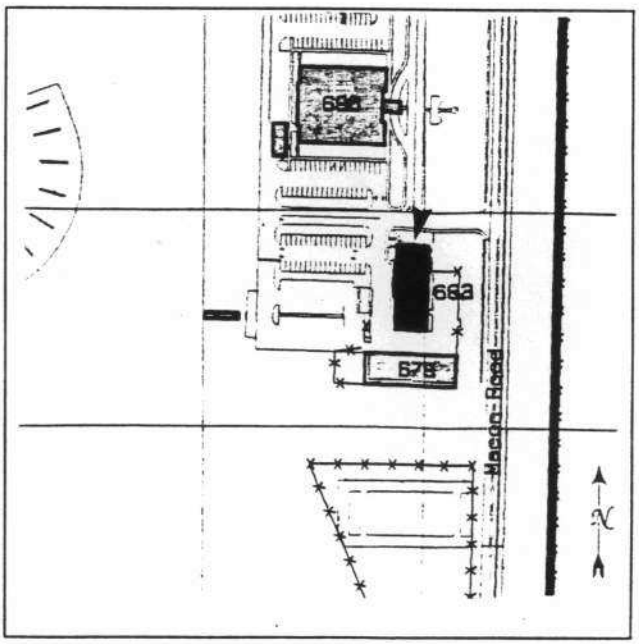
Real Property Form

B13. Remarks:

*B14. Evaluator: Alexandra C. Cole

Date of Evaluation: 05/01/1998

(This space reserved for official comments.)



*Required information

Resource Name or # Building 683, CANG Civil Engineering
***Recorded by:** Architectural Resources Group
***Date:** December 19, 2025 ☐ Continuation ☒ Update

P1. Other Identifier: N/A
***P2. Location:** ☐ Not for Publication ☒ Unrestricted

- ***a. County**: Santa Clara
- ***b. USGS 7.5' Quad** Mountain View, CA **Date:** 2021 **Township:** 6S; **Range:** 2W
- c. Address: Macon Road City: Moffett Field Zip: 94035
- d. UTM: Zone 10 S, 585128 mE / 4140349 mN
- e. Other Locational Data: N/A

***P3a. Description:**
The purpose of this DPR Continuation Sheet is to update the existing record for Building 683. Building 683 was constructed in 1980 and has previously been evaluated using exceptional importance threshold established by National Register of Historic Places (NRHP) Criterion Consideration G, which applies to resources that have potentially achieved significance within the past 50 years. The resource has now reached historic age, such that it requires a NRHP evaluation that does not reference Criterion Consideration G. Furthermore, it is being evaluated for listing in the California Register of Historical Resources (CRHR), which does not utilize a 50-year significance threshold. (See continuation sheet.)

***P8. Recorded by:**
Jon Rusch and Isabel Scanlon, Architectural Resources Group
Pier 9, The Embarcadero, Suite 107
San Francisco, CA, 94111

***P9. Date Recorded:** May 2025

***P10. Survey Type:** Intensive

***P11. Report Citation**: Architectural Resources Group and Albion Environmental, *Cultural Resource Inventory Report for the Berkeley Space Center at NASA Research Park Project*, April 2026, prepared for University of California, Berkeley and National Aeronautics and Space Administration Ames Research Center.

P5a. Photograph or Drawing

P5b. Description of Photo:
Figure 1. East and north façades, view southwest (Google, 2022)

***Attachments:** ☐ NONE ☐ Location Map ☒ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record ☒ Other (List): Alexandra C. Cole, DPR 523A and 523B Forms, *Inventory and Evaluation of Cold War Era Historical Resources, Moffett Federal Airfield*, Science Applications International Corporation, June 29, 1998.

***P3a. Description (continued):**

Building 683 is a one-story building located on the California Air National Guard cantonment east of the Moffett Federal Airfield runway complex. The building is comprised of multiple volumes with shed and flat roofs, forming a generally rectangular plan. The front (north) volume has a shed roof and features architectural treatments that are similar to the adjacent CANG Headquarters building (Building 680). Shaped concrete buttresses extend from the north façade; between them lies bermed earth, which rises approximately midway up the façade. Above the berms are bands of windows. Two buttresses flank the primary entrance, which comprises a glazed pedestrian door. The entrance faces a raised, round planting bed. The same standing-seam metal that covers the roof slope forms a frieze along the roofline of this façade. The central and rear volumes have flat roofs, although the roof of the rear volume is slightly taller. Standing-seam metal panels cover the upper portions of both flat-roofed volumes, and they feature numerous metal slab pedestrian and vehicular loading doors. A storage yard enclosed by a concrete masonry unit wall adjoins the building to the east and is sheltered by a non-original, flat-roofed metal canopy structure with mercury vapor light fixtures.

***B10: Significance:** **Theme:** N/A **Area:** N/A
Period of Significance: N/A **Property Type:** N/A **Applicable Criteria:** N/A

Overview of Historical Development and Operations at Moffett Field[1]

Naval Air Station (NAS) Sunnyvale was established in August 1931, and construction began that October. Hangar One, the massive steel-frame structure built to house the dirigible USS *Macon*, the flagship for NAS Sunnyvale, was completed in April 1933. West of Hangar One, the Navy Bureau of Yards and Docks built a campus of Spanish Colonial–style buildings (Shenandoah Plaza) to support dirigible operations on the airfield. East of Hangar One, closer to San Francisco Bay, land was cleared and leveled for a single-runway airfield. The USS *Macon* arrived at NAS Sunnyvale in October 1933 and was stationed there until February 1935, when the dirigible crashed in the Pacific Ocean. Soon after the crash, the Navy terminated its dirigible program at NAS Sunnyvale and transferred the installation to the U.S. Army Air Corps for use in pursuit and observation operations.

Under the Army Air Corps, operations changed from lighter-than-air (LTA) to fixed-wing aircraft used in pursuit and training operations. In 1938, the Army Air Corps removed the older runway system and built a 2,140-foot-long runway using 3-inch-thick asphalt concrete. In 1940, anticipating the outbreak of World War II, the Army Air Corps converted the airfield to become its West Coast training headquarters.

After the strike on Pearl Harbor in December 1941, the Navy reassumed control of the airfield, which was renamed NAS Moffett Field (Moffett Field). LTA operations were needed by the military once again, and Moffett Field became devoted exclusively to LTA aviation, primarily for reconnaissance and surveillance of the Pacific coast. Moffett Field was also used to train new airship pilots, using free balloons and blimps. In 1942, construction started on the first of two new enormous wood-frame hangars on the east side of the airfield. Hangars Two and Three were completed in 1943 and used by the Navy Station Assembly and Repair Department to assemble, erect, store, and maintain blimps and balloons.

LTA operations continued at Moffett Field until August 1947, when the program was deemed obsolete, making Moffett Field an exclusively fixed-wing aircraft base. After World War II, Moffett Field became home to Squadron 4 of the Naval Air Transport Service, with support operations dedicated to aircraft maintenance and overhaul. The airfield was expanded and extended to accommodate the Navy's largest transport aircraft. In 1946, a second runway was built of 8-inch-thick reinforced concrete to an original length of 7,425 feet. In the late 1940s, two more air transport squadrons were commissioned at the base, making Moffett Field the largest Naval Air Transport Service base on the West Coast. Moffett Field's Naval Air Transport Service overhaul and repair operations were closed down in October 1949.

The Korean War started in June 1950, and Moffett Field became the home base for aircraft carrier squadrons and their jet fighter aircrafts. Navy carrier squadrons stationed at Moffett Field used the airfield for training purposes, including simulated carrier landings. Almost every new supersonic jet fighter aircraft in the Navy or U.S. Air Force inventories in the early 1950s was flight-tested at Moffett Field.

In June 1951, to accommodate jet operations at Moffett Field, the Navy embarked on the largest post-World War II expansion program at the airfield. Both runways were extended and resurfaced at least once; taxiways were expanded; parking and apron areas were added; and new supply, transportation, garage, and barracks buildings were constructed. The Flight Operations Building (158) was completed in February 1954. Jet operations at Moffett Field were so extensive that the base was designated a master jet base in 1953, and operational units on-site reached an all-time high in 1955. However, by the early 1960s, the Navy's operational

[1] This historical context overview is excerpted and slightly adapted from AECOM, *NASA Ames Research Center Integrated Cultural Resources Management Plan*, prepared for NASA Ames Research Center, November 2014.

priorities had changed, and the focus shifted from fighter jets to anti-submarine warfare. Jet operations at Moffett Field ended in 1961.

In November 1962, Moffett Field was selected as the West Coast's training center for the Navy's anti-submarine warfare in the Pacific Ocean. The training was centered on the new propeller-driven anti-submarine aircraft, the Lockheed P3 Orion. The P3 Orion had an internal bomb bay that could house torpedoes; nuclear weapons; and various other mines, missiles, and bombs.

In 1973, Moffett Field became the headquarters of the Commander Patrol Wings, U.S. Pacific Fleet, responsible for patrolling 93 million square miles of ocean from Alaska to Hawaii.

In 1991, the Base Realignment and Closure Commission recommended the closure of Moffett Field as a naval air station. In anticipation of the station's closure, the Department of Defense began negotiations with the National Aeronautics and Space Administration for the transfer of the airfield. On July 1, 1994, Moffett Field was closed to military operations, renamed Moffett Federal Airfield, and transferred to NASA (with the exception of the military housing units, which were transferred to the U.S. Air Force).

Construction and Occupancy History

Building 683 was constructed as a facility for the 129th Aerospace Rescue and Recovery Group of the California Air National Guard (CANG). The unit was established as the 129th Air Resupply Group in 1955 at Hayward Air Terminal in Alameda County. Between the 1950s and the 1970s, its original airlift mission expanded to include combat and civilian rescue operations using fixed-wing and rotary-wing aircraft. As a result of the 129th's growth in the 1970s, the unit required larger aviation facilities to support training and deployment. In 1976, the U.S. Air Force announced plans to relocate the unit to Moffett Field.[2]

All new CANG facilities, including Building 683, were built along Macon Road at the southeast corner of the airfield, in a site that had previously remained undeveloped during Moffett Field's expansion during the Cold War. Previous documentation prepared for the building states it was designed by San Francisco architecture firm Reid and Tarics Associates, and that it originally housed CANG civil engineering faciliites. While based at Moffett Field, the 129th Aerospace Rescue and Recovery Group has trained to support rescue operations organized by the U.S. Air Force, U.S. Coast Guard, and State of California. The unit was designated the 129th Air Rescue Group in 1989, and subsequently the 129th Rescue Wing in 1995.[3] CANG continues to occupy the building.

Previous Documentation and Evaluations

Building 683, CANG Civil Engineering, dates to the Cold War period and was documented as part of the Inventory and Evaluation of Cold War Resources at Moffett Federal Airfield (1999), which addressed facilities built and/or operated between 1946 and 1989. At the time of the survey, Building 683 was less than 50 years old. Building 683 was documented on a DPR form and received a brief evaluation using NRHP Criterion Consideration G due to its then-recent construction date. The evaluation concluded that Building 683 did not meet the threshold of exceptional significance established by Criterion Consideration G. Therefore, the building did not meet the eligibility requirements of the NRHP at the time of this evaluation.[4]

Building 683 is located within the proposed expanded boundary of the United States Naval Air Station Sunnyvale, California Historic District, which NASA delineated in 2013 to recognize the historical significance of the installation's airfield and its associated naval missions. The proposed period of significance for the expanded historic district was 1930-1961. Because Building 683 was constructed after the end of this period and did not support significant naval missions during the early Cold War, it was not included in the expanded historic district's preliminary list of contributing features.[5]

National Register of Historic Resources and California Register of Historical Resources Evaluation

The following section documents a new evaluation of Building 683, CANG Civil Engineering, to determine whether the property meets the eligibility criteria for listing in the National Register of Historic Places (NRHP) and California Register of Historical

[2] "Air Guard Unit To Be Transferred from Hayward to Moffett Field," *Palo Alto Times*, October 13, 1976; "129th Rescue Wing History," 129th Rescue Wing, California Air National Guard, accessed June 12, 2025, https://www.129rqw.ang.af.mil/About-Us/History/.
[3] Alexandra C. Cole, *Inventory and Evaluation of Cold War Era Resources*, Science Applications International Corporation, prepared for National Aeronautics and Space Administration, March 1999.
[4] Cole, *Inventory and Evaluation of Cold War Era Resources*, 37.
[5] AECOM, *Historic Property Survey Report for the Airfield at NASA Ames Research Center*, prepared for NASA Ames Research Center, November 26, 2013, 5-1 through 5-8, Appendix C.

Resources (CRHR). To be eligible for listing in the NRHP and/or CRHR, a resource must demonstrate significance under one or more of the following criteria:

- NRHP Criterion A/CRHR Criterion 1 (Events): Resources that are associated with events that have made a significant contribution to the broad patterns of our history.
- NRHP Criterion B/CRHR Criterion 2 (Persons): Resources that are associated with the lives of persons significant in our past.
- NRHP Criterion C/CRHR Criterion 3 (Design/Construction): Resources that embody the distinctive characteristics of a type, period, region, or method of construction, or that represent the work of a master, or that possess high artistic values., or that represent a significant and distinguishable entity whose components may lack individual distinction.
- NRHP Criterion D/CRHR Criterion 4 (Information Potential): Resources that have yielded, or may be likely to yield, information important in prehistory or history.

Criterion A/Criterion 1

Criterion A/Criterion 1 pertains to a resource's association with events that have made a significant contribution to the broad patterns of history. Building 683 is a support facility that was constructed to house engineering functions of the CANG 129th Aerospace Rescue and Recovery Group. This squadron had pursued a search and rescue mission while based in Hayward beginning in 1976, and the construction of new facilities at Moffett Field during the early 1980s reflects the growth of the 129th's missions. While based at Moffett Field, the 129th participated in lifesaving missions during combat and other emergency scenarios, but the squadron does not appear to have contributed to historically significant methods of search and rescue mobilization. As an engineering facility, Building 683 does not appear to have been the location of events that had a significant influence on local, California, or United States history.

Therefore, Building 683 does not appear to meet the threshold for significance under Criterion A/Criterion 1.

Criterion B/Criterion 2

Criterion B/Criterion 2 relates to a resource's association with the lives of persons significant in our past. As an institutional facility, Building 683 has been accessible to myriad military and civilian personnel over the course of its history. However, research did not identify any individual persons with a direct relationship to the resource that would associate it with historically significant accomplishments.

Therefore, Building 683 does not appear to meet the threshold for significance under Criterion B/Criterion 2.

Criterion C/Criterion 3

Criterion C/Criterion 3 correlates with a resource's ability to embody the distinctive characteristics of a type, period, or method of construction; its ability to represent the work of a master; whether it possesses high artistic values; or its ability to represent a significant and distinguishable entity whose components may lack individual distinction. As a storage facility, Building 683 was designed by architecture firm Reid and Tarics Associates, and it exhibits some characteristics that are broadly associated with architectural Modernism. These include the building's composition of basic volumes, palette of functional exterior materials, and general lack of ornamentation. However, Building 683 appears to be an unremarkable example of a building designed for an institutional use. None of the building's physical characteristics reflect a particular innovative approach to volume, materials, or other methods of architectural expression. Reid and Tarics Associates is not a widely documented architecture firm of the second half of the twentieth century in the San Francisco Bay Area. For these reasons, the building lacks distinguished design elements/artistic value, and it does not appear to represent the work of a master architect, builder, design professional, or artisan.

Therefore, Building 683 does not appear to meet the threshold for significance under Criterion C/Criterion 3.

Criterion D/Criterion 4

Criterion D/Criterion 4 pertains to the potential for a resource to provide information on pre- and/or post-contact history and is generally applied to archaeological resources. In consideration of this criterion, Building 683 does not appear to fill a known data gap or research questions related to significant aspects of Moffett Federal Airfield's history or physical development that is not otherwise detailed extensively in available primary and secondary historical sources.

Therefore, Building 683 does not appear to meet the threshold for significance under Criterion D/Criterion 4.

Integrity

Eligibility for listing in the NRHP and CRHR requires that a resource must also retain sufficient integrity to convey its identified significance under the applicable significance criteria. Integrity is defined as a resource's ability to convey its significance and is measured according to seven aspects defined by the National Park Service: location, design, materials, workmanship, setting, association, and feeling. Because Building 683 is not significant under any of the evaluative criteria, a full integrity assessment is not necessary to document its ineligibility for NRHP and CRHR listing.

District Contributor Status

Building 683 is located within the proposed boundary of the expanded Naval Air Station Sunnyvale, California Historic District, but it has not previously been recommended as a contributor to the district. The current evaluation considered the association of Building 683 with the surrounding historic district and corroborates the building does not qualify as a district contributor. Building 683's construction date of 1980 falls outside the period of significance of the expanded NAS Sunnyvale Historic District (1930-1961), and it did not support the installation's significant missions that justify the expanded historic district's NRHP eligibility.

Conclusion

As described above, Building 683 does not rise to the level of significance necessary for inclusion in the NRHP and CRHR. the building does not appear to qualify as a historic property for the purposes of Section 106 compliance, nor does it appear to qualify as a historical resource for the purposes of the California Environmental Quality Act.

Additional Images

Figure 2. Bird's eye view of Building 638's north and west façades, view facing southeast.
Source: Vexcel Imaging US, Inc. via Google, 2025

***B12. References**:

"129th Rescue Wing History." 129th Rescue Wing, California Air National Guard. Accessed June 12, 2025. https://www.129rqw.ang.af.mil/About-Us/History/.

AECOM. *Historic Property Survey Report for the Airfield at NASA Ames Research Center*. Prepared for NASA Ames Research Center. November 26, 2013.

———. *NASA Ames Research Center Integrated Cultural Resources Management Plan*. Prepared for NASA Ames Research Center. November 2014.

"Air Guard Unit To Be Transferred from Hayward to Moffett Field." *Palo Alto Times*. October 13, 1976.

Cole, Alexandra C. *Inventory and Evaluation of Cold War Era Resources*. Science Applications International Corporation. Prepared for National Aeronautics and Space Administration. March 1999.

***B14. Evaluator:** Jon Rusch, Architectural Resources Group

Prop#127011 DOE-43-99-0313-0006

State of California -- The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # P-43-002608
HRI #
Trinomial
NRHP Status Code 6Z
Other Listings
Review Code Reviewer Date / /

Page 1 of 2

*Resource Name or #: 949, Moffett Federal Airfield

P1. Other Identifier: Munitions Magazine

*P2. Location: ☐ Not for Publication ☐ Unrestricted a. County Santa Clara

b. USGS 7.5' Quad Date T ; R ; 1/4 of 1/4 of Sec ; B.M.

c. Address Zook Road City Moffett Field Zip 94035

d. UTM: (Give more than one for large and/or linear feature) Zone , mE/ mN

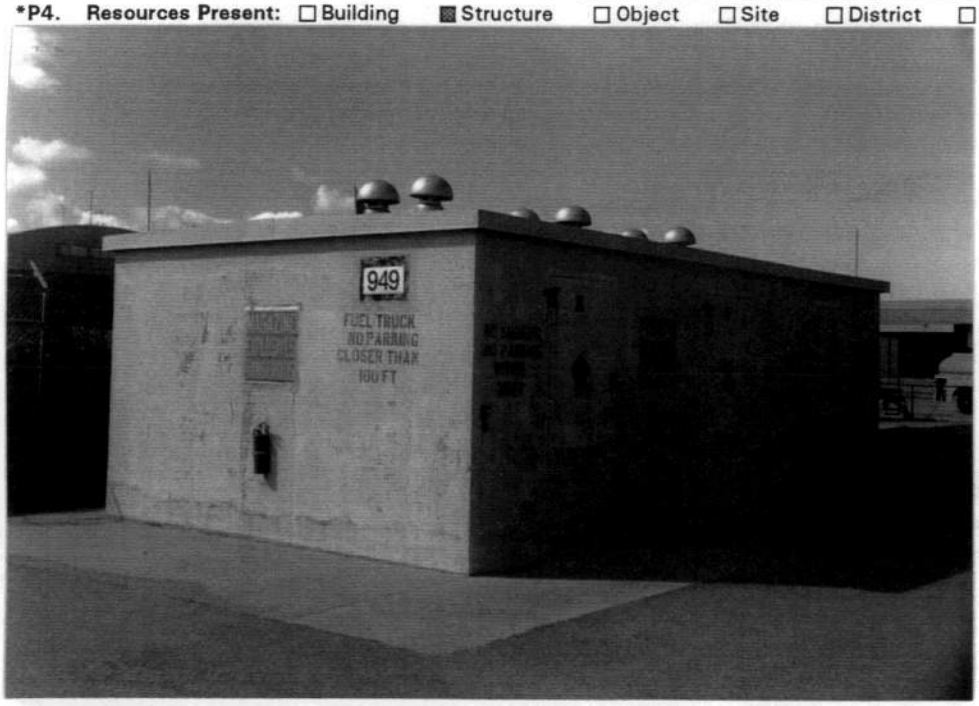
e. Other Locational Data: (e.g. parcel #, legal description, directions to resource, elevation, additional UTMs, etc. as appropriate)

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

This small rectangular flat-roofed building is made of concrete. It is divided into six small lockers with heavy metal doors, three on the east and three on the west. Each locker has a metal roof vent.

*P3b. Resources Attributes: (List attributes and codes) HP34. Military Property

*P4. Resources Present: ☐ Building ■ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)



P5b. Description of Photo: (View, date, etc.)
Northwest,
April 1998, Roll 4-12

*P6. Date Constructed/Age and Sources:
☐ Prehistoric ■ Historic ☐ Both
1956

*P7. Owner and Address:
U.S.A. as represented by
National Aeronautics and Space
Administration, Washington, D.C.

*P8. Recorded by: (Name, affiliation, address)
Alexandra C. Cole, SAIC
816 State Street, Suite 500
Santa Barbara, CA 93101

*P9. Date Recorded: 06/29/1998

*P10. Survey Type: (Describe)
Comprehensive Survey for Section 106 Compliance

*P11. Report Citation: (Cite survey report/other sources or "none") Inventory and Evaluation of Cold War Era Historical Resources, Moffett Federal Airfield

*Attachments: ☐ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ■ Building, Structure and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record
☐ Photograph Record ☐ Other: (List)

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary # P-43-002608
HRI #

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code 6Z

*Resource Name or #: 949, Moffett Federal Airfield

B1. Historic Name: Building 249

B2. Common Name: Unknown

B3. Original Use: High Explosives Magazine

B4. Present Use: CANG Ordnance Magazine

*B5. Architectural Style: No Style

*B6. Construction History: (Construction date, alterations, and date of alterations.)

1956

*B7. Moved? ■ No ☐ Yes ☐ Unknown Date: _____ Original Location: _____

*B8. Related Features:

B9a. Architect: Unknown

b. Builder: Unknown

*B10. Significance: Theme Cold War Area United States

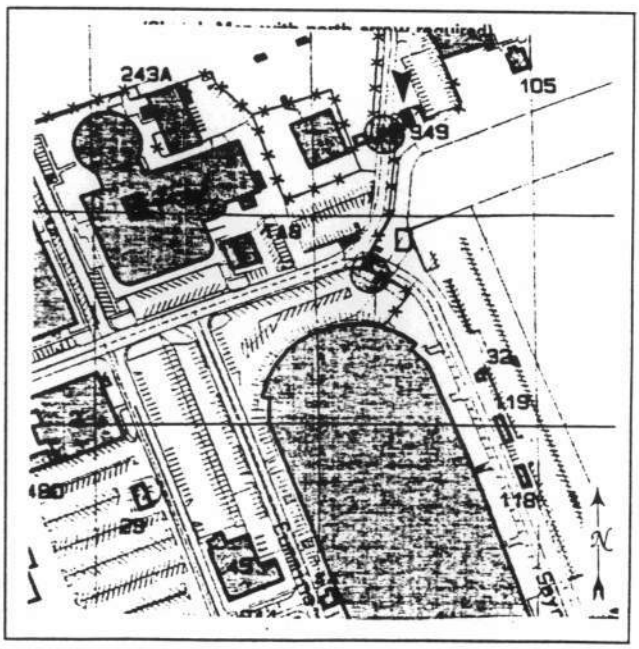
Period of Significance 1946-1989 Property Type Military Applicable Criteria G

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

This Cold War-era building is considered a support building, a type found at any Naval installation regardless of mission. It is therefore not of exceptional national significance and is not considered eligible for the National Register of Historic Places (Criterion G).

B11. Additional Resource Attributes: (List attributes and codes)

*B12. References:



B13. Remarks:

*B14. Evaluator: Alexandra C. Cole

Date of Evaluation: 05/01/1998

(This space reserved for official comments.)

*Required information

P1. Other Identifier: Building 249
***P2. Location:** ☐ Not for Publication ☒ Unrestricted

- ***a. County**: Santa Clara
- ***b. USGS 7.5' Quad** Mountain View, CA **Date:** 2021 **Township:** 6S; **Range:** 2W
- c. Address: Zook Road City: Moffett Field Zip: 94035
- d. UTM: Zone 10 S, 583696 mE / 4141389 mN
- e. Other Locational Data: N/A

***P3a. Description:**
The purpose of this DPR Continuation Sheet is to update the existing record for Building 949. Building 949 was constructed in 1956 and has previously been evaluated using exceptional importance threshold established by National Register of Historic Places (NRHP) Criterion Consideration G, which applies to resources that have potentially achieved significance within the past 50 years. The resource has now reached historic age, such that it requires a NRHP evaluation that does not reference Criterion Consideration G. Furthermore, it is being evaluated for listing in the California Register of Historical Resources (CRHR), which does not utilize a 50-year significance threshold. (See continuation sheet.)

***P8. Recorded by:**
Jon Rusch and Isabel Scanlon, Architectural Resources Group
Pier 9, The Embarcadero, Suite 107
San Francisco, CA, 94111

***P9. Date Recorded:** May 2025

***P10. Survey Type:** Intensive

***P11. Report Citation**: Architectural Resources Group and Albion Environmental, *Cultural Resource Inventory Report for the Berkeley Space Center at NASA Research Park Project*, April 2026, prepared for University of California, Berkeley and National Aeronautics and Space Administration Ames Research Center.

P5a. Photograph or Drawing

P5b. Description of Photo:
Figure 1. East and north façades, view southwest (ARG, May 2025).

***Attachments:** ☐ NONE ☐ Location Map ☒ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record ☒ Other (List): Alexandra C. Cole, DPR 523A and 523B Forms, *Inventory and Evaluation of Cold War Era Historical Resources, Moffett Federal Airfield*, Science Applications International Corporation, June 29, 1998.

***P3a. Description (continued):**

Building 949 is a one-story, rectangular-plan building located east of Zook Road and west of the Moffett Federal Airfield runway complex. Building 949 stands immediately to the north of a paved asphalt parking area along the northern edge of MF1002 (the aircraft parking apron along the east side of Hangar One), and it is separated from Zook Road by a metal chain-link fence.

Building 949 is constructed of concrete and has a concrete foundation. The building has a utilitarian, standardized design for explosives storage magazines. Its box-like mass measures approximately 30' by 20', and each of the longer façades (facing east and west) features three outward-swinging steel doors. Each door corresponds to an interior locker. A metal sign installed at the center of the north façade reads, "MAGAZINE EXPOSIVES DANGEROUS." The building's roof is generally flat and is punctuated by six metal mushroom-type ventilators (one for each locker).

***B10: Significance:** **Theme:** N/A **Area:** N/A
Period of Significance: N/A **Property Type:** N/A **Applicable Criteria:** N/A

Overview of Historical Development and Operations at Moffett Field[1]

Naval Air Station (NAS) Sunnyvale was established in August 1931, and construction began that October. Hangar One, the massive steel-frame structure built to house the dirigible USS *Macon*, the flagship for NAS Sunnyvale, was completed in April 1933. West of Hangar One, the Navy Bureau of Yards and Docks built a campus of Spanish Colonial–style buildings (Shenandoah Plaza) to support dirigible operations on the airfield. East of Hangar One, closer to San Francisco Bay, land was cleared and leveled for a single-runway airfield. The USS *Macon* arrived at NAS Sunnyvale in October 1933 and was stationed there until February 1935, when the dirigible crashed in the Pacific Ocean. Soon after the crash, the Navy terminated its dirigible program at NAS Sunnyvale and transferred the installation to the U.S. Army Air Corps for use in pursuit and observation operations.

Under the Army Air Corps, operations changed from lighter-than-air (LTA) to fixed-wing aircraft used in pursuit and training operations. In 1938, the Army Air Corps removed the older runway system and built a 2,140-foot-long runway using 3-inch-thick asphalt concrete. In 1940, anticipating the outbreak of World War II, the Army Air Corps converted the airfield to become its West Coast training headquarters.

After the strike on Pearl Harbor in December 1941, the Navy reassumed control of the airfield, which was renamed NAS Moffett Field (Moffett Field). LTA operations were needed by the military once again, and Moffett Field became devoted exclusively to LTA aviation, primarily for reconnaissance and surveillance of the Pacific coast. Moffett Field was also used to train new airship pilots, using free balloons and blimps. In 1942, construction started on the first of two new enormous wood-frame hangars on the east side of the airfield. Hangars Two and Three were completed in 1943 and used by the Navy Station Assembly and Repair Department to assemble, erect, store, and maintain blimps and balloons.

LTA operations continued at Moffett Field until August 1947, when the program was deemed obsolete, making Moffett Field an exclusively fixed-wing aircraft base. After World War II, Moffett Field became home to Squadron 4 of the Naval Air Transport Service, with support operations dedicated to aircraft maintenance and overhaul. The airfield was expanded and extended to accommodate the Navy's largest transport aircraft. In 1946, a second runway was built of 8-inch-thick reinforced concrete to an original length of 7,425 feet. In the late 1940s, two more air transport squadrons were commissioned at the base, making Moffett Field the largest Naval Air Transport Service base on the West Coast. Moffett Field's Naval Air Transport Service overhaul and repair operations were closed down in October 1949.

The Korean War started in June 1950, and Moffett Field became the home base for aircraft carrier squadrons and their jet fighter aircrafts. Navy carrier squadrons stationed at Moffett Field used the airfield for training purposes, including simulated carrier landings. Almost every new supersonic jet fighter aircraft in the Navy or U.S. Air Force inventories in the early 1950s was flight-tested at Moffett Field.

In June 1951, to accommodate jet operations at Moffett Field, the Navy embarked on the largest post-World War II expansion program at the airfield. Both runways were extended and resurfaced at least once; taxiways were expanded; parking and apron areas were added; and new supply, transportation, garage, and barracks buildings were constructed. The Flight Operations Building (158) was completed in February 1954. Jet operations at Moffett Field were so extensive that the base was designated a master jet base in 1953, and operational units on-site reached an all-time high in 1955. However, by the early 1960s, the Navy's operational

[1] This historical context overview is excerpted and slightly adapted from AECOM, *NASA Ames Research Center Integrated Cultural Resources Management Plan*, prepared for NASA Ames Research Center, November 2014.

priorities had changed, and the focus shifted from fighter jets to anti-submarine warfare. Jet operations at Moffett Field ended in 1961.

In November 1962, Moffett Field was selected as the West Coast's training center for the Navy's anti-submarine warfare in the Pacific Ocean. The training was centered on the new propeller-driven anti-submarine aircraft, the Lockheed P3 Orion. The P3 Orion had an internal bomb bay that could house torpedoes; nuclear weapons; and various other mines, missiles, and bombs.

In 1973, Moffett Field became the headquarters of the Commander Patrol Wings, U.S. Pacific Fleet, responsible for patrolling 93 million square miles of ocean from Alaska to Hawaii.

In 1991, the Base Realignment and Closure Commission recommended the closure of Moffett Field as a naval air station. In anticipation of the station's closure, the Department of Defense began negotiations with the National Aeronautics and Space Administration for the transfer of the airfield. On July 1, 1994, Moffett Field was closed to military operations, renamed Moffett Federal Airfield, and transferred to NASA (with the exception of the military housing units, which were transferred to the U.S. Air Force).

Construction and Occupancy History

Research has uncovered few details regarding the U.S. Navy's original construction of Building 949 in 1956. Originally known as Building 249, the facility functioned as a High Explosives Magazine. In 1999, it was in use by the California Air National Guard as ordnance storage.[2]

Previous Documentation and Evaluations

Building 949, the Ready Issue Magazine, dates to the Cold War period and was documented as part of the Inventory and Evaluation of Cold War Resources at Moffett Federal Airfield (1999), which addressed facilities built and/or operated between 1946 and 1989. At the time of the survey, Building 949 was less than 50 years old. Building 949 was documented on a DPR form and received a brief evaluation using NRHP Criterion Consideration G due to its then-recent construction date. The evaluation concluded that Building 949 did not meet the threshold of exceptional significance established by Criterion Consideration G. Therefore, the building did not meet the eligibility requirements of the NRHP at the time of this evaluation.[3]

National Register of Historic Resources and California Register of Historical Resources Evaluation

The following section documents a new evaluation of Building 949, the Ready Issue Magazine, to determine whether the property meets the eligibility criteria for listing in the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR). To be eligible for listing in the NRHP and/or CRHR, a resource must demonstrate significance under one or more of the following criteria:

- NRHP Criterion A/CRHR Criterion 1 (Events): Resources that are associated with events that have made a significant contribution to the broad patterns of our history.
- NRHP Criterion B/CRHR Criterion 2 (Persons): Resources that are associated with the lives of persons significant in our past.
- NRHP Criterion C/CRHR Criterion 3 (Design/Construction): Resources that embody the distinctive characteristics of a type, period, region, or method of construction, or that represent the work of a master, or that possess high artistic values., or that represent a significant and distinguishable entity whose components may lack individual distinction.
- NRHP Criterion D/CRHR Criterion 4 (Information Potential): Resources that have yielded, or may be likely to yield, information important in prehistory or history.

Criterion A/Criterion 1

Criterion A/Criterion 1 pertains to a resource's association with events that have made a significant contribution to the broad patterns of history. Building 949 is a support facility constructed for explosive ammunition storage, a function that indirectly supported the major jet squadron operations that defined the operations of Moffett Field during the 1950s. Considered individually,

[2] Alexandra C. Cole, Final Inventory and Evaluation of Cold War Era Historical Resources: Moffett Federal Airfield, Moffett Field, California; NASA Crows Landing Flight Facility, Crows Landing, California (Santa Barbara, CA: Science Applications International Corporation, March 1999).
[3] Alexandra C. Cole, *Inventory and Evaluation of Cold War Era Resources*, Science Applications International Corporation, prepared for National Aeronautics and Space Administration, March 1999, 39.

the storage of ammunition represents a commonplace aspect of operations of many military installations regardless of missions. As a result, Building 949 served an ancillary role relative to Moffett Field's historical development patterns and broader defense context.

Therefore, Building 949 does not appear to meet the threshold for significance under Criterion A/Criterion 1.

Criterion B/Criterion 2

Criterion B/Criterion 2 relates to a resource's association with the lives of persons significant in our past. Building 949 has been accessible to myriad military and civilian personnel over the course of its history. However, research did not identify any individual persons with a direct relationship to the resource that would associate it with historically significant accomplishments.

Therefore, Building 949 does not appear to meet the threshold for significance under Criterion B/Criterion 2.

Criterion C/Criterion 3

Criterion C/Criterion 3 correlates with a resource's ability to embody the distinctive characteristics of a type, period, or method of construction; its ability to represent the work of a master; whether it possesses high artistic values; or its ability to represent a significant and distinguishable entity whose components may lack individual distinction. An explosives storage facility, Building 949 has utilitarian architectural qualities that appear to follow a standardized design. As such, it reflects a simple, unremarkable design that is common on American military installations. Therefore, the resource lacks distinguished design elements/artistic value, and it does not appear to represent the work of a master architect, builder, design professional, or artisan.

Therefore, Building 949 does not appear to meet the threshold for significance under Criterion C/Criterion 3.

Criterion D/Criterion 4

Criterion D/Criterion 4 pertains to the potential for a resource to provide information on pre- and/or post-contact history and is generally applied to archaeological resources. In consideration of this criterion, Building 949 does not appear to fill a known data gap or research questions related to significant aspects of Moffett Federal Airfield's history or physical development that is not otherwise detailed extensively in available primary and secondary historical sources.

Therefore, Building 949 does not appear to meet the threshold for significance under Criterion D/Criterion 4.

Integrity

Eligibility for listing in the NRHP and CRHR requires that a resource must also retain sufficient integrity to convey its identified significance under the applicable significance criteria. Integrity is defined as a resource's ability to convey its significance and is measured according to seven aspects defined by the National Park Service: location, design, materials, workmanship, setting, association, and feeling. Because Building 949 is not significant under any of the evaluative criteria, a full integrity assessment is not necessary to document its ineligibility for NRHP and CRHR listing.

District Contributor Status

Building 949 is located within the proposed boundary of the expanded Naval Air Station Sunnyvale, California Historic District, but it has not previously been recommended as a contributor to the district. However, previous documentation did not specifically justify non-contributing properties. Although the building was constructed during the expanded historic district's identified period of significance (1930-1961), the current evaluation finds that the building lacks a strong associative relationship to the significant operations of Moffett Field at the time the facility was constructed in the mid-1950s. Jet squadron operations defined the installation during this period, and the storage of explosives along the airfield does not appear to have directly contributed to the notable pattern of events that distinguished Moffett Field during this period. Therefore, Building 949 does not appear to qualify as a contributor to the expanded NAS Sunnyvale Historic District.

Conclusion

As described above, Building 949 does not rise to the level of significance necessary for inclusion in the NRHP and CRHR. the building does not appear to qualify as a historic property for the purposes of Section 106 compliance, nor does it appear to qualify as a historical resource for the purposes of the California Environmental Quality Act.

Additional Images:

Figure 2. West façade, view east.
Source: Architectural Resources Group, May 2025

***B12. References**:

AECOM. *NASA Ames Research Center Integrated Cultural Resources Management Plan*. Prepared for NASA Ames Research Center. November 2014.

Cole, Alexandra C. *Inventory and Evaluation of Cold War Era Resources*. Science Applications International Corporation. Prepared for National Aeronautics and Space Administration. March 1999.

***B14. Evaluator:** Brannon Smithwick and Jon Rusch, Architectural Resources Group

Prop#126980 DOE-43-99-0282-0000

State of California -- The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # P-43-002477
HRI #
Trinomial
NRHP Status Code 6Z
Other Listings
Review Code Reviewer Date / /

Page 1 of 2

*Resource Name or #: 572, Moffett Federal Airfield

P1. Other Identifier: Handball Courts

*P2. Location: ☐ Not for Publication ☐ Unrestricted a. County Santa Clara

b. USGS 7.5' Quad Date T ; R ; 1/4 of 1/4 of Sec ; B.M.

c. Address Girard Road City Moffett Field Zip 94035

d. UTM: (Give more than one for large and/or linear feature) Zone , mE/ mN

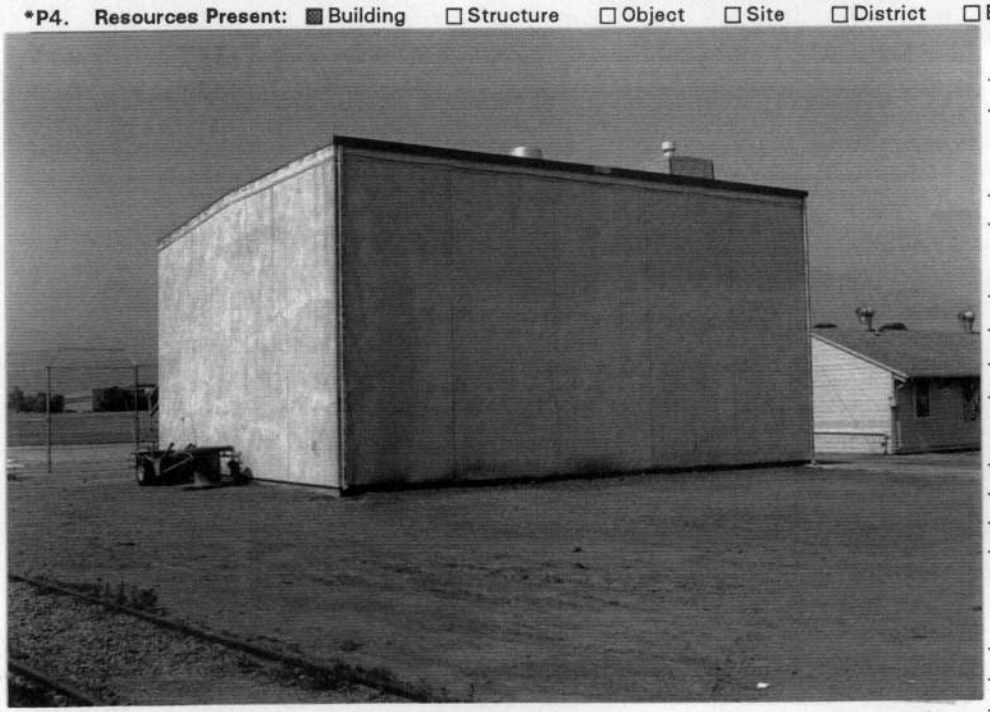
e. Other Locational Data: (e.g. parcel #, legal description, directions to resource, elevation, additional UTMs, etc. as appropriate)

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

Building 572 is a high one-story building with stucco panel walls and a shallow-pitched gable roof. Two enclosed shed-roof porches of wood are located on the west side.

*P3b. Resources Attributes: (List attributes and codes) HP34. Military Property

*P4. Resources Present: ■ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)



P5b. Description of Photo: (View, date, etc.)
Southwest,
June 1998, Roll 8-22, Ali Finley

*P6. Date Constructed/Age and Sources:
☐ Prehistoric ■ Historic ☐ Both
1963

*P7. Owner and Address:
U.S.A. as represented by
National Aeronautics and Space
Administration, Washington, D.C.

*P8. Recorded by: (Name, affiliation, address)
Alexandra C. Cole, SAIC
816 State Street, Suite 500
Santa Barbara, CA 93101

*P9. Date Recorded: 06/29/1998

*P10. Survey Type: (Describe)
Comprehensive Survey for Section 106 Compliance

*P11. Report Citation: (Cite survey report/other sources or "none") Inventory and Evaluation of Cold War Era Historical Resources, Moffett Field

*Attachments: ☐ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ■ Building, Structure and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record
☐ Photograph Record ☐ Other: (List)

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary # P-43-002477
HRI #

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code 6Z

*Resource Name or #: 572, Moffett Federal Airfield

B1. Historic Name: Unknown

B2. Common Name: Unknown

B3. Original Use: Handball Courts

B4. Present Use: Handball Courts

*B5. Architectural Style: No Style

*B6. Construction History: (Construction date, alterations, and date of alterations.)

1963

*B7. Moved? ■ No ☐ Yes ☐ Unknown Date: _____ Original Location: _____

*B8. Related Features:

B9a. Architect: Unknown

b. Builder: Unknown

*B10. Significance: Theme Cold War Area United States

Period of Significance 1946-1989 Property Type Military Applicable Criteria G

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

This Cold War-era building is considered a support building, a type found at any Naval installation regardless of mission. It is therefore not of exceptional national significance and is not considered eligible for the National Register of Historic Places (Criterion G).

B11. Additional Resource Attributes: (List attributes and codes)

*B12. References:

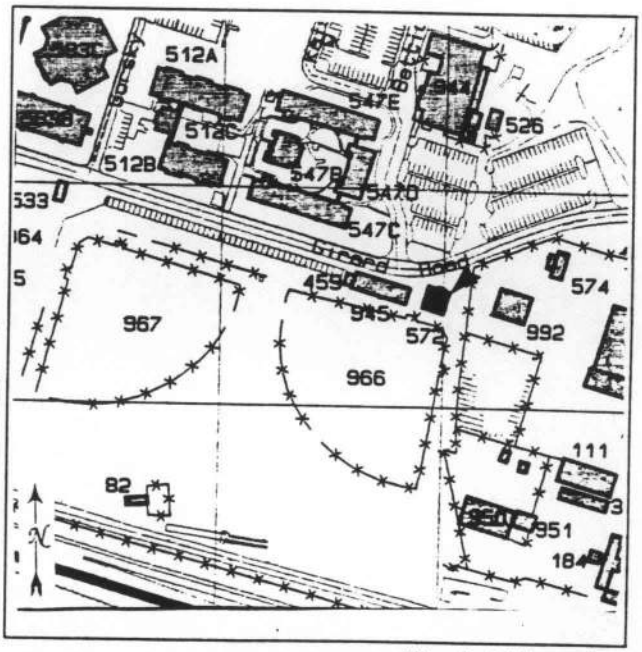
Real Property Form

B13. Remarks:

*B14. Evaluator: Alexandra C. Cole

Date of Evaluation: 05/01/1998

(This space reserved for official comments.)



*Required information

DPR Updates Demolition

Page 1 **of** 1 **Resource Name or #** Building 47, Hangar Three
***Recorded by:** Architectural Resources Group ***Date:** December 19, 2025 ☐ Continuation ☒ Update

P1. Other Identifier: N/A
***P2. Location:** ☐ Not for Publication ☒ Unrestricted

- ***a. County**: Santa Clara
- ***b. USGS 7.5' Quad** Mountain View, CA **Date:** 2021 **Township:** 6S; **Range:** 2W
- c. Address: Macon Road City: Moffett Field Zip: 94035
- d. UTM: Zone 10 S, 584755 mE / 4141532 mN
- e. Other Locational Data: N/A

***P3a. Description:**
The purpose of this DPR Continuation Sheet is to update the existing record for Building 47, Hangar Three. In 1988, the U.S. Navy determined that Hangar Three was eligible for listing in the National Register of Historic Places (NRHP). The State Historic Preservation Office reviewed and concurred with this determination, which was assigned the identifier USN881014A to the Navy's determination. Documentation associated with this determination does not appear to be available from the Northwest Information Center. Additionally, Hangar Three was identified as a contributing property to the U.S. Naval Air Station Sunnyvale, California Historic District, which was formally listed in the NRHP in 1994. The building is currently listed in the California Office of Historic Preservation's Built Environment Resource Directory with two California Historical Resources Information System status codes: 1D (contributor to a district determined eligible by consensus through Section 106 process) and 2S2 (determined eligible for listing with consensus determination).[1]

Since its previous evaluations, Hangar Three was demolished. No physical features of the resource appear to remain extant.

***P8. Recorded by:**
Jon Rusch, Architectural Resources Group
Pier 9, The Embarcadero, Suite 107
San Francisco, CA, 94111

***P9. Date Recorded:** May 2025

***P10. Survey Type:** Intensive

***P11. Report Citation**: Architectural Resources Group and Albion Environmental, *Cultural Resource Inventory Report for the Berkeley Space Center at NASA Research Park Project*, April 2026, prepared for University of California, Berkeley and National Aeronautics and Space Administration Ames Research Center.

***Attachments:** ☐ NONE ☐ Location Map ☒ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record ☒ Other (List): Urban Programmers, "United States Naval Air Station Sunnyvale, California Historic District," National Register of Historic Places Nomination Form, 1994 (excerpt).

References:
California Office of Historic Preservation. Built Environment Resource Directory. Santa Clara County. Accessed May 19, 2025. https://ohp.parks.ca.gov/?page_id=30338.

Urban Programmers. "United States Naval Air Station Sunnyvale, California Historic District." National Register of Historic Places Nomination Form. Washington, DC: U.S. Department of the Interior, National Park Service, 1994.

[1] California Office of Historic Preservation, Built Environment Resource Directory, Santa Clara County, accessed May 19, 2025, https://ohp.parks.ca.gov/?page_id=30338; Urban Programmers, "United States Naval Air Station Sunnyvale, California Historic District," National Register of Historic Places Nomination Form (Washington, DC: U.S. Department of the Interior, National Park Service, 1994), Section 7 Page 15.

45

NPS Form 10-900
(Rev. 8-86)

RECEIVED

OMB No. 1024-0018

United States Department of the Interior
National Park Service

JAN 13 1994
NATIONAL REGISTER

RECEIVED
JUL 15 1993
OHP

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name United States Naval Air Station Sunnyvale, California- Historic District

other names/site number U. S. Naval Air Station Moffett Field - Central Historic District

2. Location

street & number Central District [ ] not for publication

city, town Naval Air Station Moffett Field [ ] vicinity

state California code CA county Santa Clara code CA 085 zip code 94035

3. Classification

Ownership of Property	Category of Property	Number of Resources within Property		
		Contributing	Noncontributing	
[ ] private	[ ] building(s)	40	54	buildings
[ ] public-local	[X] district			sites
[ ] public-State	[ ] site	1		structures
[X] public-Federal	[ ] structure	2		objects
	[ ] object	43	54	Total

Name of related multiple property listing:

Number of contributing resources previously listed in the National Register 1

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this [✓] nomination [ ] request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property [✓] meets [ ] does not meet the National Register criteria. [ ] See continuation sheet.

J. [illegible] Murphy — Jan 5/94

Signature of certifying official — Date

Department of the Navy Federal Preservation Officer

State or Federal agency and bureau

In my opinion, the property [ ] meets [ ] does not meet the National Register criteria. [ ] See continuation sheet.

Signature of commenting or other official — Date

State or Federal agency and bureau

5. National Park Service Certification

I, hereby, certify that this property is:

[✓] entered in the National Register.
[ ] See continuation sheet.

[ ] determined eligible for the National Register. [ ] See continuation sheet.

[ ] determined not eligible for the National Register.

[ ] removed from the National Register.

[ ] other, (explain:)

Carl R. Funger — 2-24-94

Signature of [illegible]

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

SIGNIFICANT AND CONTRIBUTING BUILDINGS

BLDG. #	CURRENT USE	ORIGINAL USE
1	Hangar #1	Hangar #1
2	Gymnasium	Balloon Hangar
5	Water Tank	Water Tank
10	Heat Plant Building	Storehouse
15	PW Shop	Fire Station/Laundry/Garage
16	PW Shop	Locomotive Crane Shed
17	CPWP Administration	Administrative Building
18	NAV RES Administration	Aereological Center
19	BEQ	BEQ/Brig
20	BOQ	BOQ/Mess Hall & Galley
21	BOQ Detached Garage	BOQ Detached Garage
22	BOQ Detached Garage	BOQ Detached Garage
23	Instruction Building	Dispensary E
24	Administrative Office Building	Ambulance Garage
25	Base Theater/Recreation Service/Thrift Shop	Bowling Alley/Recreation Building
26	Gate House/Iron Fence	Gate House/Iron Fence
32	Storage	Tank House
33	Storage	Water Tower
37	Scale House	Scale House
A, A1	Officers Housing and Garages	Housing and Garages
B, B1		
C, C1		
D, D1		
E, E1		
F, F1		
G, G1		
H, H1		
I, I1		
46	Hangar #2	Hangar #2
47	Hangar #3	Hangar #3
55	Heat Plant for Hangars #2 and 3	Heat Plant for Hangars #2 and #3

SIGNIFICANT OBJECTS

40	Flagstaff/Commons	Flagstaff and Commons
	Memorial Anchor	Anchor

Page 1 **of** 1 **Resource Name or #** Building 464, Storage
***Recorded by:** Architectural Resources Group ***Date:** December 19, 2025 ☐ Continuation ☒ Update

P1. Other Identifier: N/A
***P2. Location:** ☐ Not for Publication ☒ Unrestricted

- ***a. County**: Santa Clara
- ***b. USGS 7.5' Quad** Mountain View, CA **Date:** 2021 **Township:** 6S; **Range:** 2W
- c. Address: Carroll Drive City: Moffett Field Zip: 94035
- d. UTM: Zone 10 S, 583973 mE / 4140744 mN
- e. Other Locational Data: N/A

***P3a. Description:**
The purpose of this DPR Continuation Sheet is to update the existing record for Building 464. Building 464 dates to the Cold War period and was documented as part of the Inventory and Evaluation of Cold War Resources at Moffett Federal Airfield (1999), which addressed facilities built and/or operated between 1946 and 1989. At the time of the survey, Building 464 was less than 50 years old. Building 464 was documented on a DPR form and received a brief evaluation using National Register of Historic Places (NRHP) Criterion Consideration G due to its then-recent construction date. The evaluation concluded that Building 464 did not meet the threshold of exceptional significance established by Criterion Consideration G. Therefore, the building did not meet the eligibility requirements of the NRHP at the time of this evaluation.[1]

After its initial evaluation in 1999, Building 464 was demolished. No physical elements of the resource appear to remain extant.

***P8. Recorded by:**
Jon Rusch, Architectural Resources Group
Pier 9, The Embarcadero, Suite 107
San Francisco, CA, 94111

***P9. Date Recorded:** May 2025

***P10. Survey Type:** Intensive

***P11. Report Citation**: Architectural Resources Group and Albion Environmental, *Cultural Resource Inventory Report for the Berkeley Space Center at NASA Research Park Project*, February 2026, prepared for University of California, Berkeley and National Aeronautics and Space Administration Ames Research Center.

***Attachments:** ☐ NONE ☐ Location Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record ☒ Other (List): Alexandra C. Cole, DPR 523A and 523B Forms, *Inventory and Evaluation of Cold War Era Historical Resources, Moffett Federal Airfield*, Science Applications International Corporation, June 29, 1998.

References:
Cole, Alexandra C. *Inventory and Evaluation of Cold War Era Resources*. Science Applications International Corporation. Prepared for National Aeronautics and Space Administration. March 1999.

[1] Alexandra C. Cole, *Inventory and Evaluation of Cold War Era Resources*, Science Applications International Corporation, prepared for National Aeronautics and Space Administration, March 1999, 38.

Prop # 126930 DOE-43-99-0236-000

State of California -- The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # P-43-002546
HRI #
Trinomial
NRHP Status Code 6Z
Other Listings
Review Code Reviewer Date / /

Page 1 of 2

*Resource Name or #: 464, Moffett Federal Airfield

P1. Other Identifier: Storage

*P2. Location: ☐ Not for Publication ☐ Unrestricted a. County Santa Clara

b. USGS 7.5' Quad Date T ; R ; 1/4 of 1/4 of Sec ; B.M.

c. Address Carroll Drive City Moffett Field Zip 94035

d. UTM: (Give more than one for large and/or linear feature) Zone , mE/ mN

e. Other Locational Data: (e.g. parcel #, legal description, directions to resource, elevation, additional UTMs, etc. as appropriate)

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

Building 464 is a 14' x 20' corrugated metal Quonset hut with two vent stacks and metal single doors located on the east and west ends.

*P3b. Resources Attributes: (List attributes and codes) HP34. Military Property

*P4. Resources Present: ■ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

P5b. Description of Photo: (View, date, etc.)
East,
April 1998, Roll 1-36

*P6. Date Constructed/Age and Sources:
☐ Prehistoric ■ Historic ☐ Both
1964

*P7. Owner and Address:
U.S.A. as represented by
National Aeronautics and Space
Administration, Washington, D.C.

*P8. Recorded by: (Name, affiliation, address)
Alexandra C. Cole, SAIC
816 State Street, Suite 500
Santa Barbara, CA 93101

*P9. Date Recorded: 06/29/1998

*P10. Survey Type: (Describe)
Comprehensive Survey for Section 106 Compliance

*P11. Report Citation: (Cite survey report/other sources or "none") Inventory and Evaluation of Cold War Era Historical Resources, Moffett Federal Airfield

*Attachments: ☐ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ■ Building, Structure and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record
☐ Photograph Record ☐ Other: (List)

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary # P-43-002546
HRI #

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 2 *NRHP Status Code 6Z

*Resource Name or #: 464, Moffett Federal Airfield

B1. Historic Name: Unknown

B2. Common Name: Unknown

B3. Original Use: Unknown B4. Present Use: Crash salvage, Storage

*B5. Architectural Style: Quonset hut

*B6. Construction History: (Construction date, alterations, and date of alterations.)

1964

*B7. Moved? ■ No ☐ Yes ☐ Unknown Date: _____ Original Location: _____

*B8. Related Features:

B9a. Architect: Unknown b. Builder: Unknown

*B10. Significance: Theme Cold War Area United States

Period of Significance 1946-1989 Property Type Military Applicable Criteria G

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

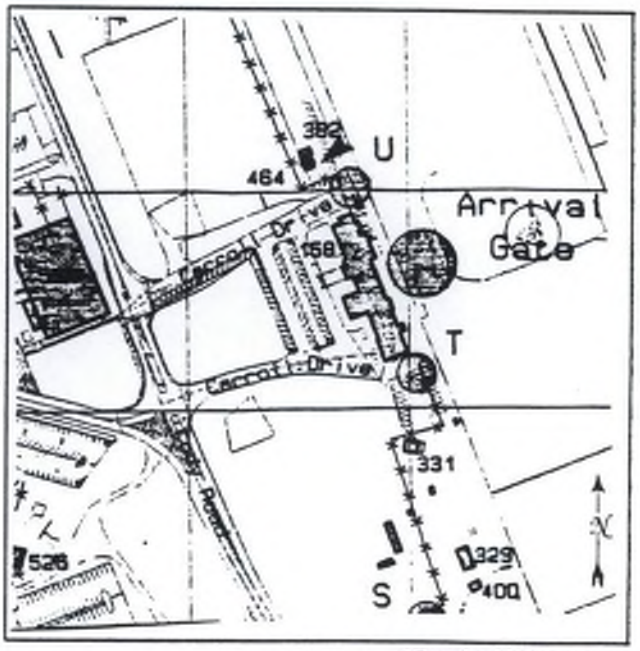
This Cold War-era building is considered a support building, a type found at any Naval installation regardless of mission. It is therefore not of exceptional national significance and is not considered eligible for the National Register of Historic Places (Criterion G).

B11. Additional Resource Attributes: (List attributes and codes)

*B12. References:

Real Property Form

B13. Remarks:



*B14. Evaluator: Alexandra C. Cole

Date of Evaluation: 05/01/1998

(This space reserved for official comments.)

Page 1 **of** 1 **Resource Name or #** Building 476, Mixed Use Facility
***Recorded by:** Architectural Resources Group ***Date:** December 19, 2025 ☐ Continuation ☒ Update

P1. Other Identifier: N/A
***P2. Location:** ☐ Not for Publication ☒ Unrestricted

- ***a. County**: Santa Clara
- ***b. USGS 7.5' Quad** Mountain View, CA **Date:** 2021 **Township:** 6S; **Range:** 2W
- c. Address: Wescoat Road City: Moffett Field Zip: 94035
- d. UTM: Zone 10 S, 583370 mE / 4140680 mN
- e. Other Locational Data: N/A

***P3a. Description:**
The purpose of this DPR Continuation Sheet is to update the existing record for Building 476. Building 476 dates to the Cold War period and was documented as part of the Inventory and Evaluation of Cold War Resources at Moffett Federal Airfield (1999), which addressed facilities built and/or operated between 1946 and 1989. At the time of the survey, Building 476 was less than 50 years old. Building 476 was documented on a DPR form and received a brief evaluation using National Register of Historic Places (NRHP) Criterion Consideration G due to its then-recent construction date. The evaluation concluded that Building 476 did not meet the threshold of exceptional significance established by Criterion Consideration G. Therefore, the building did not meet the eligibility requirements of the NRHP at the time of this evaluation.[1]

Building 476 was subsequently documented on a DPR continuation sheet in 2021 for the Mountain View Housing Ventures LLC Housing Project. The evaluation concluded that the resource did not have significance under any NRHP criterion.[2]

After its most recent documentation in 2021, Building 476 was demolished. No physical elements of the resource appear to remain extant.

***P8. Recorded by:**
Jon Rusch, Architectural Resources Group
Pier 9, The Embarcadero, Suite 107
San Francisco, CA, 94111

***P9. Date Recorded:** May 2025

***P10. Survey Type:** Intensive

***P11. Report Citation**: Architectural Resources Group and Albion Environmental, *Cultural Resource Inventory Report for the Berkeley Space Center at NASA Research Park Project*, April 2026, prepared for University of California, Berkeley and National Aeronautics and Space Administration Ames Research Center.

***Attachments:** ☐ NONE ☐ Location Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record ☒ Other (List): Marilyn Novell and Lisa Demarais, DPR 523L Form, C*ultural Resources Technical Report for the Mountain View Housing Ventures LLC Housing Project*, ASM Affiliates, September 3, 2021; Alexandra C. Cole, DPR 523A and 523B Forms, *Inventory and Evaluation of Cold War Era Historical Resources, Moffett Federal Airfield*, Science Applications International Corporation, June 29, 1998.

References:
ASM Affiliates. *Cultural Resources Technical Report for the Mountain View Housing Ventures LLC Housing Project*. Prepared for Mountain View Housing Ventures LLC. December 2021.

Cole, Alexandra C. *Inventory and Evaluation of Cold War Era Resources*. Science Applications International Corporation. Prepared for National Aeronautics and Space Administration. March 1999.

[1] Alexandra C. Cole, *Inventory and Evaluation of Cold War Era Resources*, Science Applications International Corporation, prepared for National Aeronautics and Space Administration, March 1999, 38.
[2] ASM Affiliates, *Cultural Resources Technical Report for the Mountain View Housing Ventures LLC Housing Project*, prepared for Mountain View Housing Ventures LLC, December 2021, 28.

The following information expands on the historic evaluation in the State of California Department of Parks and Recreation Primary (DPR 523A) and Building Structure and Object (DPR 523B) record forms prepared by Science Applications International Corporation (SAIC) in May 1998. At that time, the building was evaluated under National Register of Historic Places (NRHP) Criterion Consideration G for properties that have achieved significance within the past 50 years. This update was prepared after conducting an additional site visit and reviewing previous surveys and evaluations (SAIC 1999[1]; AECOM 2013[2] and 2014[3]).

P1. Other Identifier: Exchange

P2. Location: Unrestricted
c. Address: Westcoat Road, Moffett Field, CA 94035

***P8. Recorded by:** Marilyn Novell and Lisa Demarais, ASM Affiliates, Inc., 20 N. Raymond Ave., Pasadena, CA 91103

***P9. Date Recorded:** March 21-22, 2019

P10. Survey Type: ☒ Intensive ☐ Reconnaissance ☐ Other

***P11. Report Citation:** ASM Affiliates, Inc. 2021. *Cultural Resources Technical Report for the Mountain View Housing Ventures LLC Housing Project, NASA Ames Research Center, Moffett Field, Santa Clara County, California.* Prepared for Mountain View Housing Ventures.

P3a. Description:
Building 476 is a large one-story square building with concrete walls, a flat roof, and decorative brick base planters, and piers. The original function of the building was a base exchange and it was built in 1964. Windows and doors on the entrance (south façade) and east façade are glass with aluminum framing. The northwest façade has two metal single doors and a glass and aluminum door with aluminum framed sidelights and a 3-light transom window has been placed in the opening where the previously existing high roll-up door was located. A ramp with aluminum railing has also been added along the northwest façade. The interior was not accessible at the time of survey. It appears that few, if any, alterations to the exterior have occurred since the 1998 survey and evaluation.

B10. Significance:
By the end of World War II, tensions had developed between democratic and communist governments spurring sponsorship of technological advancements for safeguarding national interests and demonstrating ingenuity. Partnerships were strengthened and lines drawn during post-war rebuilding efforts when the United States aligned itself with Europe and therefore against Joseph Stalin's Soviet Union. Between the 1940s and 1980s—a period now referred to as the Cold War—the United States and the Soviet Union competed to develop of strategic weapons (ASM 2020). Building 476 was built in 1964 during the Cold War at a time when Moffett Field supported Navy Antisubmarine Warfare Operations.

After World War II, Moffett Field became home to air transport squadrons (Squadrons 3-5) and was the largest such base on the West Coast. Moffett Field's Naval Air Transport Service overhaul and repair operations ended in October 1949 (Gleason 1958; NASA 2013b).

During the Korean War, Moffett Field became the home base for aircraft carrier squadrons and their fighter jets, as well as a training facility. This resulted in significant expansion of the airfield. Jet operations at Moffett Field were so extensive that the base was designated a master jet base in 1953. However, by the early 1960s, the Navy's operational priorities had changed, and the focus shifted from fighter jets to anti-submarine warfare (NASA 2013b).

In 1962 Moffett Field was selected as the West Coast's training center for the Navy's anti-submarine warfare in the Pacific Ocean. The training was centered on the new propeller-driven anti-submarine aircraft, the Lockheed P3 Orion. The Pacific Fleet's first Orion arrived at Moffett Field in late January 1963, and for the next three decades the P3s would be a common sight over Moffett Field (Navy 1963). Training took place in two World War II buildings in the California Air National Guard (CANG) outlease area reconfigured for this use (Buildings 654, 655, and 669).

[1] Science Applications International Corporation (SAIC). 1999. *Final Inventory and Evaluation of Cold War Era Historical Resources, Moffett Field Airfield.* Prepared for the California and National Aeronautics and Space Administration (NASA).
[2] AECOM. 2013. *Historic Property Survey Report for the Airfield at NASA Ames Research Center, Moffett Field, California.* Prepared for NASA Ames Research Center.
[3] AECOM. 2014. *Integrated Cultural Resources Management Plan: NASA Ames Research Center.* Prepared for NASA Ames Research Center.

The P3 Orion had an internal bomb bay that could house torpedoes, nuclear weapons, and various other mines, missiles, and bombs. To store the weapons used for the Orion missions, the Navy added a new magazine facility to the safety buffer zone in 1965 (Buildings 561 and 484-492). In 1973 Moffett Field became the headquarters of the Commander Patrol Wings, U.S. Pacific Fleet, responsible for patrolling 93 million square miles of ocean from Alaska to Hawaii (NASA 2013b).

NASA (or its predecessors) has been operating at Moffett Field since 1939, with research and testing facilities located northwest of the NAS Sunnyvale Historic District. Research included helicopters during the latter years of the Vietnam War. In the mid-1970s, NASA made a major commitment to advancing the technology of tilt-rotor aircraft, and the XV-15—the forerunner of the V-22 Osprey—was test-flown at Moffett Field. The NASA ARC hosted a fleet of airborne science aircraft at Moffett Field that made major discoveries in the discipline of infrared astronomy, and on which the earliest instruments for high-altitude observation of Earth were validated. The airfield became the staging area for some of the most significant earth sciences missions of the 1970s and 1980s (NASA 2013b).

In 1991, the Base Realignment and Closure Commission (BRAC) recommended the closure of Moffett Field as a naval air station. On July 1, 1994, Moffett Field was closed to military operations, renamed Moffett Federal Airfield, and transferred to NASA (with the exception of the military housing units, which were transferred to the U.S. Air Force). In 1998 the aircraft that NASA ARC used for earth science and infrared astronomy were transferred to the Dryden Flight Research Center. NASA's flight test helicopters remained at Moffett Field, and the airfield found other uses (NASA 2013b).

In 2013, the period of significance for the NAS Sunnyvale Historic District was revised to 1930-1961, in part to reflect significant Navy and NASA missions during the Cold War. Building 476 was previously evaluated under the Cold War-era context. This evaluation considered contextual changes since the Cold War study (1999). The revised period of significance (1930 to 1961) primarily applies to those features within the district that functionally relate to the operations of the Airfield (NASA 2013b). Because the building is now more than 50 years old, Criterion Consideration G need no longer be applied.

Building 476 was only evaluated individually under the Cold War theme as it was built after 1961, the end of the period of significance for the NAS Sunnyvale Historic District. There was no other historic district identified to which it might be a contributing resource. Under Criterion A, it is recommended not eligible because it did not functionally relate to the operations of the Airfield, nor does it have important association with other broad patterns of history. ASM also recommends the building not eligible for NRHP listing under Criterion B, as it is not associated with the lives of any historically significant persons. It does not embody the characteristics of a type, period, or method of construction nor does it represent the work of a master, and thus it is not recommended eligible under Criterion C. Building 476 is a common property type that is not likely to yield important information about history or prehistory and is therefore not eligible under Criterion D.

Attachments:

☐ None ☐ Location Map
☐ Sketch Map ☒ Continuation Sheet
☐ Building, Structure, and Object Record ☐ Archaeological Record
☐ District Record ☐ Linear Feature Record
☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record
☒ Other (List): Prior DPR, May 1998

Photograph 1. Building 476. View toward the northwest looking at the southeast façade.

Photograph 2. Building 476. View toward the south looking at the northwest and northeast façades.

Prop# 1269932 DOE-43-99-0239-0000

State of California -- The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # P-43-002548
HRI #
Trinomial
NRHP Status Code 6Z
Other Listings
Review Code Reviewer Date / /

Page 1 of 2

*Resource Name or #: 476, Moffett Federal Airfield

P1. Other Identifier: Exchange

*P2. Location: ☐ Not for Publication ☐ Unrestricted a. County Santa Clara

b. USGS 7.5' Quad Date T ; R ; 1/4 of 1/4 of Sec B.M.

c. Address Westcoat Road City Moffett Field Zip 94035

d. UTM: (Give more than one for large and/or linear feature) Zone , mE/ mN

e. Other Locational Data: (e.g. parcel #, legal description, directions to resource, elevation, additional UTMs, etc. as appropriate)

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

Building 476 is a large one-story square building with tilt-up concrete walls, a flat roof, and decorative brick base planters, and piers. Windows and doors on the entrance (south) and east sides are aluminum and glass. The rear (north) side has a high roll-up door and metal single or double doors. Plastic canopies with metal pole supports have been added on the south and east sides.

*P3b. Resources Attributes: (List attributes and codes) HP34. Military Property

*P4. Resources Present: ■ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

P5b. Description of Photo: (View, date, etc.)
Southwest,
April 1998, Roll 6-31

*P6. Date Constructed/Age and Sources:
☐ Prehistoric ■ Historic ☐ Both
1964

*P7. Owner and Address:
U.S.A. as represented by
National Aeronautics and Space
Administration, Washington, D.C.

*P8. Recorded by: (Name, affiliation, address)
Alexandra C. Cole, SAIC
816 State Street, Suite 500
Santa Barbara, CA 93101

*P9. Date Recorded: 07/02/1998

*P10. Survey Type: (Describe)
Comprehensive Survey for Section 106 Compliance

*P11. Report Citation: (Cite survey report/other sources or "none") Inventory and Evaluation of Cold War Era Historical Resources, Moffett Federal Airfield

*Attachments: ☐ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ■ Building, Structure and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record
☐ Photograph Record ☐ Other: (List)

State of California -- The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary # P-43-002548
HRI #

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code 6Z

*Resource Name or #: 476, Moffett Federal Airfield

B1. Historic Name: Unknown

B2. Common Name: Unknown

B3. Original Use: Base Exchange

B4. Present Use: Base Exchange, Optical Shop

*B5. Architectural Style: No Style

*B6. Construction History: (Construction date, alterations, and date of alterations.)

1964

*B7. Moved? ■ No ☐ Yes ☐ Unknown Date: _____ Original Location: _____

*B8. Related Features:

B9a. Architect: Nielsen and Nielson, San Jose

b. Builder: Unknown

*B10. Significance: Theme Cold War Area United States

Period of Significance 1946-1989 Property Type Military Applicable Criteria G

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

This Cold War-era building is considered a support building, a type found at any Naval installation regardless of mission. It is therefore not of exceptional national significance and is not considered eligible for the National Register of Historic Places (criterion G).

B11. Additional Resource Attributes: (List attributes and codes)

*B12. References:

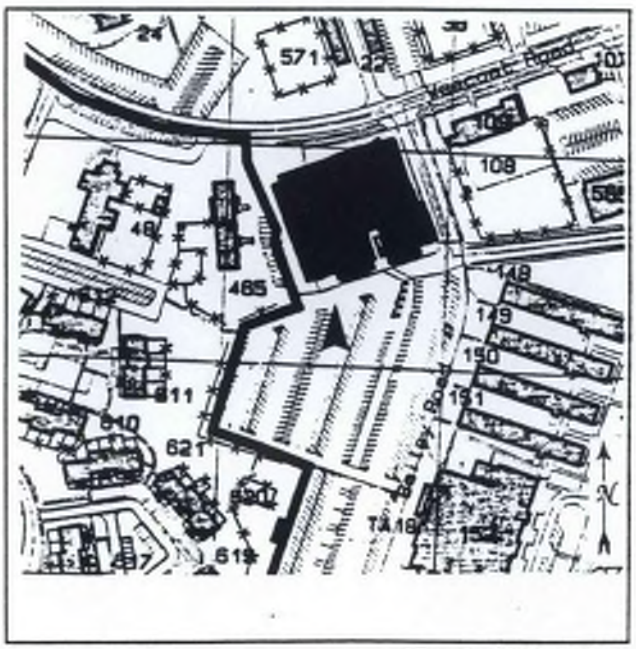
Command History; Real Property Form

B13. Remarks:

*B14. Evaluator: Alexandra C. Cole

Date of Evaluation: 05/01/1998

(This space reserved for official comments.)



*Required information

Page 1 **of** 1 **Resource Name or #** Building 654, Administration Building
***Recorded by:** Architectural Resources Group ***Date:** December 19, 2025 ☐ Continuation ☒ Update

P1. Other Identifier: Building 513
***P2. Location:** ☐ Not for Publication ☒ Unrestricted

- ***a. County**: Santa Clara
- ***b. USGS 7.5' Quad** Mountain View, CA **Date:** 2021 **Township:** 6S; **Range:** 2W
- c. Address: Jagels Road City: Moffett Field Zip: 94035
- d. UTM: Zone 10 S, 584965 mE / 4141166 mN
- e. Other Locational Data: N/A

***P3a. Description:**
The purpose of this DPR Continuation Sheet is to update the existing record for Building 654. Building 654 dates to the Cold War period and was documented as part of the Inventory and Evaluation of Cold War Resources at Moffett Federal Airfield (1999), which addressed facilities built and/or operated between 1946 and 1989. At the time of the survey, Building 654 was less than 50 years old. Building 654 was documented on a DPR form and received a brief evaluation using National Register of Historic Places (NRHP) Criterion Consideration G due to its then-recent construction date. The evaluation concluded that Building 654 did not meet the threshold of exceptional significance established by Criterion Consideration G. Therefore, the building did not meet the eligibility requirements of the NRHP at the time of this evaluation.[1]

Building 654 was subsequently documented on a DPR form in 2017 for the CA ANG Relocation Project. The evaluation concluded that the resource did not have significance under any NRHP criterion.[2]

After its most recent evaluation in 2017, Building 654 was demolished. No physical elements of the resource appear to remain extant.

***P8. Recorded by:**
Jon Rusch, Architectural Resources Group
Pier 9, The Embarcadero, Suite 107
San Francisco, CA, 94111

***P9. Date Recorded:** May 2025

***P10. Survey Type:** Intensive

***P11. Report Citation**: Architectural Resources Group and Albion Environmental, *Cultural Resource Inventory Report for the Berkeley Space Center at NASA Research Park Project*, April 2026, prepared for University of California, Berkeley and National Aeronautics and Space Administration Ames Research Center.

***Attachments:** ☐ NONE ☐ Location Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record ☒ Other (List): Page & Turnbull, Inc., DPR 523A, 523B, and 523L Forms, *CA ANG Relocation Project Section 106 Technical Report*, July 13, 2017; Alexandra C. Cole, DPR 523A and 523B Forms, *Inventory and Evaluation of Cold War Era Historical Resources, Moffett Federal Airfield*, Science Applications International Corporation, June 29, 1998.

References:
Cole, Alexandra C. *Inventory and Evaluation of Cold War Era Resources*. Science Applications International Corporation. Prepared for National Aeronautics and Space Administration. March 1999.

Page & Turnbull, *CA ANG Relocation Project Section 106 Technical Report*. Prepared for Planetary Ventures LLC. 2017.

[1] Alexandra C. Cole, *Inventory and Evaluation of Cold War Era Resources*, Science Applications International Corporation, prepared for National Aeronautics and Space Administration, March 1999, 38.
[2] Page & Turnbull, *CA ANG Relocation Project Section 106 Technical Report*, prepared for Planetary Ventures LLC, 2017.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Y
Other Listings
Review Code Reviewer Date

 Resource name(s) or number (assigned by recorder) 654, Moffett Federal Airfield

P1. Other Identifier: CA ANG Squadron Operations
***P2. Location:** ☐Not for Publication ☒Unrestricted ***a. County** Santa Clara
***b. USGS 7.5' Quad** Mountain View, Calif. **Date** 1997
***c. Address** Jagels Road **City** Moffett Field **Zip** 94035
***e. Other Locational Data:**

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

Building 654 is located to the east of Jagels Road and north of Johnny Luv Lane, within the northern portion of the California Air National Guard (CA ANG) 129th Rescue Wing (RQW) cantonment at Moffett Federal Airfield. Built in 1969, Building 654 is a one-story, rectangular-plan building. The building is clad in stucco, which is exposed at the lower areas of the exterior walls and is evenly divided by pilasters at the east and west façades. Standing seam metal panels are attached to the upper areas of the walls. The building has a flat roof and sits on concrete foundation.

The east façade features an extension of the standing seam metal wall panel that projects slightly above the roofline and includes metal columns along the exterior. The east façade's fenestration pattern is generally evenly spaced between the pilasters, whereas the west façade's **(Figure 1)** fenestration features four windows near the north and two windows towards the south. There are no windows on the north or south façades **(Figure 2)**, although the north façade features an attached enclosure formed by a concrete block wall. Both the south façade and the east façade have arched metal panel canopies with metal support columns that extend over glazed metal doors **(Figure 3).**

The building appears to be in good condition.

***P3b. Resource Attributes:** (list attributes and codes) HP34: Military Property
***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other

P5a. Photo

P5b. Photo: (view and date)
View of the primary façade (left) and east façade (right), June 12, 2017

***P6. Date Constructed/Age and Sources:** ☒historic
1969 (Alexandra C. Cole, *Inventory and Evaluation of Cold War Era Historical Resources, Moffett Federal Airfield*, 1999)

***P7. Owner and Address:**
United States as represented by National Aeronautics and Space Administration, Washington, D.C.

***P8. Recorded by:**
Page & Turnbull, Inc.
417 Montgomery Street, 8th Floor
San Francisco, CA 94104

***P9. Date Recorded:**
7/13/2017

***P10. Survey Type:**
Comprehensive survey for Section 106 Compliance

***P11. Report Citation:** (Cite survey report and other sources, or enter "none") Page & Turnbull, CA ANG Relocation Project Section 106 Technical Report (Draft July 2017)

***Attachments:** ☐None ☐Location Map ☐Sketch Map ☒Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (list)

***P3a. Description: (Continued)**

Figure 1. View of west façade, with Building 655 at right

Figure 2. North façade, featuring walled mechanical enclosure

Figure 3. Arched metal canopy with metal support columns that extends over the entrance at the east façade

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary #
HRI#

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code 6Y

*Resource Name or # 654, Moffett Federal Airfield

B1. Historic name: Aircraft Systems Training Building
B2. Common name: Building 654/ CA ANG Squadron Operations
B3. Original Use: Classrooms
B4. Present use: Squadron Operations
*B5. **Architectural Style:** Altered Utilitarian
*B6. **Construction History:** (Construction date, alterations, and date of alterations)

- Constructed: 1969
- New windows and doors added: 1994
- Exterior remodeled (new roof and entrance canopy structures): c. late 1990s

*B7. **Moved?** ☒No ☐Yes ☐Unknown **Date:** _____ **Original Location:** _____
*B8. **Related Features:** N/A B9a. Architect: Richard J. Huyck & Associates b. Builder: N/A
*B10. **Significance: Theme** N/A **Area** N/A
Period of Significance N/A **Property Type** N/A **Applicable Criteria** N/A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

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 United States Navy's burgeoning Lighter-Than-Air (LTA) aviation programs of the 1930s. Established on August 2, 1931, NAS Sunnyvale serviced the dirigible USS *Macon*, as well as F9C Sparrowhawk biplanes. NAS Sunnyvale was formally commissioned in 1933 following the completion of Hangar 1 by the U.S. Naval Bureau of Yards and Docks. The installation also consisted of 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 a collection of the support buildings. A small community of residences for base staff was constructed around a cul-de-sac southwest of the main campus.[1]

This led to an additional campaign of runway widening, extension, and repaving to accommodate heavier aircraft. The bombing of Pearl Harbor in 1941 triggered a return to naval LTA operations, as the need increased for LTA surveillance operations along the Pacific Coast. Wishing to expand, the Navy acquired over 200 acres of land east of the existing airfield. (Continued)

B11. Additional Resource Attributes: (List attributes and codes) _____
*B12. **References:** See footnotes.
B13. Remarks: None
*B14. **Evaluator:** Jonathon Rusch and Andrea Dumovich, Page & Turnbull, Inc.
*Date of Evaluation: July 13, 2017

(This space reserved for official comments.)

Source: NASA Ames Research Center Facilities Engineering Branch, 2013. Edited by Page & Turnbull.

[1] *Moffett Field: From Lighter-Than-Air to Faster-Than-Sound, 1933-1958 Silver Anniversary*, (Place, publisher, 1958), 8-17; AECOM, *Historic Property Survey Report for the Airfield at NASA Ames Research Center, Moffett Field, California*, 2013, 3-1 through 3-3.

The reintroduction of LTA craft at the installation, renamed Naval Air Station Moffett Field, ushered in a sustained period of significant missions for the installation. The following is excerpted from the *Historic Property Survey Report*, completed by AECOM in 2013:

> Moffett Field was the headquarters for Fleet Airship Wing Three, composed of three LTA bases on the West Coast: Tillamook, Oregon; Santa Ana, California; and Sunnyvale, California. The first blimps arrived at Moffett Field as part of the West Coast's first LTA squadron, ZP-32, which launched its first patrol flight over the Pacific coast in February 1942. Moffett Field was also used to train new airship pilots, using free balloons and blimps. [...]
>
> In 1942, construction started on the first of two new enormous wood-frame hangars on the east side of the runways, which by this time had been expanded and reconfigured by the Army Air Corps. Hangars 2 and 3 were completed in 1943 and used by the Navy Station Assembly and Repair Department to assemble, erect, store, and maintain blimps and balloons. LTA operations continued at Moffett Field until August 1947 when the program was deemed obsolete and terminated, making Moffett Field an exclusively heavier-than-air base. [...]
>
> After World War II, Moffett Field became home to Squadron 4 of the Naval Air Transport Service [NATS], with support operations dedicated to aircraft maintenance and overhaul. It was during this period that most of the current-day airfield was built. Beginning in 1945, the Navy spent millions of dollars for improvements and new construction at Moffett Field. The airfield was expanded and extended to accommodate the Navy's largest transport aircraft, including a huge four-engine transport plane called the R5D Skymaster. In 1946, Runway 32R-14L was built of 8-inch-thick reinforced concrete to an original length of 7,425 feet. The west and east parallel taxiways were built, along with many of the parking aprons. In 1947, high-intensity approach, taxiway, and runway lights were added to the airfield. In the late 1940s, two more air transport squadrons (Squadrons 3 and 5) were commissioned at the base, making Moffett Field the largest Naval Air Transport Service base on the West Coast. [...]
>
> The Korean War started in June 1950, and Moffett Field became the home base for aircraft carrier squadrons and their fighter jets. Jets were first introduced by the U.S. military during World War II, but did not appear at Moffett Field until 1950 with the arrival of the F3D Skynight, the Navy's first operational jet night fighter. Navy carrier squadrons stationed at Moffett Field used the airfield for training purposes, including simulated carrier landings. (Runways were equipped with emergency arresting gear similar to the equipment used to stop planes on aircraft carriers.) Moffett Field was also used to train pilots on new jet aircraft before they were first introduced into operations squadrons. Almost every new supersonic jet fighter aircraft in the Navy or U.S. Air Force inventories in the early 1950s was flight-tested at Moffett Field. [...]
>
> Jet operations at Moffett Field were so extensive that the base was designated a master jet base in 1953 (the first of nine such Navy bases), and operational units on-site reached an all-time high in 1955. However, by the early 1960s, the Navy's operational priorities had changed, and the focus shifted from fighter jets to anti-submarine warfare. Jet operations at Moffett Field ended in 1961.[2]

During the subsequent three decades, the operations of Moffett Field were defined by the Navy's anti-submarine warfare operations. In 1994, Moffett Field was decommissioned from military use through the Base Realignment and Closure process, after which NASA assumed responsibility for the installation as a part of the larger NASA Ames Research Center. The installation is currently known as Moffett Federal Airfield.

Early Development of the East Airfield

The area that currently contains Hangars 2 and 3 and the CA ANG 129th RQW cantonment was first developed for military use in the early 1940s, as the Navy reassumed control of Moffett Field, expanded its airfield, and pushed the boundary of the installation to the east. A triangular-shaped site lying alongside two aircraft parking aprons south of Hangars 2 and 3 was utilized as a staging and storage area for materials and equipment during the construction of the hangars. This site was the location of the contractor's warehouses—primarily standardized Butler-style buildings—as well as a concrete plant and underground gasoline storage tank. Photographs of the site taken at this time indicate that two rail spurs led from the storage area into the interiors of Hangars 2 and 3.[3]

Following the completion of Hangars 2 and 3, the rail spurs and several of the buildings—including standardized Butler-style warehouses—were retained. The Hangars 2 and 3 precinct along the eastern edge of the airfield was used to support Naval Air Transport Service (NATS) operations, which were initiated during World War II and continued until 1949.

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[2] *Historic Property Survey Report*, 3-3 through 3-5.
[3] "Contract NOy-5604, Naval Air Station, Moffett Field" [photograph], 1943, U.S. Navy Seabee Museum, Port Hueneme, California.

During the 1950s, Moffett Field served as a major naval base, with over 300 aircraft stationed there. This massive operation led to a large-scale expansion of facilities, although the east side of the airfield remained sparsely developed. The Navy did, however, construct a series of small storage buildings near the edge of the east aircraft parking apron during the mid-1950s. These buildings were of standardized designs and were used for ammunition storage and line operations. By the late 1950s, most of the buildings that had originally been built to support the construction of Hangars 2 and 3 no longer stood on the site, although Buildings 300, 655, and 669 remained.

P-3 Orion Operations at Moffett Field

In 1962, following the termination of jet operations at Moffett Field, the installation was chosen as the West Coast base for the Navy's new anti-submarine warfare (ASW) patrol aircraft, the four-engine, turbo-prop Lockheed P-3 Orion. This represented a new and significant role for the installation that remained stationed there until base realignment in 1994. The build-up of ASW missions on the West Coast during the Cold War was enacted in response to the Soviets' submarine patrols of the Pacific Ocean. The number of Soviet submarines found on patrol at any one time was high enough that the Navy sought to develop more effective defense solutions. Therefore, the Navy commissioned Lockheed to develop the weapon-mounted P-3 Orion aircraft, which would intercept Soviet submarines from the air rather than from the sea. Such aircraft could be equipped variously with torpedoes, air-to-surface missiles, mines, and nuclear depth bombs.[4] The P-3—an aircraft upgraded as ASW technology advanced throughout the Cold War in P3-A, P3-B, and P-3C iterations—was based on the design for the L188 Electra commercial airplane and was considered the "most advanced maritime patrol airplane in the world."[5] The plane's onboard systems enabled a 13- to 17-hour flight time and utilized a twelve-man crew. Underwater pings, Sonobuoy, and Magnetic Anomaly Detection (MAD) at the tail of the aircraft offered a suite of surveillance tools.[6]

Moffett Field was an attractive location to serve as West Coast base for the P-3 Orion missions. Located near San Francisco, Moffett Field had strategic importance because of its proximity to the coast and the Bay Area naval fleet; aircraft deployed from Moffett Field would have greater opportunities to locate and track Soviet submarines. Moffett Field supported ten American deployment stations located throughout the Pacific Ring.[7] According to one contemporary newspaper account, P-3 surveillance involved flying "out 500 miles to sea from Moffett Field and make a random search for sub's with a secondary mission to report all shipping of surface vessels."[8] Such patrols were essential for U.S. Military intelligence and deterrence relating to Soviet patrol and missile-carrying submarines in the Pacific. By 1963, MFA had full P-3 capabilities, including the convenience of an on-site office for the aircraft's manufacturer, Lockheed.

Between 1963 and 1970, the P-3 mission at Moffett Field grew to contain eight squadrons and one reserve patrol: VP-64, Grey Knights (1963); VP-19, Big Red (1963); VP-31, Genies (1963); VP-9, Golden Eagles (1964); VP-47, Golden Swordsmen (1965); VP-48, Boomerangers (1966); VP-50, Blue Dragons (1967); VP-40, Fighting Marlins (1968); VP-91, reserve patrol (1970). The squadrons were housed in Hangars 2 and 3, which were divided into quarters with each squadron assigned a maintenance bay. Each squadron had eight aircraft, while the additional training squadron—VP-31— had 24 aircraft. Each squadron was supported by between 50 and 60 officers and between 350 and 400 enlisted men. All squadrons trained in Hangar 1. At any one time, two or three of the squadrons were deployed to forward bases around the Pacific Ocean, on six-month tours. From these forward bases, squadrons patrolled sea lanes for foreign submarines. Following deployment, squadrons returned to Moffett Field for home stays lasting between one and one-and-one-half years.[9]

While many of the P3 Orion-related functions at Moffett Field first took place in Hangars 1, 2, and 3, the eastern edge of the airfield became a training and support center for the Cold War ASW aircraft. As a result of the Cold War-era mission, several buildings originally constructed during World War II were joined by newly constructed, P-3 Orion mission-specific buildings south of Hangars 2 and 3. World War II-era utilitarian buildings were either repurposed (Buildings 655 and 669), or demolished to accommodate new facilities at the site. New facilities included additional classrooms at Building 654 (1969), a communications center at Building 656 (1971), and an avionics shop at Building 650 (1975).

By the early 1970s, these buildings held classrooms (three of the buildings forming the "Orion University" training center), administrative offices, and ammunition/weapons storage related to the P-3 Orion mission. Construction related to Moffett Field's P-3 missions also included a new missile magazine, Building 651, located to the south of Orion University. No new construction for P-3 operations occurred after 1983, although the mission remained important within the broader military operations of Moffett Field until the installation was transferred to NASA in 1994.[10]

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[4] Alexandra C. Cole, *Inventory and Evaluation of Cold War Era Historical Resources*, March 1999, 21-25.
[5] Lockheed Martin, "P3 Orion 50th Anniversary."
[6] Wolly Trabing, "Sub Detection From The Air," *Santa Cruz Sentinel*, May 7, 1965, 2.
[7] Ibid., 25-26.
[8] Trabing, "Sub Detection From The Air."
[9] Cole, *Inventory and Evaluation of Cold War Era Historical Resources*, 26-27.
[10] Ibid, 33-35.

California Air National Guard Tenure at Moffett Field

By 1980, the eastern portion of Moffett Field was designated for use by the California Air National Guard 129th Rescue Wing. Originally established in 1955 as the 129th Air Resupply Group, the 129th RQW was originally located at Hayward Airport, California. In 1975, the regiment was re-designated and repurposed as the 129th Aerospace Rescue and Recovery Group. With an expanded mission and fleet, the 129th required larger facilities. CA ANG soon began transferring operations to Moffett Field and completed the move in 1984, becoming a permitted tenant of the Navy.[11] The start of CA ANG's tenure at Moffett Field in 1980 involved the construction of new facilities, including a headquarters (Building 680), administration center (Building 681), and two engineering buildings (Building 679 and Building 683). These were the first buildings at Moffett Field specifically constructed for CA ANG, and the first to be constructed at the far southeastern corner of the airfield.

In 1994, NASA assumed control of the airfield. Despite the change in operating agency, the CA ANG 129th RQW continued to operate at the installation and have expanded their presence there by reusing buildings that had previously served P-3 Orion missions. Several new facilities, including a large aircraft hangar (Building 622), a parachutes operations center and training facility (Building 663), and additional support buildings (Buildings 675-678), have been constructed at the CA ANG area during the twenty-first century. In addition to the eastern airfield, CA ANG has utilized facilities in temporary use areas throughout the broader MFA site. These areas include the munitions areas near the Golf Club Moffett Field, a portion of Hangar 3, a medical training facility at the west end of MFA, and a vehicle operations facility near the center-south area of the site. In 2009, CA ANG began to consolidate their operation to the 129th RQW cantonment at the east side of MFA.

Building 654

Building 654 was constructed in 1969 as Building 513, the Aircraft Systems Training Building. This building was placed between two buildings that had been built in the 1940s—655 and 669—and used as store- and warehouses, until being retrofitted in 1963 as the P-3 Orion training school at Moffett Field. Originally designed in a simple, utilitarian architectural style, Building 654/Aircraft Systems Training Building was constructed of tilt-up concrete wall panels divided by regularly spaced pilasters. As originally designed, the building had no exterior windows.

The building initially housed various elements of the P-3 training program; according to the *Survey and Inventory of Cold War Era Historical Resources, Moffett Federal Airfield*, the building contained "classrooms for instruction in communications, data processing, Doppler, inertial navigation, LORAN and IFF, MAD, radar, sonar receiving and recording, Directional Frequency and Ranging (DIFAR), and electronic countermeasures (ECM) systems." Together, buildings 654, 655, and 669 served the training needs of the P-3 missions and became known as "Orion University."

Following realignment and the transfer of Moffett Field to NASA in 1994, Building 654 was converted for administrative use, and windows were inserted at the exterior façades to support this role. The building's exterior was subsequently altered with new standing seam metal panels at the upper walls and new arched canopies at the entrances. Most recently, the building has housed CA ANG squadron operations.

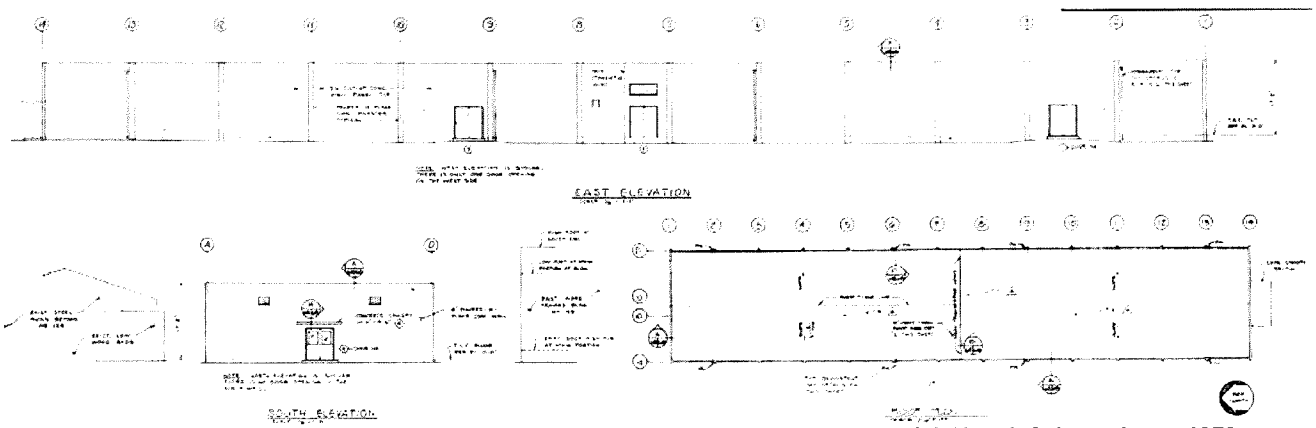


Figure 4. Elevations and roof plan of Building 654, prepared by architect Richard J. Huyck & Associates, 1970
Source: California Air National Guard 129th Rescue Wing

[11] National Guard Bureau, *Final Environmental Assessment: Proposed Long-Term Lease and Installation Development Plan for the 129th Rescue Wing, California Air National Guard, Moffett Field, California*, December 2009, 1-6.

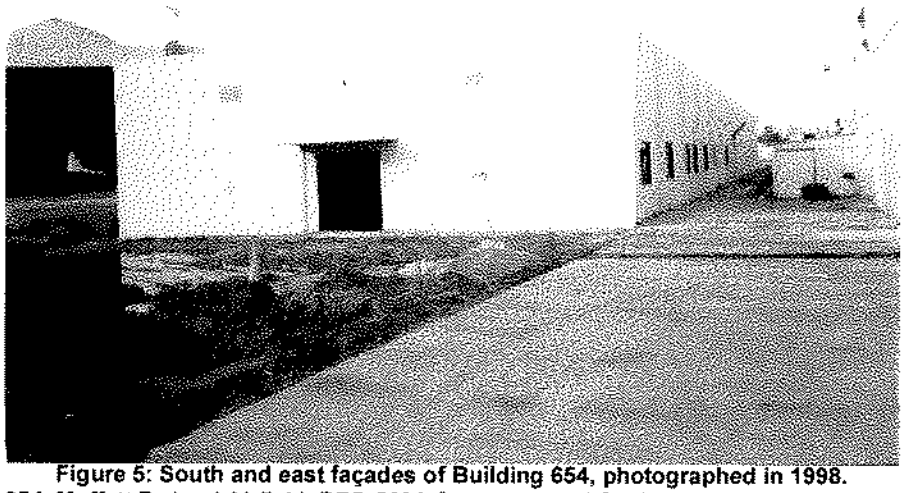


Figure 5: South and east façades of Building 654, photographed in 1998.
Source: Building 654, Moffett Federal Airfield, DPR 523A form prepared for *Inventory and Evaluation of Cold War Era Historical Resources, Moffett Federal Airfield,* Alexandra C. Cole

National Register Evaluation

Criterion A (Events): Building 654 was constructed in 1969 specifically to serve as a classroom building in support of Moffett Field's P-3 Orion mission. It was built following the end of the identified period of significance for the Expanded NAS Sunnyvale Historic District (1930-1961), and therefore is not eligible as a contributor to that historic district.

The 1999 survey and evaluation of Cold War-era resources at Moffett Field has determined the P-3 Orion mission at Moffett Field to be of exceptional national significance.[12] While the three adjacent buildings that formed "Orion University" (buildings 654, 655, and 669) contributed to this mission by providing training facilities for airmen assigned to the P-3 Orion squadrons stationed at Moffett Field, none of these buildings has a direct, associative relationship to the significance of the P-3 Orion mission such that it would be found significant under Criterion A. The facilities at MFA that are most closely associated with the P-3 Orion operations are Hangar 1 (where much of the squadron training took place), Hangars 2 and 3 (where each of the eight P-3 Orion squadrons were stationed and received maintenance), and the joined administrative building (Building 300, since demolished) and communications building (Building 656, originally known as Building 301). Training facilities have a related but secondary function regarding the core missions that imbued Moffett Field with significance following 1963. Furthermore, Building 654 was built with a utilitarian design that was subsequently altered substantially and does not express its original purpose as a building containing classrooms. For this reason, Building 654 does not appear significant under Criterion A.

Criterion B (Persons): It does not appear that Building 654 is significant under Criterion B, as the building does not have a direct relationship with any individual who has made significant contributions to the broad patterns of history.

Criterion C (Architecture/Design): When first constructed, Building 654 had a basic and utilitarian design featuring concrete tilt-up walls with no exterior windows, thus minimally designed to meet the needs of a classroom facility. As originally designed, the building was undistinguished architecturally and did not represent the work of a master, nor did it have high artistic values. Additionally, in the 1990s the building was altered significantly at its exterior. Windows were inserted in between the building's pilasters, and at a later date standing seam metal panels were added to the upper areas of the building's walls, including a triangular panel at the east façade that alters one's impression of the building's roof form. Arched canopies were also added to the building's entrances. As a result of these substantial alterations, the building does not embody the distinctive characteristics of a type, period, or method of construction. For these reasons, Building 654 does not appear significant under Criterion C.

Criterion D (Information Potential): It does not appear that Building 654 has the potential to yield important information in history.

[12] Cole, *Inventory and Evaluation of Cold War Era Historical Resources*, 36.

In summary, Building 654 does not appear eligible to the National Register, and thus has been assigned a California Historical Resource Status Code 6Y, "Determined ineligible for NR by consensus through Section 106 process – Not evaluated for CR or Local Listing."

Prop# 126994 DOE-43-99-02960-0000

State of California -- The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # P-43-002591
HRI #
Trinomial
NRHP Status Code 6Z
Other Listings
Review Code Reviewer Date / /

Page 1 of 2

*Resource Name or #: 654, Moffett Federal Airfield

P1. Other Identifier: CANG Squadron Operations

*P2. Location: ☐ Not for Publication ☐ Unrestricted a. County Santa Clara

b. USGS 7.5' Quad Date T ; R ; 1/4 of 1/4 of Sec ; B.M.

c. Address Jagels Road City Moffett Field Zip 94035

d. UTM: (Give more than one for large and/or linear feature) Zone , mE/ mN

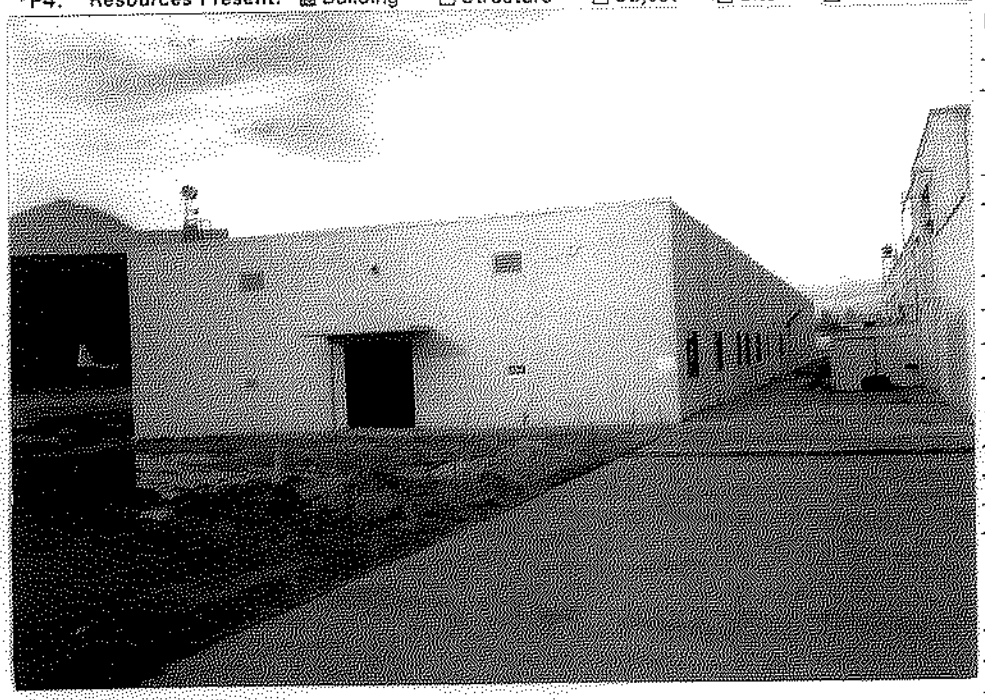
e. Other Locational Data: (e.g. parcel #, legal description, directions to resource, elevation, additional UTMs, etc. as appropriate)

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

Building 654 is a one-story flat-roofed rectangular concrete building with concrete piers along the east and west sides. A flat-roof Butler pre-fabricated metal shed for the HVAC system extends to the north. Three sets of metal double doors provide access on the west side. New tinted fixed windows in metal frames have been inset in the east and west sides. A new tinted glass and metal door, sheltered by a concrete canopy, provides access on the south side.

*P3b. Resources Attributes: (List attributes and codes) HP34. Military Property

*P4. Resources Present: ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)



P5b. Description of Photo: (View, date, etc.)
North,
April 1998, Roll 1-6

*P6. Date Constructed/Age and Sources:
☐ Prehistoric ☒ Historic ☐ Both
1969

*P7. Owner and Address:
U.S.A. as represented by
National Aeronautics and Space
Administration, Washington, D.C.

*P8. Recorded by: (Name, affiliation, address)
Alexandra C. Cole, SAIC
816 State Street, Suite 500
Santa Barbara, CA 93101

*P9. Date Recorded: 03/03/1999

*P10. Survey Type: (Describe)
Comprehensive Survey for Section
106 Compliance

*P11. Report Citation: (Cite survey report/other sources or "none") Inventory and Evaluation of Cold War Era Historical Resources, Moffett Federal Airfield

*Attachments: ☐ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☒ Building, Structure and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record
☐ Photograph Record ☐ Other: (List)

DPR 523A (1/95) *Required information

State of California -- The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary # P-43-002591
HRI #

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code 6Z

*Resource Name or #: 654, Moffett Federal Airfield

B1. Historic Name: Building 513

B2. Common Name: Unknown

B3. Original Use: Classroom, Systems Training B4. Present Use: CANG Administration

*B5. Architectural Style: No Style

*B6. Construction History: (Construction date, alterations, and date of alterations.)

1969; windows and new doors in 1994 by David Takamoto Associates

*B7. Moved? ■ No ☐ Yes ☐ Unknown Date: _____ Original Location: _____

*B8. Related Features:

B9a. Architect: Richard J. Huyk & Asso., Aptos b. Builder: Robert L. Wilson, Oakland

*B10. Significance: Theme Cold War Area United States

Period of Significance 1946-1989 Property Type Military Applicable Criteria G

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

With buildings 655 and 669, this classroom building was part of "Orion University" that trained P-3 Orion pilots and technical crews. It has been remodeled for new use. This building was directly associated with the Cold War P-3 Orion anti-submarine warfare patrol mission dating from 1963 to 1994 at Moffett Field. Although this mission is considered of exceptional national significance within the Cold War context, this building is of standard construction and does not exhibit unique architectural or engineering features special to the P-3 mission. It is therefore not considered of exceptional significance under criterion G.

B11. Additional Resource Attributes: (List attributes and codes)

*B12. References:

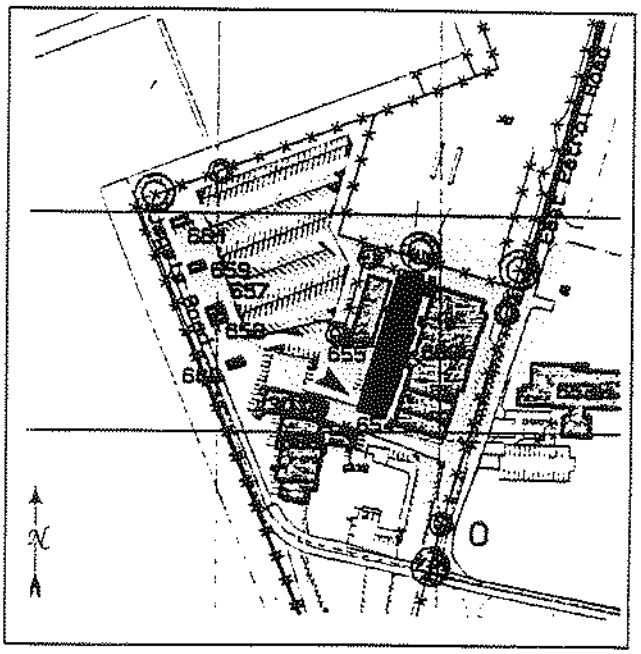
C.E. Files, Building 683

B13. Remarks:

*B14. Evaluator: Alexandra C. Cole

Date of Evaluation: 05/01/1998

(This space reserved for official comments.)



*Required information

Page 1 **of** 1 **Resource Name or #** Building 655, Mobility Warehouse A
***Recorded by:** Architectural Resources Group ***Date:** December 19, 2025 ☐ Continuation ☒ Update

P1. Other Identifier: Building 124
***P2. Location:** ☐ Not for Publication ☒ Unrestricted

- ***a.** **County**: Santa Clara
- ***b.** **USGS 7.5' Quad** Mountain View, CA **Date:** 2021 **Township:** 6S; **Range:** 2W
- c. Address: Jagels Road City: Moffett Field Zip: 94035
- d. UTM: Zone 10 S, 584952 mE / 4141186 mN
- e. Other Locational Data: N/A

***P3a. Description:**
The purpose of this DPR Continuation Sheet is to update the existing record for Building 655. Building 655 dates to the Cold War period and was documented as part of the Inventory and Evaluation of Cold War Resources at Moffett Federal Airfield (1999), which addressed facilities built and/or operated between 1946 and 1989. At the time of the survey, Building 655 was less than 50 years old. Building 655 was documented on a DPR form and received a brief evaluation using National Register of Historic Places (NRHP) Criterion Consideration G due to its then-recent construction date. The evaluation concluded that Building 655 did not meet the threshold of exceptional significance established by Criterion Consideration G. Therefore, the building did not meet the eligibility requirements of the NRHP at the time of this evaluation.[1]

Building 655 was subsequently documented on a DPR form in 2017 for the CA ANG Relocation Project. The evaluation concluded that the resource did not have significance under any NRHP criterion.[2]

After its most recent evaluation in 2017, Building 655 was demolished. No physical elements of the resource appear to remain extant.

***P8. Recorded by:**
Jon Rusch, Architectural Resources Group
Pier 9, The Embarcadero, Suite 107
San Francisco, CA, 94111

***P9. Date Recorded:** May 2025

***P10. Survey Type:** Intensive

***P11. Report Citation**: Architectural Resources Group and Albion Environmental, *Cultural Resource Inventory Report for the Berkeley Space Center at NASA Research Park Project*, April 2026, prepared for University of California, Berkeley and National Aeronautics and Space Administration Ames Research Center.

***Attachments:** ☐ NONE ☐ Location Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record ☒ Other (List): Page & Turnbull, Inc., DPR 523A, 523B, and 523L Forms, *CA ANG Relocation Project Section 106 Technical Report*, July 13, 2017; Alexandra C. Cole, DPR 523A and 523B Forms, *Inventory and Evaluation of Cold War Era Historical Resources, Moffett Federal Airfield*, Science Applications International Corporation, June 29, 1998.

References:
Cole, Alexandra C. *Inventory and Evaluation of Cold War Era Resources*. Science Applications International Corporation. Prepared for National Aeronautics and Space Administration. March 1999.

Page & Turnbull, *CA ANG Relocation Project Section 106 Technical Report*. Prepared for Planetary Ventures LLC. 2017.

[1] Alexandra C. Cole, *Inventory and Evaluation of Cold War Era Resources*, Science Applications International Corporation, prepared for National Aeronautics and Space Administration, March 1999, 38.
[2] Page & Turnbull, *CA ANG Relocation Project Section 106 Technical Report*, prepared for Planetary Ventures LLC, 2017.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Y
Other Listings
Review Code Reviewer Date

 Resource name(s) or number (assigned by recorder) 655, Moffett Federal Airfield

P1. Other Identifier: CA ANG Squadron Operations
***P2. Location:** ☐Not for Publication ☒Unrestricted ***a. County** Santa Clara
***b. USGS 7.5' Quad** Mountain View, Calif. **Date** 1997
***c. Address** Jagels Road **City** Moffett Field **Zip** 94035
***e. Other Locational Data:**

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

Building 655 is located immediately to the east of Jagels Road and north of Johnny Luv Lane, within the northern portion of the California Air National Guard (CA ANG) 129th Rescue Wing (RQW) cantonment at Moffett Federal Airfield. Built c. 1948, Building 655 is a single-story, utilitarian Butler-style gabled warehouse. The rectangular-plan building is clad with standing seam metal. It sits on a concrete foundation, and its medium-pitched gable roof is standing seam metal. The north and south façades each have louvered vents located within the gable and small metal braces underneath the eaves; each of these façades also has a single flush metal door. The north façade has a large central area that has been infilled with standing seam metal panels, indicating that a vehicular entrance was previously in this location **(Figure 1)**. The east façade has a small projection that is clad with standing seam metal **(Figure 2)**, as well as numerous window and door openings that have been covered by metal panels **(Figure 3)**. The west façade features three overhead roll-up vehicular doors in addition to steel slab pedestrian doors and nine-lite steel-sash windows **(Figures 4 and 5)**.

The building appears to be in good condition.

***P3b. Resource Attributes:** (list attributes and codes) HP34: Military Property
***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other

P5a. Photo

P5b. Photo: (view and date)
View of the south façade
June 12, 2017

***P6. Date Constructed/Age and Sources:** ☒historic
1948 (1948 and 1949 Moffett Field site plans held at U.S. Navy Seabee Museum, Port Hueneme, California)

***P7. Owner and Address:**
United States as represented by National Aeronautics and Space Administration, Washington, D.C.

***P8. Recorded by:**
Page & Turnbull, Inc.
417 Montgomery Street, 8th Floor
San Francisco, CA 94104

***P9. Date Recorded:**
7/13/2017

***P10. Survey Type:**
Comprehensive survey for Section 106 Compliance

***P11. Report Citation:** (Cite survey report and other sources, or enter "none") Page & Turnbull, CA ANG Relocation Project Section 106 Technical Report (Draft July 2017)

***Attachments:** ☐None ☐Location Map ☐Sketch Map ☒Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (list)

Figure 1. North façade, the large central area that has been infilled with corrugated metal panels.

Figure 2. Small projection clad with corrugated metal at the east façade

Figure 3. Doors and windows covered with metal panels at east façade

Figure 4. Roll-up vehicular doors at west façade

Figure 5. Steel slab pedestrian door at west façade

BUILDING, STRUCTURE, AND OBJECT RECORD

 *NRHP Status Code 6Y

*Resource Name or # 655, Moffett Federal Airfield

B1. Historic name: Building 124/Marine Corps Reserve Armory
B2. Common name: Building 655/ CA ANG Mobility Storage
B3. Original Use: Storage
B4. Present use: Mobility Storage
*B5. **Architectural Style:** Utilitarian
*B6. **Construction History:** (Construction date, alterations, and date of alterations)

- Constructed: c. 1948
- Wood-frame addition constructed at south façade: unknown date, pre-1958
- Interior renovated: 1963
- South addition demolished: unknown date, pre-1981
- Converted for storage use, involving insertion of vehicular doors at west façade:1994

*B7. **Moved?** ☒No ☐Yes ☐Unknown **Date:** _____ **Original Location:** _____
*B8. **Related Features:** N/A B9a. Architect: N/A b. Builder: N/A
*B10. **Significance: Theme** N/A **Area** N/A
Period of Significance N/A **Property Type** N/A **Applicable Criteria** N/A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

Moffett Federal Airfield

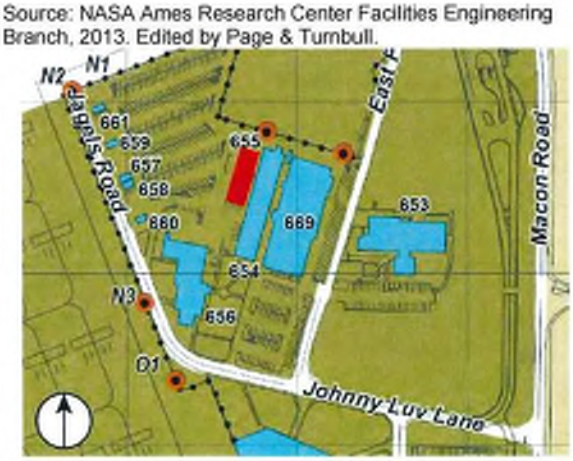
The installation now known as Moffett Federal Airfield was originally established as Naval Air Station (NAS) Sunnyvale, the West Coast base for the United States Navy's burgeoning Lighter-Than-Air (LTA) aviation programs of the 1930s. Established on August 2, 1931, NAS Sunnyvale serviced the dirigible USS *Macon*, as well as F9C Sparrowhawk biplanes. NAS Sunnyvale was formally commissioned in 1933 following the completion of Hangar 1 by the U.S. Naval Bureau of Yards and Docks. The installation also consisted of 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 a collection of the support buildings. A small community of residences for base staff was constructed around a cul-de-sac southwest of the main campus.[1]

This led to an additional campaign of runway widening, extension, and repaving to accommodate heavier aircraft. The bombing of Pearl Harbor in 1941 triggered a return to naval LTA operations, as the need increased for LTA surveillance operations along the Pacific Coast. Wishing to expand, the Navy acquired over 200 acres of land east of the existing airfield. (Continued)

B11. Additional Resource Attributes: (List attributes and codes) _____
*B12. **References:** See footnotes.
B13. Remarks: None
*B14. **Evaluator:** Jonathon Rusch and Andrea Dumovich, Page & Turnbull, Inc.
*Date of Evaluation: July 13, 2017

(This space reserved for official comments.)

Source: NASA Ames Research Center Facilities Engineering Branch, 2013. Edited by Page & Turnbull.



[1] *Moffett Field: From Lighter-Than-Air to Faster-Than-Sound, 1933-1958 Silver Anniversary*, (Place, publisher, 1958), 8-17; AECOM, *Historic Property Survey Report for the Airfield at NASA Ames Research Center, Moffett Field, California*, 2013, 3-1 through 3-3.

The reintroduction of LTA craft at the installation, renamed Naval Air Station Moffett Field, ushered in a sustained period of significant missions for the installation. The following is excerpted from the *Historic Property Survey Report*, completed by AECOM in 2013:

> Moffett Field was the headquarters for Fleet Airship Wing Three, composed of three LTA bases on the West Coast: Tillamook, Oregon; Santa Ana, California; and Sunnyvale, California. The first blimps arrived at Moffett Field as part of the West Coast's first LTA squadron, ZP-32, which launched its first patrol flight over the Pacific coast in February 1942. Moffett Field was also used to train new airship pilots, using free balloons and blimps. [...]
>
> In 1942, construction started on the first of two new enormous wood-frame hangars on the east side of the runways, which by this time had been expanded and reconfigured by the Army Air Corps. Hangars 2 and 3 were completed in 1943 and used by the Navy Station Assembly and Repair Department to assemble, erect, store, and maintain blimps and balloons. LTA operations continued at Moffett Field until August 1947 when the program was deemed obsolete and terminated, making Moffett Field an exclusively heavier-than-air base. [...]
>
> After World War II, Moffett Field became home to Squadron 4 of the Naval Air Transport Service [NATS], with support operations dedicated to aircraft maintenance and overhaul. It was during this period that most of the current-day airfield was built. Beginning in 1945, the Navy spent millions of dollars for improvements and new construction at Moffett Field. The airfield was expanded and extended to accommodate the Navy's largest transport aircraft, including a huge four-engine transport plane called the R5D Skymaster. In 1946, Runway 32R-14L was built of 8-inch-thick reinforced concrete to an original length of 7,425 feet. The west and east parallel taxiways were built, along with many of the parking aprons. In 1947, high-intensity approach, taxiway, and runway lights were added to the airfield. In the late 1940s, two more air transport squadrons (Squadrons 3 and 5) were commissioned at the base, making Moffett Field the largest Naval Air Transport Service base on the West Coast. [...]
>
> The Korean War started in June 1950, and Moffett Field became the home base for aircraft carrier squadrons and their fighter jets. Jets were first introduced by the U.S. military during World War II, but did not appear at Moffett Field until 1950 with the arrival of the F3D Skynight, the Navy's first operational jet night fighter. Navy carrier squadrons stationed at Moffett Field used the airfield for training purposes, including simulated carrier landings. (Runways were equipped with emergency arresting gear similar to the equipment used to stop planes on aircraft carriers.) Moffett Field was also used to train pilots on new jet aircraft before they were first introduced into operations squadrons. Almost every new supersonic jet fighter aircraft in the Navy or U.S. Air Force inventories in the early 1950s was flight-tested at Moffett Field. [...]
>
> Jet operations at Moffett Field were so extensive that the base was designated a master jet base in 1953 (the first of nine such Navy bases), and operational units on-site reached an all-time high in 1955. However, by the early 1960s, the Navy's operational priorities had changed, and the focus shifted from fighter jets to anti-submarine warfare. Jet operations at Moffett Field ended in 1961.[2]

During the subsequent three decades, the operations of Moffett Field were defined by the Navy's anti-submarine warfare operations. In 1994, Moffett Field was decommissioned from military use through the Base Realignment and Closure process, after which NASA assumed responsibility for the installation as a part of the larger NASA Ames Research Center. The installation is currently known as Moffett Federal Airfield.

Early Development of the East Airfield

The area that currently contains Hangars 2 and 3 and the CA ANG 129th RQW cantonment was first developed for military use in the early 1940s, as the Navy reassumed control of Moffett Field, expanded its airfield, and pushed the boundary of the installation to the east. A triangular-shaped site lying alongside two aircraft parking aprons south of Hangars 2 and 3 was utilized as a staging and storage area for materials and equipment during the construction of the hangars. This site was the location of the contractor's warehouses—primarily standardized Butler-style buildings—as well as a concrete plant and underground gasoline storage tank. Photographs of the site taken at this time indicate that two rail spurs led from the storage area into the interiors of Hangars 2 and 3.[3]

[2] *Historic Property Survey Report*, 3-3 through 3-5.
[3] "Contract NOy-5604, Naval Air Station, Moffett Field" [photograph], 1943, U.S. Navy Seabee Museum, Port Hueneme, California.

Following the completion of Hangars 2 and 3, the rail spurs and several of the buildings—including standardized Butler-style warehouses—were retained. The Hangars 2 and 3 precinct along the eastern edge of the airfield was used to support Naval Air Transport Service (NATS) operations, which were initiated during World War II and continued until 1949.

During the 1950s, Moffett Field served as a major naval base, with over 300 aircraft stationed there. This massive operation led to a large-scale expansion of facilities, although the east side of the airfield remained sparsely developed. The Navy did, however, construct a series of small storage buildings near the edge of the east aircraft parking apron during the mid-1950s. These buildings were of standardized designs and were used for ammunition storage and line operations. By the late 1950s, most of the buildings that had originally been built to support the construction of Hangars 2 and 3 no longer stood on the site, although Buildings 300, 655, and 669 remained.

P-3 Orion Operations at Moffett Field

In 1962, following the termination of jet operations at Moffett Field, the installation was chosen as the West Coast base for the Navy's new anti-submarine warfare (ASW) patrol aircraft, the four-engine, turbo-prop Lockheed P-3 Orion. This represented a new and significant role for the installation that remained stationed there until base realignment in 1994. The build-up of ASW missions on the West Coast during the Cold War was enacted in response to the Soviets' submarine patrols of the Pacific Ocean. The number of Soviet submarines found on patrol at any one time was high enough that the Navy sought to develop more effective defense solutions. Therefore, the Navy commissioned Lockheed to develop the weapon-mounted P-3 Orion aircraft, which would intercept Soviet submarines from the air rather than from the sea. Such aircraft could be equipped variously with torpedoes, air-to-surface missiles, mines, and nuclear depth bombs.[4] The P-3—an aircraft upgraded as ASW technology advanced throughout the Cold War in P3-A, P3-B, and P-3C iterations—was based on the design for the L188 Electra commercial airplane and was considered the "most advanced maritime patrol airplane in the world."[5] The plane's onboard systems enabled a 13- to 17-hour flight time and utilized a twelve-man crew. Underwater pings, Sonobuoy, and Magnetic Anomaly Detection (MAD) at the tail of the aircraft offered a suite of surveillance tools.[6]

Moffett Field was an attractive location to serve as West Coast base for the P-3 Orion missions. Located near San Francisco, Moffett Field had strategic importance because of its proximity to the coast and the Bay Area naval fleet; aircraft deployed from Moffett Field would have greater opportunities to locate and track Soviet submarines. Moffett Field supported ten American deployment stations located throughout the Pacific Ring.[7] According to one contemporary newspaper account, P-3 surveillance involved flying "out 500 miles to sea from Moffett Field and make a random search for sub's with a secondary mission to report all shipping of surface vessels."[8] Such patrols were essential for U.S. Military intelligence and deterrence relating to Soviet patrol and missile-carrying submarines in the Pacific. By 1963, MFA had full P-3 capabilities, including the convenience of an on-site office for the aircraft's manufacturer, Lockheed.

Between 1963 and 1970, the P-3 mission at Moffett Field grew to contain eight squadrons and one reserve patrol: VP-64, Grey Knights (1963); VP-19, Big Red (1963); VP-31, Genies (1963); VP-9, Golden Eagles (1964); VP-47, Golden Swordsmen (1965); VP-48, Boomerangers (1966); VP-50, Blue Dragons (1967); VP-40, Fighting Marlins (1968); VP-91, reserve patrol (1970). The squadrons were housed in Hangars 2 and 3, which were divided into quarters with each squadron assigned a maintenance bay. Each squadron had eight aircraft, while the additional training squadron—VP-31— had 24 aircraft. Each squadron was supported by between 50 and 60 officers and between 350 and 400 enlisted men. All squadrons trained in Hangar 1. At any one time, two or three of the squadrons were deployed to forward bases around the Pacific Ocean, on six-month tours. From these forward bases, squadrons patrolled sea lanes for foreign submarines. Following deployment, squadrons returned to Moffett Field for home stays lasting between one and one-and-one-half years.[9]

While many of the P3 Orion-related functions at Moffett Field first took place in Hangars 1, 2, and 3, the eastern edge of the airfield became a training and support center for the Cold War ASW aircraft. As a result of the Cold War-era mission, several buildings originally constructed during World War II were joined by newly constructed, P-3 Orion mission-specific buildings south of Hangars 2 and 3. World War II-era utilitarian buildings were either repurposed (Buildings 655 and 669), or demolished to accommodate new facilities at the site. New facilities included additional classrooms at Building 654 (1969), a communications center at Building 656 (1971), and an avionics shop at Building 650 (1975).

By the early 1970s, these buildings held classrooms (three of the buildings forming the "Orion University" training center), administrative offices, and ammunition/weapons storage related to the P-3 Orion mission. Construction related to Moffett Field's P-

[4] Alexandra C. Cole, *Inventory and Evaluation of Cold War Era Historical Resources*, March 1999, 21-25.
[5] Lockheed Martin, "P3 Orion 50th Anniversary."
[6] Wolly Trabing, "Sub Detection From The Air," *Santa Cruz Sentinel*, May 7, 1965, 2.
[7] Ibid., 25-26.
[8] Trabing, "Sub Detection From The Air."
[9] Cole, *Inventory and Evaluation of Cold War Era Historical Resources*, 26-27.

3 missions also included a new missile magazine, Building 651, located to the south of Orion University. No new construction for P-3 operations occurred after 1983, although the mission remained important within the broader military operations of Moffett Field until the installation was transferred to NASA in 1994.[10]

California Air National Guard Tenure at Moffett Field

By 1980, the eastern portion of Moffett Field was designated for use by the California Air National Guard 129th Rescue Wing. Originally established in 1955 as the 129th Air Resupply Group, the 129th RQW was originally located at Hayward Airport, California. In 1975, the regiment was re-designated and repurposed as the 129th Aerospace Rescue and Recovery Group. With an expanded mission and fleet, the 129th required larger facilities. CA ANG soon began transferring operations to Moffett Field and completed the move in 1984, becoming a permitted tenant of the Navy.[11] The start of CA ANG's tenure at Moffett Field in 1980 involved the construction of new facilities, including a headquarters (Building 680), administration center (Building 681), and two engineering buildings (Building 679 and Building 683). These were the first buildings at Moffett Field specifically constructed for CA ANG, and the first to be constructed at the far southeastern corner of the airfield.

In 1994, NASA assumed control of the airfield. Despite the change in operating agency, the CA ANG 129th RQW continued to operate at the installation and have expanded their presence there by reusing buildings that had previously served P-3 Orion missions. Several new facilities, including a large aircraft hangar (Building 622), a parachutes operations center and training facility (Building 663), and additional support buildings (Buildings 675-678), have been constructed at the CA ANG area during the twenty-first century. In addition to the eastern airfield, CA ANG has utilized facilities in temporary use areas throughout the broader MFA site. These areas include the munitions areas near the Golf Club Moffett Field, a portion of Hangar 3, a medical training facility at the west end of MFA, and a vehicle operations facility near the center-south area of the site. In 2009, CA ANG began to consolidate their operation to the 129th RQW cantonment at the east side of MFA.

Building 655

Building 655 was constructed c. 1948 as Building 124, a standardized Butler-style steel-frame warehouse building that originally housed the Marine Corps Reserve Armory.[12] Constructed south of Hangars 2 and 3, the building stood in the storage area used to support the Naval Air Transport Service (NATS), and appears to have been used as a generic arms storage building in support of the Marine Corps Reserve presence at Moffett Field. (The Marine Corps Reserve also occupied barracks and a mess hall near the southwest corner of the airfield, within a dense area of buildings known as "Splinter City.") A wood-framed addition was constructed at the south façade of Building 655; the purpose of this addition is not known, although it likely contained administrative offices related to the operations of the building.

In 1963, the subject building was converted for use as a training facility for the P-3 Orion mission that had just arrived at Moffett Field. The interior of the building was renovated for classrooms; the building also contained an assembly and project room, a spare parts storage room, and break and sanitary facilities. The south addition housed office space for training officers, as well as an instructors' study and technical library. Together, buildings 654, 655, and 669 served the training needs of the P-3 missions and became known as "Orion University." The south addition was demolished prior to 1981.

Building 655 was renovated again c. 1981; the earlier classrooms were removed, and new partition walls were installed to form offices and a conference room. Exterior windows and doors at the south end of the building were removed, and their openings were infilled with corrugated metal panels to match the surrounding walls.

Following realignment and the transfer of Moffett Field to NASA in 1994, Building 655 was returned to storage use. The building, then known as the Mobility Warehouse and Engine Storage building, was gutted of partition walls; remaining windows appear to have been covered at this time, and three new vehicular doors were inserted at the west façade. The building has continued to serve a supply and equipment storage role for CA ANG.

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[10] Ibid, 33-35.

[11] National Guard Bureau, *Final Environmental Assessment: Proposed Long-Term Lease and Installation Development Plan for the 129th Rescue Wing, California Air National Guard, Moffett Field, California*, December 2009, 1-6.

[12] "Map of U.S. Naval Air Station Moffett Field, California, Showing Conditions on June 30, 1949," 1949, held at U.S. Navy Seabee Museum, Port Hueneme, California.

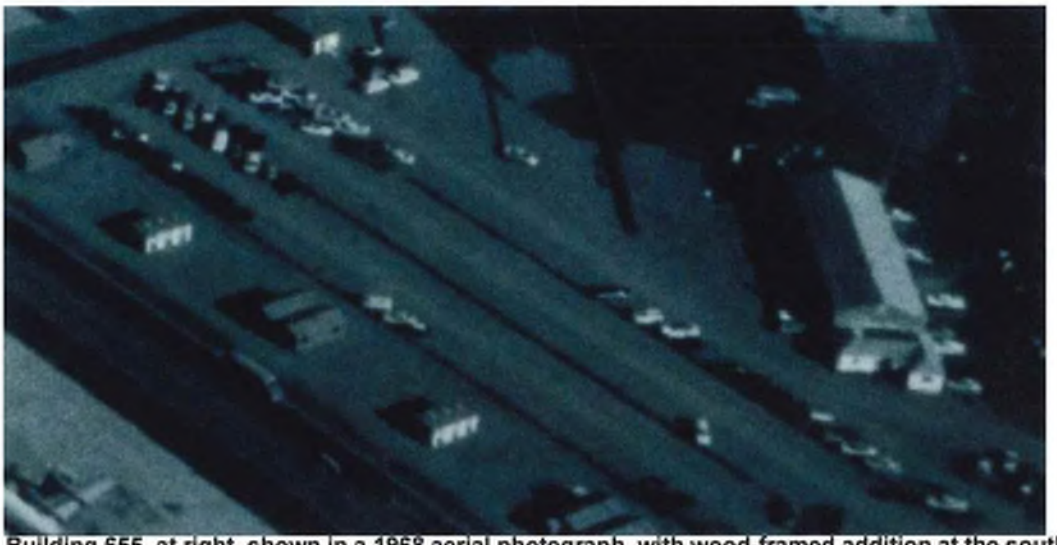


Figure 6: Building 655, at right, shown in a 1968 aerial photograph, with wood-framed addition at the south façade
Source: Moffett Field Historical Society

National Register Evaluation

Criterion A (Events): Building 655 is a utilitarian, Butler-style storage building that is typical to military installations, constructed in the late 1940s to provide arms storage at the east side of Moffett Field for the Marine Corps Reserve. Converted for classroom use in 1963 to support training related to the P-3 Orion antisubmarine warfare mission, the building was later returned to storage use by CA ANG. Building 655 was constructed during the identified period of significance of the Expanded NAS Sunnyvale Historic District (1930-1961), yet has not previously been evaluated for its contributing status to this historic district. The building's supporting function for the Marine Corps Reserve does not have direct associations with the significant naval missions of Moffett Field during this period, particularly Navy transport operations (1945-1950) and jet squadron operations (1950-1961). Standard storage buildings such as Building 655 are not directly associated with these contexts, and the Marine Corps Reserve are not known to have contributed to the naval missions that imbue the Expanded NAS Sunnyvale Historic District with significance. For this reason, Building 655 does not qualify as a contributor to the Expanded NAS Sunnyvale Historic District.

The 1999 survey and evaluation of Cold War-era resources at Moffett Field has determined the P-3 Orion mission at Moffett Field to be of exceptional national significance.[13] While the three adjacent buildings that formed "Orion University" (buildings 654, 655, and 669) contributed to this mission by providing training facilities for airmen assigned to the P-3 Orion squadrons stationed at Moffett Field, none of these buildings has a direct, associative relationship to the significance of the P-3 Orion mission such that it would be found significant under Criterion A. The facilities at MFA that are most closely associated with the P-3 Orion operations are Hangar 1 (where much of the squadron training took place), Hangars 2 and 3 (where each of the eight P-3 Orion squadrons received maintenance), and the joined administrative building (Building 300, since demolished) and communications building (Building 656, originally known as Building 301). Training facilities have a related but secondary function regarding the core missions that imbued Moffett Field with significance following 1963. For this reason, Building 655 does not appear significant under Criterion A.

Criterion B (Persons): It does not appear that Building 655 is significant under Criterion B, as the building does not have a direct relationship with any individual who has made significant contributions to the broad patterns of history.

Criterion C (Architecture/Design): Building 655 is a standardized Butler-style warehouse, which is a building type utilized on many military installations for various support purposes. This style of warehouse has a basic and utilitarian design of a simple gabled roof form and corrugated metal cladding. Building 655 does not represent the work of a master, nor does it have high artistic values. Additionally, the building has been altered at the exterior, involving the filling of its original vehicular entrance at its north façade with metal panels, the covering of many original openings at its east façade, and the insertion of three new vehicular doors at its west façade. These alterations have a significant effect on the essential design of the building, such that it does not embody the distinctive characteristics of a type, period, or method of construction. For these reasons, Building 655 does not appear eligible to be significant under Criterion C.

[13] Cole, *Inventory and Evaluation of Cold War Era Historical Resources*, 36.

Criterion D (Information Potential): It does not appear that Building 655 has the potential to yield important information in history.

In summary, Building 655 does not appear eligible to the National Register, and thus has been assigned a California Historical Resource Status Code 6Y, "Determined ineligible for NR by consensus through Section 106 process – Not evaluated for CR or Local Listing."

Propst 120995 DOE-43-99-0297-0000

State of California -- The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # P-43-002592
HRI #
Trinomial
NRHP Status Code 6Z
Other Listings
Review Code Reviewer Date / /

Page 1 of 2

*Resource Name or #: 655, Moffett Federal Airfield

P1. Other Identifier: Warehouse

*P2. Location: ☐ Not for Publication ☐ Unrestricted a. County Santa Clara

b. USGS 7.5' Quad Date T ; R ; 1/4 of 1/4 of Sec ; B.M.

c. Address Jagels Road City Moffett Field Zip 94035

d. UTM: (Give more than one for large and/or linear feature) Zone , mE/ mN

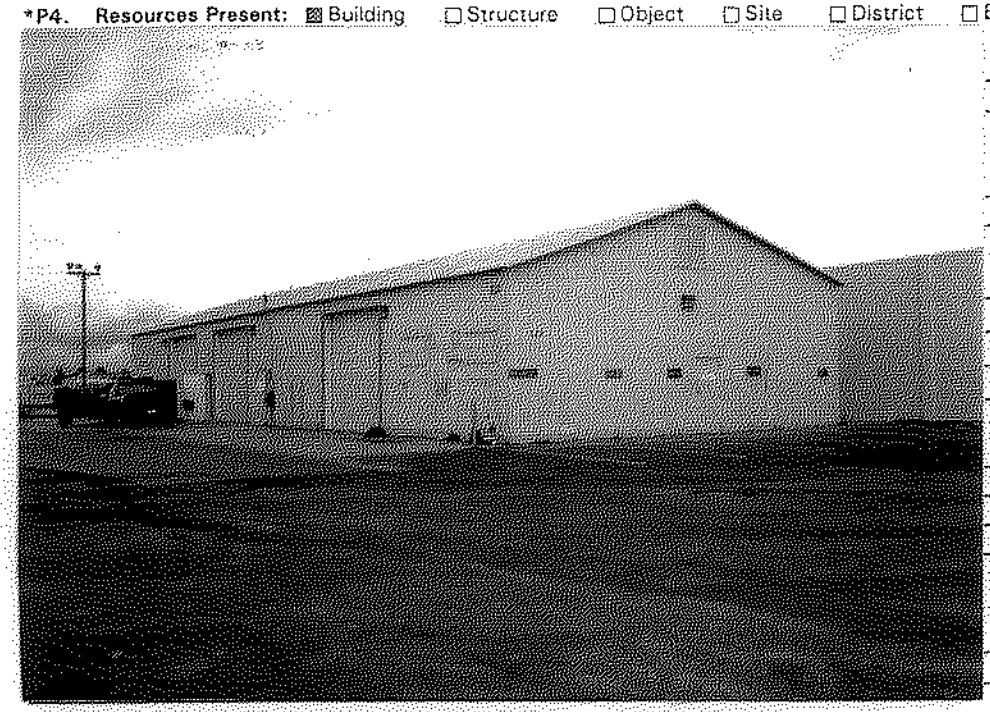
e. Other Locational Data: (e.g. parcel #, legal description, directions to resource, elevation, additional UTMs, etc. as appropriate)

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

This rectangular one-story pre-fabricated building with corugated metal walls sits on a concrete foundation. The medium-pitched gable roof is metal. Metal single and double doors provide access on the north and south sides. Three roll-up metal doors have been added on the west side. Fixed and transom multi-paned windows in metal sash provide light on the west side. A shed-roof boiler room is attached to the east side

*P3b. Resources Attributes: (List attributes and codes) HP34. Military Property

*P4. Resources Present: ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)



P5b. Description of Photo: (View, date, etc.)
Northeast,
April 1998, Roll 1-7

*P6. Date Constructed/Age and Sources:
☐ Prehistoric ☒ Historic ☐ Both
1945

*P7. Owner and Address:
U.S.A. as represented by
National Aeronautics and Space
Administration, Washington, D.C.

*P8. Recorded by: (Name, affiliation, address)
Alexandra C. Cole, SAIC
816 State Street, Suite 500
Santa Barbara, CA 93101

*P9. Date Recorded: 03/03/1999

*P10. Survey Type: (Describe)
Comprehensive Survey for Section 106 Compliance

*P11. Report Citation: (Cite survey report/other sources or "none") Inventory and Evaluation of Cold War Era Historical Resources, Moffett Federal Airfield

*Attachments: ☐ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☒ Building, Structure and Object Record ☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record ☐ Other: (List)

State of California -- The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary # P-43-002592
HRI #

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code 6Z

*Resource Name or #: 655, Moffett Federal Airfield

B1. Historic Name: Building 124

B2. Common Name: Unknown

B3. Original Use: Unknown B4. Present Use: CANG Warehouse

*B5. Architectural Style: No Style

*B6. Construction History: (Construction date, alterations, and date of alterations.)

Built in 1945; it was altered in 1963 for classrooms by George S. Erskine, Menlo Park

*B7. Moved? ☒ No ☐ Yes ☐ Unknown Date: _____ Original Location: _____

*B8. Related Features:

B9a. Architect: Unknown b. Builder: Unknown

*B10. Significance: Theme Cold War Area United States

Period of Significance 1946-1989 Property Type Military Applicable Criteria G

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

With buildings 654 and 669, this was part of "Orion University" that trained P-3 Orion pilots and technical crews. This building was directly associated with the Cold War P-3 Orion anti-submarine warfare patrol mission dating from 1963 to 1994 at Moffett Field. Although this mission is considered of exceptional national significance within the Cold War context, this building is of standard World War II construction and does not exhibit unique architectural or engineering modifications special to the P-3 mission. It is therefore not considered of exceptional significance under criterion G.

B11. Additional Resource Attributes: (List attributes and codes)

*B12. References:

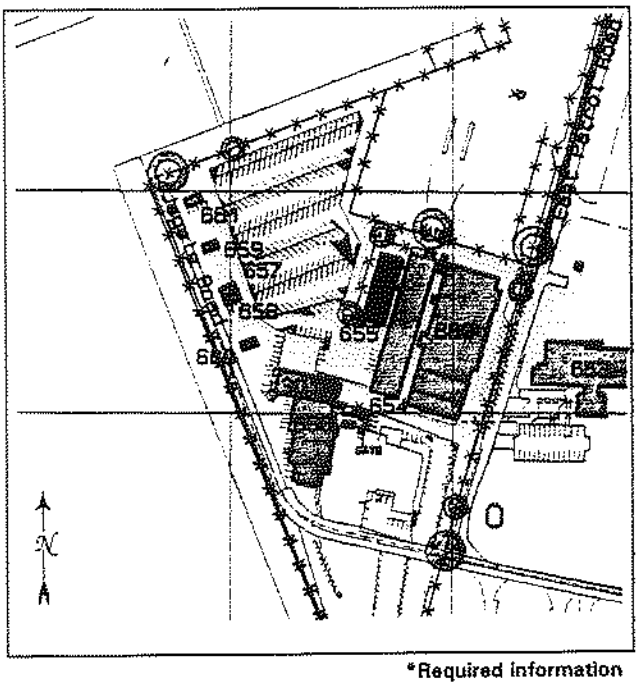
C.E. Archives, Building 683

B13. Remarks:

*B14. Evaluator: Alexandra C. Cole

Date of Evaluation: 05/01/1998

(This space reserved for official comments.)



*Required information

Page 1 **of** 1 **Resource Name or #** Building 656, 129th Rescue Operations
***Recorded by:** Architectural Resources Group ***Date:** December 19, 2025 ☐ Continuation ☒ Update

P1. Other Identifier: Communications Center; Buildings 301 and 301A
***P2. Location:** ☐ Not for Publication ☒ Unrestricted

- ***a. County**: Santa Clara
- ***b. USGS 7.5' Quad** Mountain View, CA **Date:** 2021 **Township:** 6S; **Range:** 2W
- c. Address: Jagels Road City: Moffett Field Zip: 94035
- d. UTM: Zone 10 S, 584927 mE / 4141099 mN
- e. Other Locational Data: N/A

***P3a. Description:**
The purpose of this DPR Continuation Sheet is to update the existing record for Building 656. Building 656 dates to the Cold War period and was documented as part of the Inventory and Evaluation of Cold War Resources at Moffett Federal Airfield (1999), which addressed facilities built and/or operated between 1946 and 1989. At the time of the survey, Building 656 was less than 50 years old. Building 656 was documented on a DPR form and received a brief evaluation using National Register of Historic Places (NRHP) Criterion Consideration G due to its then-recent construction date. The evaluation concluded that Building 656 did not meet the threshold of exceptional significance established by Criterion Consideration G. Therefore, the building did not meet the eligibility requirements of the NRHP at the time of this evaluation.[1]

Building 656 was subsequently documented on a DPR form in 2017 for the CA ANG Relocation Project. The evaluation concluded that the resource had significance under NRHP Criterion A (Events) but lacked integrity to its identified period of significance. Therefore, the building was evaluated as not eligible for listing in the NRHP.[2]

After its most recent evaluation in 2017, Building 656 was demolished. No physical elements of the resource appear to remain extant.

***P8. Recorded by:**
Jon Rusch, Architectural Resources Group
Pier 9, The Embarcadero, Suite 107
San Francisco, CA, 94111

***P9. Date Recorded:** May 2025

***P10. Survey Type:** Intensive

***P11. Report Citation**: Architectural Resources Group and Albion Environmental, *Cultural Resource Inventory Report for the Berkeley Space Center at NASA Research Park Project*, April 2026, prepared for University of California, Berkeley and National Aeronautics and Space Administration Ames Research Center.

***Attachments:** ☐ NONE ☐ Location Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record ☒ Other (List): Page & Turnbull, Inc., DPR 523A, 523B, and 523L Forms, *CA ANG Relocation Project Section 106 Technical Report*, July 13, 2017; Alexandra C. Cole, DPR 523A and 523B Forms, *Inventory and Evaluation of Cold War Era Historical Resources, Moffett Federal Airfield*, Science Applications International Corporation, June 29, 1998.

References:
Cole, Alexandra C. *Inventory and Evaluation of Cold War Era Resources*. Science Applications International Corporation. Prepared for National Aeronautics and Space Administration. March 1999.

Page & Turnbull, *CA ANG Relocation Project Section 106 Technical Report*. Prepared for Planetary Ventures LLC. 2017.

[1] Alexandra C. Cole, *Inventory and Evaluation of Cold War Era Resources*, Science Applications International Corporation, prepared for National Aeronautics and Space Administration, March 1999, 38.
[2] Page & Turnbull, *CA ANG Relocation Project Section 106 Technical Report*, prepared for Planetary Ventures LLC, 2017.

DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

HRI # _____
Trinomial _____
NRHP Status Code 6Y
Other Listings _____
Review Code _____ **Reviewer** _____ **Date** _____

 Resource name(s) or number (assigned by recorder) 656, Moffett Federal Airfield

P1. Other Identifier: CA ANG Squadron Operations
***P2. Location:** ☐Not for Publication ☒Unrestricted ***a. County** Santa Clara
***b. USGS 7.5' Quad** Mountain View, Calif. **Date** 1997
***c. Address** Jagels Road **City** Moffett Field **Zip** 94035
***e. Other Locational Data:** _____

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

Building 656 is located immediately to the east of East Patrol Road and north of Johnny Luv Lane, within the northern portion of the California Air National Guard (CA ANG) 129th Rescue Wing (RQW) cantonment at Moffett Federal Airfield. Built in 1971 and substantially enlarged and altered during later building campaigns, Building 656 is a one-story building with an irregular but roughly L-shaped plan. The building is composed of a central, square-plan volume with a north (undated, c. 1970s) addition that forms the building's ell, as well as an addition (c. 1980) that projects to the south. The various volumes of the building are clad in a mix of vertical-groove T1-11 siding, standing seam metal panels, stucco, and concrete block; it sits on a tall concrete foundation and is capped by several multi-level flat and shed roofs. Standing seam metal panels cover the upper portions of many of the building's exterior walls. The north and much of the south additions of the building are clad in vertical metal panels that extend down to the foundation **(Figure 1)**. Building 656 has two arched metal panel canopies with metal support columns that extend over stairs and hand rails: one at the east (primary) façade door and one at the southwest façade door. Low planting beds edged with concrete block wrap around the south and primary façades, containing plants and shrubs. Concrete block walls enclose mechanical equipment at the north and east façades **(Figure 2)**. There are several staircases and platforms on the building's façades. Electrical antennas are visible from two shed roofs on the primary façade. (Continued)

***P3b. Resource Attributes:** (list attributes and codes) HP34: Military Property
***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other

P5a. Photo

P5b. Photo: (view and date)
View of the primary (east) façade, June 12, 2017

***P6. Date Constructed/Age and Sources:** ☒historic
1969 (Alexandra C. Cole, *Inventory and Evaluation of Cold War Era Historical Resources, Moffett Federal Airfield*, 1999)

***P7. Owner and Address:**
United States as represented by National Aeronautics and Space Administration, Washington, D.C.

***P8. Recorded by:**
Page & Turnbull, Inc.
417 Montgomery Street, 8th Floor
San Francisco, CA 94104

***P9. Date Recorded:**
7/13/2017

***P10. Survey Type:**
Comprehensive survey for Section 106 Compliance

***P11. Report Citation:** (Cite survey report and other sources, or enter "none") Page & Turnbull, CA ANG Relocation Project Section 106 Technical Report (Draft July 2017)

***Attachments:** ☐None ☐Location Map ☐Sketch Map ☒Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (list)

***P3a. Description: (Continued)**

The primary façade faces east. It features a single fixed metal-sash window and a single flush steel door at the building's north addition. There is an additional fixed window at the south addition. The façade's main door is at the center of the façade and is on a raised platform with steps underneath one of the arched metal canopies. The door is comprised of a single fully glazed metal pedestrian door with a transom and sidelight. The north façade has limited fenestration, which includes two raised pedestrian doors with attached stairs **(Figure 3)**. A metal canopy sits on top of the fence adjacent to the north façade. The west façade has five fixed windows and three raised doors on platforms with stairs, arranged across the building's composite volumes **(Figure 4)**. The doors include a paired metal pedestrian door that sits on a large platform and has a set of stairs to the immediate left, a single metal pedestrian door, and a single glazed pedestrian door with a sidelight underneath an arched metal canopy **(Figure 5)**. The south facade contains two fixed windows located on the volume projecting furthest south, as well as a single glazed metal pedestrian door with a transom and two sidelights, located at one of the adjoining volumes **(Figure 6)**.

The building appears to be in good condition.

All photographs were taken by Page & Turnbull on June 12, 2017, unless otherwise noted.

Figure 1. Primary (east) façade, featuring a fixed window at the south end and arched metal canopy at center

Figure 2. Low planting beds edged by concrete block at east façade

Figure 3. The north façade has limited fenestration, which includes two raised pedestrian doors with attached stairs.

Figure 4. The west façade has five fixed windows and three raised doors on platforms with stairs.

Figure 5. Arched metal panel canopy with metal support columns that extend over a set of stairs and hand rails at the west façade

Figure 6. Two fixed windows and a pedestrian door at the south façade

BUILDING, STRUCTURE, AND OBJECT RECORD

 *NRHP Status Code 6Y

*Resource Name or # 656, Moffett Federal Airfield

B1. Historic name: Building 301 and Building 301A
B2. Common name: Building 656/ CA ANG 129th Rescue Operations
B3. Original Use: P-3 Orion Tactical Support Center
B4. Present use: Rescue Operations
*B5. **Architectural Style:** Altered Utilitarian
*B6. **Construction History:** (Construction date, alterations, and date of alterations)

- Constructed: 1971
- North addition constructed: undated, pre-1979
- Building 301A remodeled: 1979
- South addition constructed: 1980
- Interior renovated: 1995
- Building 300 demolished: c. 1997
- Sidewalks and site improvements: 1999
- Exterior altered with new cladding materials and roof forms: undated, c. 1999

*B7. **Moved?** ☒No ☐Yes ☐Unknown **Date:** _____ **Original Location:** _____
*B8. **Related Features:** N/A B9a. Architect: N/A b. Builder: N/A
*B10. **Significance: Theme** N/A **Area** N/A
Period of Significance N/A **Property Type** N/A **Applicable Criteria** N/A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

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 United States Navy's burgeoning Lighter-Than-Air (LTA) aviation programs of the 1930s. Established on August 2, 1931, NAS Sunnyvale serviced the dirigible USS *Macon*, as well as F9C Sparrowhawk biplanes. NAS Sunnyvale was formally commissioned in 1933 following the completion of Hangar 1 by the U.S. Naval Bureau of Yards and Docks. The installation also consisted of 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 a collection of the support buildings. A small community of residences for base staff was constructed around a cul-de-sac southwest of the main campus.[1]

This led to an additional campaign of runway widening, extension, and repaving to accommodate heavier aircraft. The bombing of Pearl Harbor in 1941 triggered a return to naval LTA operations, as the need increased for LTA surveillance operations along the Pacific Coast. Wishing to expand, the Navy acquired over 200 acres of land east of the existing airfield. (Continued)

B11. Additional Resource Attributes: (List attributes and codes) _____
*B12. **References:** See footnotes.
B13. Remarks: None
*B14. **Evaluator:** Jonathon Rusch and Andrea Dumovich, Page & Turnbull, Inc.
*Date of Evaluation: July 13, 2017

(This space reserved for official comments.)

Source: NASA Ames Research Center Facilities Engineering Branch, 2013. Edited by Page & Turnbull.

[1] *Moffett Field: From Lighter-Than-Air to Faster-Than-Sound, 1933-1958 Silver Anniversary*, (Place, publisher, 1958), 8-17; AECOM, *Historic Property Survey Report for the Airfield at NASA Ames Research Center, Moffett Field, California*, 2013, 3-1 through 3-3.

The reintroduction of LTA craft at the installation, renamed Naval Air Station Moffett Field, ushered in a sustained period of significant missions for the installation. The following is excerpted from the *Historic Property Survey Report*, completed by AECOM in 2013:

> Moffett Field was the headquarters for Fleet Airship Wing Three, composed of three LTA bases on the West Coast: Tillamook, Oregon; Santa Ana, California; and Sunnyvale, California. The first blimps arrived at Moffett Field as part of the West Coast's first LTA squadron, ZP-32, which launched its first patrol flight over the Pacific coast in February 1942. Moffett Field was also used to train new airship pilots, using free balloons and blimps. [...]
>
> In 1942, construction started on the first of two new enormous wood-frame hangars on the east side of the runways, which by this time had been expanded and reconfigured by the Army Air Corps. Hangars 2 and 3 were completed in 1943 and used by the Navy Station Assembly and Repair Department to assemble, erect, store, and maintain blimps and balloons. LTA operations continued at Moffett Field until August 1947 when the program was deemed obsolete and terminated, making Moffett Field an exclusively heavier-than-air base. [...]
>
> After World War II, Moffett Field became home to Squadron 4 of the Naval Air Transport Service [NATS], with support operations dedicated to aircraft maintenance and overhaul. It was during this period that most of the current-day airfield was built. Beginning in 1945, the Navy spent millions of dollars for improvements and new construction at Moffett Field. The airfield was expanded and extended to accommodate the Navy's largest transport aircraft, including a huge four-engine transport plane called the R5D Skymaster. In 1946, Runway 32R-14L was built of 8-inch-thick reinforced concrete to an original length of 7,425 feet. The west and east parallel taxiways were built, along with many of the parking aprons. In 1947, high-intensity approach, taxiway, and runway lights were added to the airfield. In the late 1940s, two more air transport squadrons (Squadrons 3 and 5) were commissioned at the base, making Moffett Field the largest Naval Air Transport Service base on the West Coast. [...]
>
> The Korean War started in June 1950, and Moffett Field became the home base for aircraft carrier squadrons and their fighter jets. Jets were first introduced by the U.S. military during World War II, but did not appear at Moffett Field until 1950 with the arrival of the F3D Skynight, the Navy's first operational jet night fighter. Navy carrier squadrons stationed at Moffett Field used the airfield for training purposes, including simulated carrier landings. (Runways were equipped with emergency arresting gear similar to the equipment used to stop planes on aircraft carriers.) Moffett Field was also used to train pilots on new jet aircraft before they were first introduced into operations squadrons. Almost every new supersonic jet fighter aircraft in the Navy or U.S. Air Force inventories in the early 1950s was flight-tested at Moffett Field. [...]
>
> Jet operations at Moffett Field were so extensive that the base was designated a master jet base in 1953 (the first of nine such Navy bases), and operational units on-site reached an all-time high in 1955. However, by the early 1960s, the Navy's operational priorities had changed, and the focus shifted from fighter jets to anti-submarine warfare. Jet operations at Moffett Field ended in 1961.[2]

During the subsequent three decades, the operations of Moffett Field were defined by the Navy's anti-submarine warfare operations. In 1994, Moffett Field was decommissioned from military use through the Base Realignment and Closure process, after which NASA assumed responsibility for the installation as a part of the larger NASA Ames Research Center. The installation is currently known as Moffett Federal Airfield.

Early Development of the East Airfield

The area that currently contains Hangars 2 and 3 and the CA ANG 129th RQW cantonment was first developed for military use in the early 1940s, as the Navy reassumed control of Moffett Field, expanded its airfield, and pushed the boundary of the installation to the east. A triangular-shaped site lying alongside two aircraft parking aprons south of Hangars 2 and 3 was utilized as a staging and storage area for materials and equipment during the construction of the hangars. This site was the location of the contractor's warehouses—primarily standardized Butler-style buildings—as well as a concrete plant and underground gasoline storage tank. Photographs of the site taken at this time indicate that two rail spurs led from the storage area into the interiors of Hangars 2 and 3.[3]

[2] *Historic Property Survey Report*, 3-3 through 3-5.
[3] "Contract NOy-5604, Naval Air Station, Moffett Field" [photograph], 1943, U.S. Navy Seabee Museum, Port Hueneme, California.

Following the completion of Hangars 2 and 3, the rail spurs and several of the buildings—including standardized Butler-style warehouses—were retained. The Hangars 2 and 3 precinct along the eastern edge of the airfield was used to support Naval Air Transport Service (NATS) operations, which were initiated during World War II and continued until 1949.

During the 1950s, Moffett Field served as a major naval base, with over 300 aircraft stationed there. This massive operation led to a large-scale expansion of facilities, although the east side of the airfield remained sparsely developed. The Navy did, however, construct a series of small storage buildings near the edge of the east aircraft parking apron during the mid-1950s. These buildings were of standardized designs and were used for ammunition storage and line operations. By the late 1950s, most of the buildings that had originally been built to support the construction of Hangars 2 and 3 no longer stood on the site, although Buildings 300, 655, and 669 remained.

P-3 Orion Operations at Moffett Field

In 1962, following the termination of jet operations at Moffett Field, the installation was chosen as the West Coast base for the Navy's new anti-submarine warfare (ASW) patrol aircraft, the four-engine, turbo-prop Lockheed P-3 Orion. This represented a new and significant role for the installation that remained stationed there until base realignment in 1994. The build-up of ASW missions on the West Coast during the Cold War was enacted in response to the Soviets' submarine patrols of the Pacific Ocean. The number of Soviet submarines found on patrol at any one time was high enough that the Navy sought to develop more effective defense solutions. Therefore, the Navy commissioned Lockheed to develop the weapon-mounted P-3 Orion aircraft, which would intercept Soviet submarines from the air rather than from the sea. Such aircraft could be equipped variously with torpedoes, air-to-surface missiles, mines, and nuclear depth bombs.[4] The P-3—an aircraft upgraded as ASW technology advanced throughout the Cold War in P3-A, P3-B, and P-3C iterations—was based on the design for the L188 Electra commercial airplane and was considered the "most advanced maritime patrol airplane in the world."[5] The plane's onboard systems enabled a 13- to 17-hour flight time and utilized a twelve-man crew. Underwater pings, Sonobuoy, and Magnetic Anomaly Detection (MAD) at the tail of the aircraft offered a suite of surveillance tools.[6]

Moffett Field was an attractive location to serve as West Coast base for the P-3 Orion missions. Located near San Francisco, Moffett Field had strategic importance because of its proximity to the coast and the Bay Area naval fleet; aircraft deployed from Moffett Field would have greater opportunities to locate and track Soviet submarines. Moffett Field supported ten American deployment stations located throughout the Pacific Ring.[7] According to one contemporary newspaper account, P-3 surveillance involved flying "out 500 miles to sea from Moffett Field and make a random search for sub's with a secondary mission to report all shipping of surface vessels."[8] Such patrols were essential for U.S. Military intelligence and deterrence relating to Soviet patrol and missile-carrying submarines in the Pacific. By 1963, MFA had full P-3 capabilities, including the convenience of an on-site office for the aircraft's manufacturer, Lockheed.

Between 1963 and 1970, the P-3 mission at Moffett Field grew to contain eight squadrons and one reserve patrol: VP-64, Grey Knights (1963); VP-19, Big Red (1963); VP-31, Genies (1963); VP-9, Golden Eagles (1964); VP-47, Golden Swordsmen (1965); VP-48, Boomerangers (1966); VP-50, Blue Dragons (1967); VP-40, Fighting Marlins (1968); VP-91, reserve patrol (1970). The squadrons were housed in Hangars 2 and 3, which were divided into quarters with each squadron assigned a maintenance bay. Each squadron had eight aircraft, while the additional training squadron—VP-31— had 24 aircraft. Each squadron was supported by between 50 and 60 officers and between 350 and 400 enlisted men. All squadrons trained in Hangar 1. At any one time, two or three of the squadrons were deployed to forward bases around the Pacific Ocean, on six-month tours. From these forward bases, squadrons patrolled sea lanes for foreign submarines. Following deployment, squadrons returned to Moffett Field for home stays lasting between one and one-and-one-half years.[9]

While many of the P3 Orion-related functions at Moffett Field first took place in Hangars 1, 2, and 3, the eastern edge of the airfield became a training and support center for the Cold War ASW aircraft. As a result of the Cold War-era mission, several buildings originally constructed during World War II were joined by newly constructed, P-3 Orion mission-specific buildings south of Hangars 2 and 3. World War II-era utilitarian buildings were either repurposed (Buildings 655 and 669), or demolished to accommodate new facilities at the site. New facilities included additional classrooms at Building 654 (1969), a communications center at Building 656 (1971), and an avionics shop at Building 650 (1975).

By the early 1970s, these buildings held classrooms (three of the buildings forming the "Orion University" training center), administrative offices, and ammunition/weapons storage related to the P-3 Orion mission. Construction related to Moffett Field's P-

[4] Alexandra C. Cole, *Inventory and Evaluation of Cold War Era Historical Resources*, March 1999, 21-25.
[5] Lockheed Martin, "P3 Orion 50th Anniversary."
[6] Wolly Trabing, "Sub Detection From The Air," *Santa Cruz Sentinel*, May 7, 1965, 2.
[7] Ibid., 25-26.
[8] Trabing, "Sub Detection From The Air."
[9] Cole, *Inventory and Evaluation of Cold War Era Historical Resources*, 26-27.

3 missions also included a new missile magazine, Building 651, located to the south of Orion University. No new construction for P-3 operations occurred after 1983, although the mission remained important within the broader military operations of Moffett Field until the installation was transferred to NASA in 1994.[10]

California Air National Guard Tenure at Moffett Field

By 1980, the eastern portion of Moffett Field was designated for use by the California Air National Guard 129th Rescue Wing. Originally established in 1955 as the 129th Air Resupply Group, the 129th RQW was originally located at Hayward Airport, California. In 1975, the regiment was re-designated and repurposed as the 129th Aerospace Rescue and Recovery Group. With an expanded mission and fleet, the 129th required larger facilities. CA ANG soon began transferring operations to Moffett Field and completed the move in 1984, becoming a permitted tenant of the Navy.[11] The start of CA ANG's tenure at Moffett Field in 1980 involved the construction of new facilities, including a headquarters (Building 680), administration center (Building 681), and two engineering buildings (Building 679 and Building 683). These were the first buildings at Moffett Field specifically constructed for CA ANG, and the first to be constructed at the far southeastern corner of the airfield.

In 1994, NASA assumed control of the airfield. Despite the change in operating agency, the CA ANG 129th RQW continued to operate at the installation and have expanded their presence there by reusing buildings that had previously served P-3 Orion missions. Several new facilities, including a large aircraft hangar (Building 622), a parachutes operations center and training facility (Building 663), and additional support buildings (Buildings 675-678), have been constructed at the CA ANG area during the twenty-first century. In addition to the eastern airfield, CA ANG has utilized facilities in temporary use areas throughout the broader MFA site. These areas include the munitions areas near the Golf Club Moffett Field, a portion of Hangar 3, a medical training facility at the west end of MFA, and a vehicle operations facility near the center-south area of the site. In 2009, CA ANG began to consolidate their operation to the 129th RQW cantonment at the east side of MFA.

Building 656

Building 656 was constructed in 1971. It was placed near the northwest corner of Building 300, a Butler-style building that was originally built during World War II but was later repurposed as the administrative center for P-3 Orion operations. Building 656 was originally an L-plan building comprised of two wings, known as buildings 301 and 301A. The facility served the P-3 Orion Tactical Support Center. According to the *Survey and Inventory of Cold War Era Historical Resources, Moffett Federal Airfield*, "[a]ll classified information gathered from SOSUS [Sound Surveillance System, which tracked the locations of submarines] came there, as well as P-3 Orion data concerning the location of Soviet submarines. Tactical briefings were held there. Building 301A was the center for the Antisubmarine Warfare Operations (ASWOC) Wing 10." A gabled addition, known as Building 301B, appears to have been constructed at the building's north façade prior to 1979.

In 1979, Building 301A was remodeled. The following year, plans were drawn to expand the building substantially to the south via a sprawling, irregular-plan addition—approximately doubling the building's size. Following the construction of this addition, Building 301/301A was joined to Building 300. (Building 300 was demolished c. 1997.) At this time, the building's exterior aesthetic was characterized by concrete-block cladding and a multi-tiered flat roof.

Following the arrival of CA ANG to Moffett Field during the 1980s, Building 656 housed Squadron Operations. The exterior of the building has been substantially altered with new shed roofs, upper wall panels of standing seam metal, and new arched entrance canopies.

[10] Ibid, 33-35.

[11] National Guard Bureau, *Final Environmental Assessment: Proposed Long-Term Lease and Installation Development Plan for the 129th Rescue Wing, California Air National Guard, Moffett Field, California*, December 2009, 1-6.

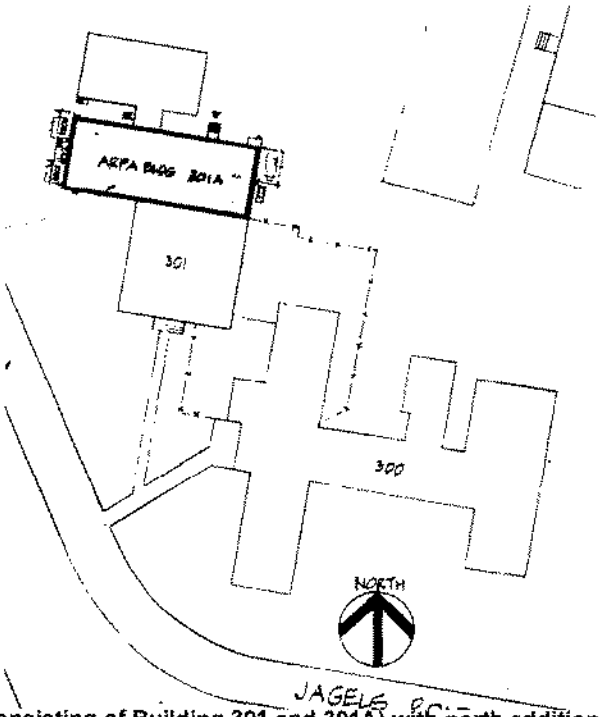


Figure 7: Plan of Building 656 (consisting of Building 301 and 301A) with north addition and adjacent Building 300, 1979
Source: California Air National Guard 129th Rescue Wing

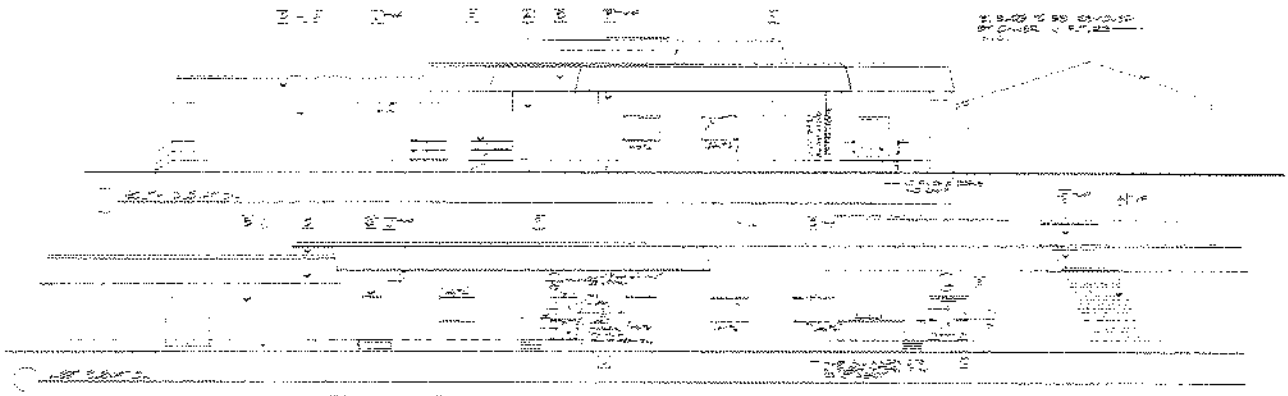


Figure 8: East and west elevations of Building 656, 1995
Source: California Air National Guard 129th Rescue Wing

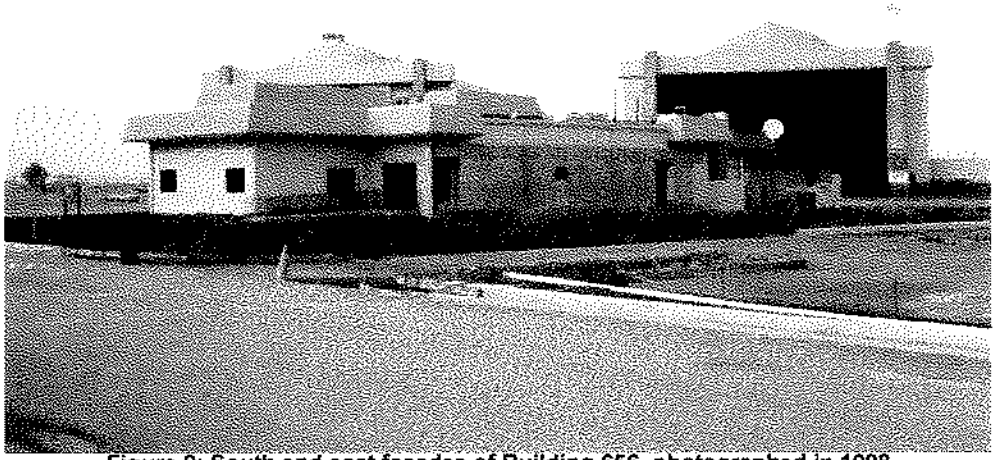


Figure 9: South and east façades of Building 656, photographed in 1998
Source: Building 656, Moffett Federal Airfield, DPR 523A form prepared for *Inventory and Evaluation of Cold War Era Historical Resources, Moffett Federal Airfield*, Alexandra C. Cole

National Register Evaluation
Criterion A (Events): Building 656 was constructed in 1971 to serve Moffett Field's P-3 Orion antisubmarine warfare mission. It was built following the end of the identified period of significance for the Expanded NAS Sunnyvale Historic District (1930-1961), and therefore is not eligible as a contributor to that historic district.

The 1999 survey and evaluation of Cold War-era resources at Moffett Field determined the P-3 Orion mission at Moffett Field to be of exceptional national significance.[12] Building 656 was one of the most significant facilities that contributed to Moffett Field's P-3 Orion missions, alongside Hangar 1 (where much of the squadron training took place), Hangars 2 and 3 (where each of the eight P-3 Orion squadrons were stationed and received maintenance), and the administrative building (Building 300, since demolished). As the mission's central communications facility, Building 656 received vital information through various means regarding the locations of foreign submarines, which influenced the P-3 Orion program's overall operations. Because of Building 656's important role receiving of dispatches that were critical to the operations of the P-3 Orion mission, the building is considered to have significance under Criterion A of the National Register. However, the building lacks integrity, which prevents it from conveying its significant associations with Moffett Field's P-3 Orion operations, and is therefore not eligible for listing. (See discussion below.)

Criterion B (Persons): It does not appear that Building 656 is significant under Criterion B, as the building does not have a direct relationship with any individual who has made significant contributions to the broad patterns of history.

Criterion C (Architecture/Design): When first constructed, Building 656 had a utilitarian design that was architecturally undistinguished and did not represent the work of a master, nor did it have high artistic values. Additionally, the building has been altered significantly at its exterior since it was first constructed. Originally an L-plan building, it received a north addition (undated, since demolished) as well as a large south addition (c. 1980) that doubled the size of the building's footprint. The addition led to the building having a sprawling and irregular plan, as well as several different attached volumes with varying roof heights. Subsequently, the building's exterior was altered in order to bring its appearance into conformity with surrounding CA ANG facilities, which involved the addition of upper wall panels of corrugated metal, as well as new steeply pitched shed roof forms. Cladding materials and fenestration patterns have also been changed. As a result of these substantial alterations, the building does not embody the distinctive characteristics of a type, period, or method of construction. For these reasons, Building 656 does not appear significant under Criterion C.

Criterion D (Information Potential): It does not appear that Building 655 has the potential to yield important information in history.

[12] Cole, *Inventory and Evaluation of Cold War Era Historical Resources*, 36.

Integrity: Because Building 656 appears to have direct associations with the P-3 Orion programs housed at Moffett Field, and thus has significance under Criterion A, the building's integrity must be analyzed. Building 656 retains integrity of location, as it remains in the location where it was originally constructed. It retains its integrity of setting to an extent, as its immediately surroundings are still defined by their continued use as an active airfield with military-related uses. However, its historic setting is somewhat diminished by new CA ANG facilities, such as an imposing hangar adjacent to the south, that have been constructed in recent decades, as well as the demolition of Building 300, which was previously an adjoining building that had a close operational relationship to Building 656. Given that substantial changes have occurred to the building's plan, volume, roof form, fenestration pattern, and exterior materials, Building 656 no longer retains its integrity of design, materials, and workmanship. This in turn compromises the building's integrity of feeling and association. In its current form, Building 656 does not provide the sense of a military building dating to its period of construction, nor does it convey its significant association with the P-3 Orion programs of the Cold War period.

In summary, Building 656 has significant associations under Criterion A yet lacks integrity to the point that it cannot convey those associations. Therefore, Building 656 does not appear eligible to the National Register, and thus has been assigned a California Historical Resource Status Code 6Y, "Determined ineligible for NR by consensus through Section 106 process – Not evaluated for CR or Local Listing."

Prop# 1260916 DOE-43-99-0293-0000

State of California -- The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # P-43-002593
HRI #
Trinomial
NRHP Status Code 6Z
Other Listings
Review Code Reviewer Date / /

Page 1 of 2

*Resource Name or #: 656, Moffett Federal Airfield

P1. Other Identifier: CANG Squadron Operations

*P2. Location: ☐ Not for Publication ☐ Unrestricted a. County Santa Clara

b. USGS 7.5' Quad Date T ; R ; 1/4 of 1/4 of Sec ; B.M.

c. Address Jagels Road City Moffett Field Zip 94035

d. UTM: (Give more than one for large and/or linear feature) Zone , mE/ mN

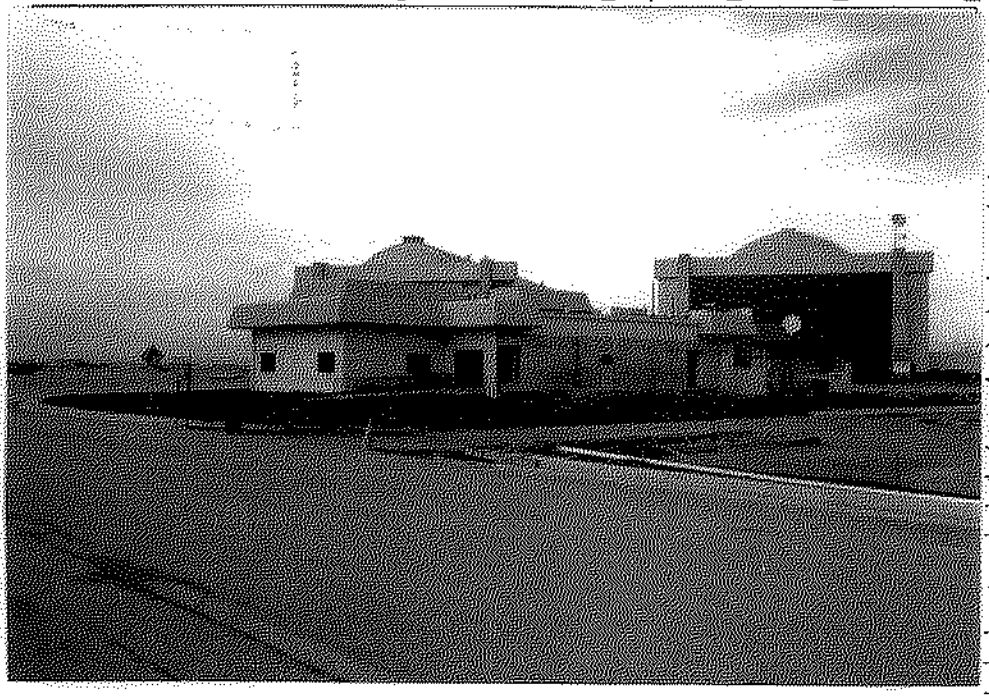
e. Other Locational Data: (e.g. parcel #, legal description, directions to resource, elevation, additional UTMs, etc. as appropriate)

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

Building 656 consists of three stepped rectangles on a concrete foundation. Constructed of concrete block, the building has a flat roof with a ribbed metal fascia. A pre-fabricated ribbed metal rectangular addition extends from the north side (old 301A). New fixed tinted windows have been added on the south, east, and west sides. A new metal and glass double door entry has been added on the south side. Metal single or double doors provide access on the north and west sides.

*P3b. Resources Attributes: (List attributes and codes) HP34, Military Property

*P4. Resources Present: ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)



P5b. Description of Photo: (View, date, etc.)
Northwest,
April 1998, Roll 1-5

*P6. Date Constructed/Age and Sources:
☐ Prehistoric ☒ Historic ☐ Both
1971

*P7. Owner and Address:
U.S.A. as represented by
National Aeronautics and Space
Administration, Washington, D.C.

*P8. Recorded by: (Name, affiliation, address)
Alexandra C. Cole, SAIC
816 State Street, Suite 500
Santa Barbara, CA 93101

*P9. Date Recorded: 03/03/1999

*P10. Survey Type: (Describe)
Comprehensive Survey for Section
106 Compliance

*P11. Report Citation: (Cite survey report/other sources or "none") Inventory and Evaluation of Cold War Era Historical Resources, Moffett Federal Airfield

*Attachments: ☐ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☒ Building, Structure and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record
☐ Photograph Record ☐ Other: (List)

State of California -- The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary # P-43-002593
HRI #

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code 6Z

*Resource Name or #: 656, Moffett Federal Airfield

B1. Historic Name: Buildings 301, 301A

B2. Common Name: Communications Center

B3. Original Use: Communications, ASW Wing 10 B4. Present Use: CANG Admin./Training

*B5. Architectural Style: No Style

*B6. Construction History: (Construction date, alterations, and date of alterations.)

1971; 1998-alterations, including new windows and door by David Takamoto Associates.

*B7. Moved? ☒ No ☐ Yes ☐ Unknown Date: _____ Original Location: _____

*B8. Related Features:

B9a. Architect: Unknown b. Builder: Unknown

*B10. Significance: Theme Cold War Area United States

Period of Significance 1946-1989 Property Type Military Applicable Criteria G

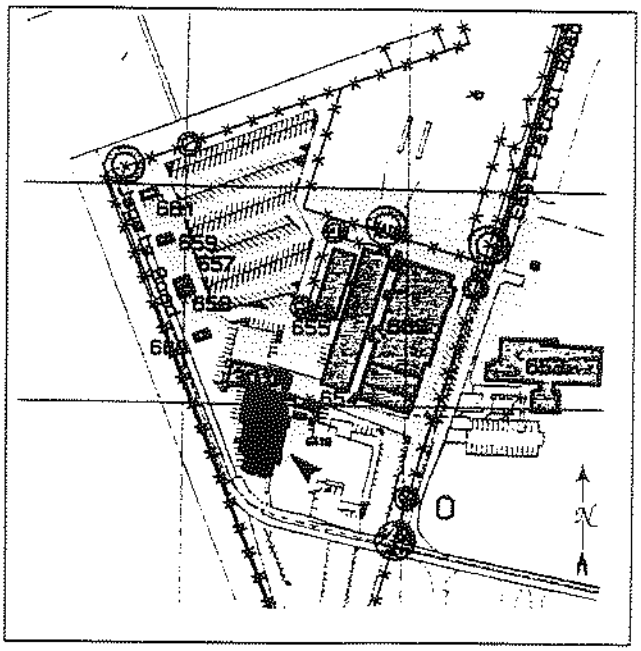
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Building 656 was the communications and intelligence center for the P-3 Orion Mission, and as such was the most important of all the buildings directly associated with the Cold War P-3 Orion anti-submarine warfare patrol mission dating from 1963 to 1994 at Moffett Field. Although this mission is considered of exceptional national significance within the Cold War context, this building is of standard construction and does not exhibit unique architectural or engineering features special to the P-3 mission. Additionally all the electronics equipment used in this building for communicating with the P-3 aircraft and SOSUS systems has been removed and the exterior has been remodeled for new use. It is therefore not considered of exceptional significance under criterion G.

B11. Additional Resource Attributes: (List attributes and codes)

*B12. References:

Real Property Form



B13. Remarks:

*B14. Evaluator: Alexandra C. Cole

Date of Evaluation: 05/01/1998

(This space reserved for official comments.)

*Required information

Page 1 **of** 1 **Resource Name or #** Building 657, Warehouse F
***Recorded by:** Architectural Resources Group ***Date:** December 19, 2025 ☐ Continuation ☒ Update

P1. Other Identifier: Supply Warehouse; Building 193
***P2. Location:** ☐ Not for Publication ☒ Unrestricted

- ***a. County**: Santa Clara
- ***b. USGS 7.5' Quad** Mountain View, CA **Date:** 2021 **Township:** 6S; **Range:** 2W
- c. Address: Jagels Road City: Moffett Field Zip: 94035
- d. UTM: Zone 10 S, 584867 mE / 4141189 mN
- e. Other Locational Data: N/A

***P3a. Description:**
The purpose of this DPR Continuation Sheet is to update the existing record for Building 657. Building 657 dates to the Cold War period and was documented as part of the Inventory and Evaluation of Cold War Resources at Moffett Federal Airfield (1999), which addressed facilities built and/or operated between 1946 and 1989. At the time of the survey, Building 657 was less than 50 years old. Building 657 was documented on a DPR form and received a brief evaluation using National Register of Historic Places (NRHP) Criterion Consideration G due to its then-recent construction date. The evaluation concluded that Building 657 did not meet the threshold of exceptional significance established by Criterion Consideration G. Therefore, the building did not meet the eligibility requirements of the NRHP at the time of this evaluation.[1]

Building 657 was subsequently documented on a DPR form in 2017 for the CA ANG Relocation Project. The evaluation concluded that the resource did not have significance under any NRHP criterion.[2]

After its most recent evaluation in 2017, Building 657 was demolished. No physical elements of the resource appear to remain extant.

***P8. Recorded by:**
Jon Rusch, Architectural Resources Group
Pier 9, The Embarcadero, Suite 107
San Francisco, CA, 94111

***P9. Date Recorded:** May 2025

***P10. Survey Type:** Intensive

***P11. Report Citation**: Architectural Resources Group and Albion Environmental, *Cultural Resource Inventory Report for the Berkeley Space Center at NASA Research Park Project*, April 2026, prepared for University of California, Berkeley and National Aeronautics and Space Administration Ames Research Center.

***Attachments:** ☐ NONE ☐ Location Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record ☒ Other (List): Page & Turnbull, Inc., DPR 523A, 523B, and 523L Forms, *CA ANG Relocation Project Section 106 Technical Report*, July 13, 2017; Alexandra C. Cole, DPR 523A and 523B Forms, *Inventory and Evaluation of Cold War Era Historical Resources, Moffett Federal Airfield*, Science Applications International Corporation, June 29, 1998.

References:
Cole, Alexandra C. *Inventory and Evaluation of Cold War Era Resources*. Science Applications International Corporation. Prepared for National Aeronautics and Space Administration. March 1999.

Page & Turnbull, *CA ANG Relocation Project Section 106 Technical Report*. Prepared for Planetary Ventures LLC. 2017.

[1] Alexandra C. Cole, *Inventory and Evaluation of Cold War Era Resources*, Science Applications International Corporation, prepared for National Aeronautics and Space Administration, March 1999, 38.
[2] Page & Turnbull, *CA ANG Relocation Project Section 106 Technical Report*, prepared for Planetary Ventures LLC, 2017.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Y
Other Listings
Review Code Reviewer Date

 Resource name(s) or number (assigned by recorder) 657, Moffett Federal Airfield

P1. Other Identifier: Warehouse F/CA ANG Line Maintenance Shelter
***P2. Location:** ☐Not for Publication ☒Unrestricted ***a. County** Santa Clara
***b. USGS 7.5' Quad** Mountain View, Calif. **Date** 1997
***c. Address** Jagels Road **City** Moffett Field **Zip** 94035
***e. Other Locational Data:**

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

Building 657 is located immediately to the east of Jagels Road, within the northern portion of the California Air National Guard (CA ANG) 129th Rescue Wing (RQW) cantonment at Moffett Federal Airfield. Built in 1955, Building 657 is a one-story pre-fabricated standardized Butler storage building with a rectangular plan. The building is clad with standing seam metal walls and sits on a concrete foundation. The medium-pitched gable roof is covered by standing seam metal. Steel slab pedestrian doors are located on the primary (east) façade and the west façade **(Figure 1)**. Two four-lite steel-sash pivot windows are on the north and south façades, and one is located on the west façade adjacent to the door **(Figure 2)**. Building 657 stands immediately north of the nearly identical Building 658, and the buildings are connected by metal grate fences that enclose a narrow alley **(Figure 3).**

The building appears to be in good condition.

***P3b. Resource Attributes:** (list attributes and codes) HP34: Military Property
***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other

P5a. Photo

P5b. Photo: (view and date)
View of the primary façade (left) and north façade (right), June 12, 2017

***P6. Date Constructed/Age and Sources:** ☒historic
1955 (Alexandra C. Cole, *Inventory and Evaluation of Cold War Era Historical Resources, Moffett Federal Airfield*, 1999)

***P7. Owner and Address:**
United States as represented by National Aeronautics and Space Administration, Washington, D.C.

***P8. Recorded by:**
Page & Turnbull, Inc.
417 Montgomery Street, 8th Floor
San Francisco, CA 94104

***P9. Date Recorded:**
7/13/2017

***P10. Survey Type:**
Comprehensive survey for Section 106 Compliance

***P11. Report Citation:** (Cite survey report and other sources, or enter "none") Page & Turnbull, CA ANG Relocation Project Section 106 Technical Report (Draft July 2017)

***Attachments:** ☐None ☐Location Map ☐Sketch Map ☒Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (list)

Figure 1. Steel slab pedestrian door and single window at west façade

Figure 2. Two four-lite steel-sash pivot windows at north façade

Figure 3. West façade of Building 657, alongside Building 658; the two buildings are connected by metal grate fences that enclose a narrow alley.

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code 6Y

*Resource Name or # 657, Moffett Federal Airfield

B1. Historic name: Line Operations Building 193
B2. Common name: Building 657/ CA ANG Line Maintenance Shelter
B3. Original Use: Line Operations Building
B4. Present use: CA ANG warehouse
*B5. Architectural Style: Utilitarian
*B6. Construction History: (Construction date, alterations, and date of alterations)

- Constructed 1955

*B7. Moved? ☒No ☐Yes ☐Unknown Date: _____ Original Location: _____
*B8. Related Features: N/A B9a. Architect: N/A b. Builder: U.S. Department of the Navy Bureau of Yards and Docks
*B10. Significance: Theme N/A Area N/A
Period of Significance N/A Property Type N/A Applicable Criteria N/A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

Moffett Federal Airfield

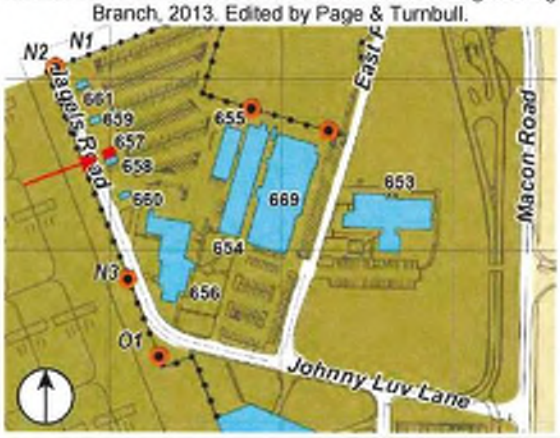
The installation now known as Moffett Federal Airfield was originally established as Naval Air Station (NAS) Sunnyvale, the West Coast base for the United States Navy's burgeoning Lighter-Than-Air (LTA) aviation programs of the 1930s. Established on August 2, 1931, NAS Sunnyvale serviced the dirigible USS *Macon*, as well as F9C Sparrowhawk biplanes. NAS Sunnyvale was formally commissioned in 1933 following the completion of Hangar 1 by the U.S. Naval Bureau of Yards and Docks. The installation also consisted of 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 a collection of the support buildings. A small community of residences for base staff was constructed around a cul-de-sac southwest of the main campus.[1]

This led to an additional campaign of runway widening, extension, and repaving to accommodate heavier aircraft. The bombing of Pearl Harbor in 1941 triggered a return to naval LTA operations, as the need increased for LTA surveillance operations along the Pacific Coast. Wishing to expand, the Navy acquired over 200 acres of land east of the existing airfield. (Continued)

B11. Additional Resource Attributes: (List attributes and codes) _____
*B12. References: See footnote.
B13. Remarks: None
*B14. Evaluator: Jonathon Rusch and Andrea Dumovich, Page & Turnbull, Inc.
*Date of Evaluation: July 13, 2017

(This space reserved for official comments.)

Source: NASA Ames Research Center Facilities Engineering Branch, 2013. Edited by Page & Turnbull.



[1] *Moffett Field: From Lighter-Than-Air to Faster-Than-Sound, 1933-1958 Silver Anniversary*, (Place, publisher, 1958), 8-17; AECOM, *Historic Property Survey Report for the Airfield at NASA Ames Research Center, Moffett Field, California*, 2013, 3-1 through 3-3.

The reintroduction of LTA craft at the installation, renamed Naval Air Station Moffett Field, ushered in a sustained period of significant missions for the installation. The following is excerpted from the *Historic Property Survey Report*, completed by AECOM in 2013:

> Moffett Field was the headquarters for Fleet Airship Wing Three, composed of three LTA bases on the West Coast: Tillamook, Oregon; Santa Ana, California; and Sunnyvale, California. The first blimps arrived at Moffett Field as part of the West Coast's first LTA squadron, ZP-32, which launched its first patrol flight over the Pacific coast in February 1942. Moffett Field was also used to train new airship pilots, using free balloons and blimps. [...]
>
> In 1942, construction started on the first of two new enormous wood-frame hangars on the east side of the runways, which by this time had been expanded and reconfigured by the Army Air Corps. Hangars 2 and 3 were completed in 1943 and used by the Navy Station Assembly and Repair Department to assemble, erect, store, and maintain blimps and balloons. LTA operations continued at Moffett Field until August 1947 when the program was deemed obsolete and terminated, making Moffett Field an exclusively heavier-than-air base. [...]
>
> After World War II, Moffett Field became home to Squadron 4 of the Naval Air Transport Service [NATS], with support operations dedicated to aircraft maintenance and overhaul. It was during this period that most of the current-day airfield was built. Beginning in 1945, the Navy spent millions of dollars for improvements and new construction at Moffett Field. The airfield was expanded and extended to accommodate the Navy's largest transport aircraft, including a huge four-engine transport plane called the R5D Skymaster. In 1946, Runway 32R-14L was built of 8-inch-thick reinforced concrete to an original length of 7,425 feet. The west and east parallel taxiways were built, along with many of the parking aprons. In 1947, high-intensity approach, taxiway, and runway lights were added to the airfield. In the late 1940s, two more air transport squadrons (Squadrons 3 and 5) were commissioned at the base, making Moffett Field the largest Naval Air Transport Service base on the West Coast. [...]
>
> The Korean War started in June 1950, and Moffett Field became the home base for aircraft carrier squadrons and their fighter jets. Jets were first introduced by the U.S. military during World War II, but did not appear at Moffett Field until 1950 with the arrival of the F3D Skynight, the Navy's first operational jet night fighter. Navy carrier squadrons stationed at Moffett Field used the airfield for training purposes, including simulated carrier landings. (Runways were equipped with emergency arresting gear similar to the equipment used to stop planes on aircraft carriers.) Moffett Field was also used to train pilots on new jet aircraft before they were first introduced into operations squadrons. Almost every new supersonic jet fighter aircraft in the Navy or U.S. Air Force inventories in the early 1950s was flight-tested at Moffett Field. [...]
>
> Jet operations at Moffett Field were so extensive that the base was designated a master jet base in 1953 (the first of nine such Navy bases), and operational units on-site reached an all-time high in 1955. However, by the early 1960s, the Navy's operational priorities had changed, and the focus shifted from fighter jets to anti-submarine warfare. Jet operations at Moffett Field ended in 1961.[2]

During the subsequent three decades, the operations of Moffett Field were defined by the Navy's anti-submarine warfare operations. In 1994, Moffett Field was decommissioned from military use through the Base Realignment and Closure process, after which NASA assumed responsibility for the installation as a part of the larger NASA Ames Research Center. The installation is currently known as Moffett Federal Airfield.

Early Development of the East Airfield

The area that currently contains Hangars 2 and 3 and the CA ANG 129th RQW cantonment was first developed for military use in the early 1940s, as the Navy reassumed control of Moffett Field, expanded its airfield, and pushed the boundary of the installation to the east. A triangular-shaped site lying alongside two aircraft parking aprons south of Hangars 2 and 3 was utilized as a staging and storage area for materials and equipment during the construction of the hangars. This site was the location of the contractor's warehouses—primarily standardized Butler-style buildings—as well as a concrete plant and underground gasoline storage tank. Photographs of the site taken at this time indicate that two rail spurs led from the storage area into the interiors of Hangars 2 and 3.[3]

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[2] *Historic Property Survey Report*, 3-3 through 3-5.

[3] "Contract NOy-5604, Naval Air Station, Moffett Field" [photograph], 1943, U.S. Navy Seabee Museum, Port Hueneme, California.

Following the completion of Hangars 2 and 3, the rail spurs and several of the buildings—including standardized Butler-style warehouses—were retained. The Hangars 2 and 3 precinct along the eastern edge of the airfield was used to support Naval Air Transport Service (NATS) operations, which were initiated during World War II and continued until 1949.

During the 1950s, Moffett Field served as a major naval base, with over 300 aircraft stationed there. This massive operation led to a large-scale expansion of facilities, although the east side of the airfield remained sparsely developed. The Navy did, however, construct a series of small storage buildings near the edge of the east aircraft parking apron during the mid-1950s. These buildings were of standardized designs and were used for ammunition storage and line operations. By the late 1950s, most of the buildings that had originally been built to support the construction of Hangars 2 and 3 no longer stood on the site, although Buildings 300, 655, and 669 remained.

P-3 Orion Operations at Moffett Field

In 1962, following the termination of jet operations at Moffett Field, the installation was chosen as the West Coast base for the Navy's new anti-submarine warfare (ASW) patrol aircraft, the four-engine, turbo-prop Lockheed P-3 Orion. This represented a new and significant role for the installation that remained stationed there until base realignment in 1994. The build-up of ASW missions on the West Coast during the Cold War was enacted in response to the Soviets' submarine patrols of the Pacific Ocean. The number of Soviet submarines found on patrol at any one time was high enough that the Navy sought to develop more effective defense solutions. Therefore, the Navy commissioned Lockheed to develop the weapon-mounted P-3 Orion aircraft, which would intercept Soviet submarines from the air rather than from the sea. Such aircraft could be equipped variously with torpedoes, air-to-surface missiles, mines, and nuclear depth bombs.[4] The P-3—an aircraft upgraded as ASW technology advanced throughout the Cold War in P3-A, P3-B, and P-3C iterations—was based on the design for the L188 Electra commercial airplane and was considered the "most advanced maritime patrol airplane in the world."[5] The plane's onboard systems enabled a 13- to 17-hour flight time and utilized a twelve-man crew. Underwater pings, Sonobuoy, and Magnetic Anomaly Detection (MAD) at the tail of the aircraft offered a suite of surveillance tools.[6]

Moffett Field was an attractive location to serve as West Coast base for the P-3 Orion missions. Located near San Francisco, Moffett Field had strategic importance because of its proximity to the coast and the Bay Area naval fleet; aircraft deployed from Moffett Field would have greater opportunities to locate and track Soviet submarines. Moffett Field supported ten American deployment stations located throughout the Pacific Ring.[7] According to one contemporary newspaper account, P-3 surveillance involved flying "out 500 miles to sea from Moffett Field and make a random search for sub's with a secondary mission to report all shipping of surface vessels."[8] Such patrols were essential for U.S. Military intelligence and deterrence relating to Soviet patrol and missile-carrying submarines in the Pacific. By 1963, MFA had full P-3 capabilities, including the convenience of an on-site office for the aircraft's manufacturer, Lockheed.

Between 1963 and 1970, the P-3 mission at Moffett Field grew to contain eight squadrons and one reserve patrol: VP-64, Grey Knights (1963); VP-19, Big Red (1963); VP-31, Genies (1963); VP-9, Golden Eagles (1964); VP-47, Golden Swordsmen (1965); VP-48, Boomerangers (1966); VP-50, Blue Dragons (1967); VP-40, Fighting Marlins (1968); VP-91, reserve patrol (1970). The squadrons were housed in Hangars 2 and 3, which were divided into quarters with each squadron assigned a maintenance bay. Each squadron had eight aircraft, while the additional training squadron—VP-31— had 24 aircraft. Each squadron was supported by between 50 and 60 officers and between 350 and 400 enlisted men. All squadrons trained in Hangar 1. At any one time, two or three of the squadrons were deployed to forward bases around the Pacific Ocean, on six-month tours. From these forward bases, squadrons patrolled sea lanes for foreign submarines. Following deployment, squadrons returned to Moffett Field for home stays lasting between one and one-and-one-half years.[9]

While many of the P3 Orion-related functions at Moffett Field first took place in Hangars 1, 2, and 3, the eastern edge of the airfield became a training and support center for the Cold War ASW aircraft. As a result of the Cold War-era mission, several buildings originally constructed during World War II were joined by newly constructed, P-3 Orion mission-specific buildings south of Hangars 2 and 3. World War II-era utilitarian buildings were either repurposed (Buildings 655 and 669), or demolished to accommodate new facilities at the site. New facilities included additional classrooms at Building 654 (1969), a communications center at Building 656 (1971), and an avionics shop at Building 650 (1975).

By the early 1970s, these buildings held classrooms (three of the buildings forming the "Orion University" training center), administrative offices, and ammunition/weapons storage related to the P-3 Orion mission. Construction related to Moffett Field's P-

[4] Alexandra C. Cole, *Inventory and Evaluation of Cold War Era Historical Resources*, March 1999, 21-25.
[5] Lockheed Martin, "P3 Orion 50th Anniversary."
[6] Wolly Trabing, "Sub Detection From The Air," *Santa Cruz Sentinel*, May 7, 1965, 2.
[7] Ibid., 25-26.
[8] Trabing, "Sub Detection From The Air."
[9] Cole, *Inventory and Evaluation of Cold War Era Historical Resources*, 26-27.

3 missions also included a new missile magazine, Building 651, located to the south of Orion University. No new construction for P-3 operations occurred after 1983, although the mission remained important within the broader military operations of Moffett Field until the installation was transferred to NASA in 1994.[10]

California Air National Guard Tenure at Moffett Field

By 1980, the eastern portion of Moffett Field was designated for use by the California Air National Guard 129th Rescue Wing. Originally established in 1955 as the 129th Air Resupply Group, the 129th RQW was originally located at Hayward Airport, California. In 1975, the regiment was re-designated and repurposed as the 129th Aerospace Rescue and Recovery Group. With an expanded mission and fleet, the 129th required larger facilities. CA ANG soon began transferring operations to Moffett Field and completed the move in 1984, becoming a permitted tenant of the Navy.[11] The start of CA ANG's tenure at Moffett Field in 1980 involved the construction of new facilities, including a headquarters (Building 680), administration center (Building 681), and two engineering buildings (Building 679 and Building 683). These were the first buildings at Moffett Field specifically constructed for CA ANG, and the first to be constructed at the far southeastern corner of the airfield.

In 1994, NASA assumed control of the airfield. Despite the change in operating agency, the CA ANG 129th RQW continued to operate at the installation and have expanded their presence there by reusing buildings that had previously served P-3 Orion missions. Several new facilities, including a large aircraft hangar (Building 622), a parachutes operations center and training facility (Building 663), and additional support buildings (Buildings 675-678), have been constructed at the CA ANG area during the twenty-first century. In addition to the eastern airfield, CA ANG has utilized facilities in temporary use areas throughout the broader MFA site. These areas include the munitions areas near the Golf Club Moffett Field, a portion of Hangar 3, a medical training facility at the west end of MFA, and a vehicle operations facility near the center-south area of the site. In 2009, CA ANG began to consolidate their operation to the 129th RQW cantonment at the east side of MFA.

Building 657

Building 657 was constructed in 1955 as one of a series of small, standardized support buildings constructed alongside the edge of the aircraft parking apron at the eastern side of Moffett Field, during the installation's build-up as a major jet base. Originally known as Building 193, the building was paired with an identical Butler-style building, Building 194. Both were constructed as line operations buildings that supported squadron aircraft maintenance activities on the flight line. Building 657 has been transferred to CA ANG use and is currently utilized as a storage warehouse.

Figure 4: Line operations and ammunition lockers located parallel to the eastern edge of the airfield, photographed in 1968. From upper left, buildings 661, 659, 657 (circled), 658, and 660. The two buildings at lower right, 195 and 196, have been demolished.
Source: Moffett Field Historical Society

[10] Ibid, 33-35.

[11] National Guard Bureau, *Final Environmental Assessment: Proposed Long-Term Lease and Installation Development Plan for the 129th Rescue Wing, California Air National Guard, Moffett Field, California*, December 2009, 1-6.

National Register Evaluation

Criterion A (Events): Building 657 is a utilitarian storage building of standardized design, constructed in the mid-1950s to support flight line/maintenance operations at the eastern edge of Moffett Field. The building has continued to serve a similar maintenance support and storage purpose in the subsequent decades, used by both the U.S. Navy and CA ANG for various missions that have been hosted at MFA. The building is of a common type that has been constructed and used in a number of locations, by various branches of the armed forces, regardless of associated missions. Building 657 was constructed during the identified period of significance of the Expanded NAS Sunnyvale Historic District (1930-1961), yet has not previously been evaluated for its contributing status to this historic district. The building's supporting function does not have direct associations with the significant naval missions of Moffett Field during this period, particularly jet squadron operations (1950-1961). While Building 657 was constructed during the installation's elevation to master jet base status, jet operations at Moffett Field have significance within the context of pilot training and equipment testing. Standard maintenance and storage buildings such as Building 657 are not directly associated with this context, whereas facilities such as Hangars 1, 2, and 3—as well as the airfield's runways that were extended to accommodate jet take-offs and landings—have a far greater relationship with the installation's significance as a jet base. For this reason, Building 657 does not appear to have significance under Criterion A such that it would qualify as a contributor to the Expanded NAS Sunnyvale Historic District. Furthermore it is not significant under additional historic contexts, including the P-3 Orion antisubmarine warfare missions housed at Moffett Field (1962-1994), for which the building likewise only provided a supporting, auxiliary function.

Criterion B (Persons): It does not appear that Building 657 is significant under Criterion B, as the building does not have a direct relationship with any individual who has made significant contributions to the broad patterns of history.

Criterion C (Architecture/Design): Building 657 has a utilitarian, standardized design that is commonly used on military installations for storage purposes, that does not represent the work of a master and lacks high artistic values. For this reason, Building 657 does not appear significant under Criterion C.

Criterion D (Information Potential): It does not appear that Building 657 has the potential to yield important information in history.

In summary, Building 657 does not appear eligible to the National Register, and thus has been assigned a California Historical Resource Status Code 6Y, "Determined ineligible for NR by consensus through Section 106 process – Not evaluated for CR or Local Listing."

Prop# 1260997 DOE-43-001-0399-0000

State of California -- The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # P-43-002594
HRI #
Trinomial
NRHP Status Code 6Z
Other Listings
Review Code Reviewer Date / /

Page 1 of 2

*Resource Name or #: 657, Moffett Federal Airfield

P1. Other Identifier: Supply Warehouse

*P2. Location: ☐ Not for Publication ☐ Unrestricted a. County Santa Clara

b. USGS 7.5' Quad Date T ; R ; 1/4 of 1/4 of Sec ; B.M.

c. Address Jagels Road City Moffett Field Zip 94035

d. UTM: (Give more than one for large and/or linear feature) Zone , mE/ mN

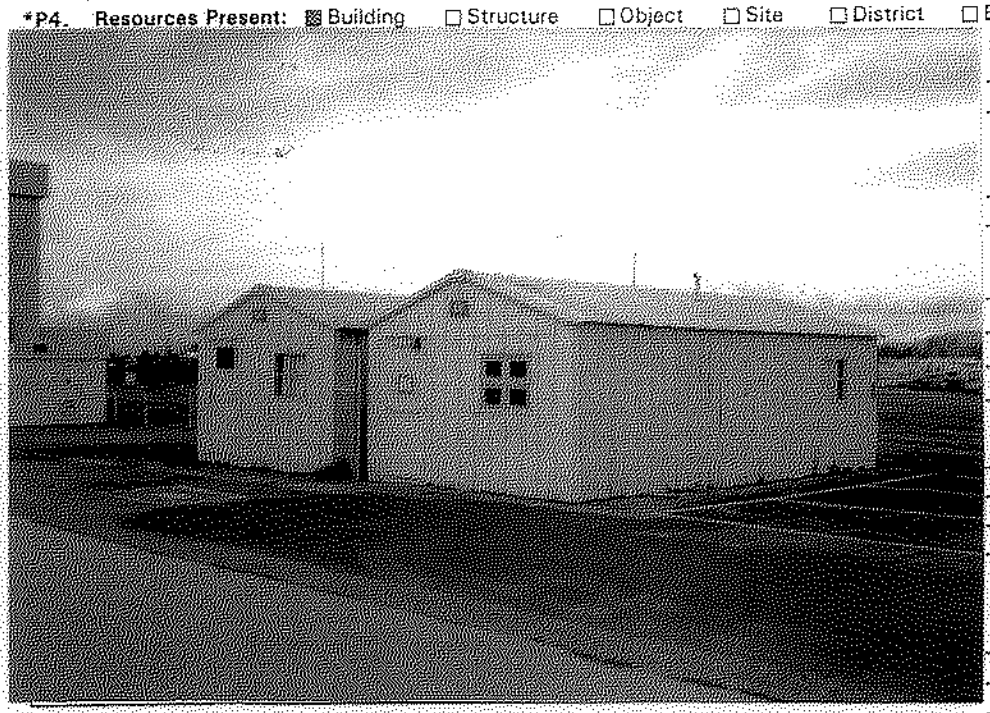
e. Other Locational Data: (e.g. parcel #, legal description, directions to resource, elevation, additional UTMs, etc. as appropriate)

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

This small rectangular Butler building has a concrete foundation and ribbed metal walls and roof. Metal doors with glass upper panes provide access on the east and west sides. Four-pane top-hinged transom windows are located on the north, south and west sides.

*P3b. Resources Attributes: (List attributes and codes) HP34. Military Property

*P4. Resources Present: ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)



P5b. Description of Photo: (View, date, etc.)
657,658, NE
April 1998, Roll 1-9

*P6. Date Constructed/Age and Sources: ☐ Prehistoric ☒ Historic ☐ Both
1955

*P7. Owner and Address:
U.S.A. as represented by
National Aeronautics and Space
Administration, Washington, D.C.

*P8. Recorded by: (Name, affiliation, address)
Alexandra C. Cole, SAIC
816 State Street, Suite 500
Santa Barbara, CA 93101

*P9. Date Recorded: 03/03/1999

*P10. Survey Type: (Describe)
Comprehensive Survey for Section 106 Compliance

*P11. Report Citation: (Cite survey report/other sources or "none") Inventory and Evaluation of Cold War Era Historical Resources, Moffett Federal Airfield

*Attachments: ☐ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☒ Building, Structure and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record
☐ Photograph Record ☐ Other: (List)

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary # P-43-002594
HRI #

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code 6Z

*Resource Name or #: 657, Moffett Federal Airfield

B1. Historic Name: Building 193

B2. Common Name: Unknown

B3. Original Use: Line Operations B4. Present Use: CANG Warhouse

*B5. Architectural Style: No Style

*B6. Construction History: (Construction date, alterations, and date of alterations.)

1955

*B7. Moved? ☒ No ☐ Yes ☐ Unknown Date: _____ Original Location: _____

*B8. Related Features:

B9a. Architect: Bureau of Yards & Docks, Navy b. Builder: Unknown

*B10. Significance: Theme Cold War Area United States

Period of Significance 1946-1989 Property Type Military Applicable Criteria G

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

This Cold War era building is considered a support building, a type found on any Naval installation regardless of mission. It is therefore not of exceptional national significance is is not considered eligible for the National Register of Historic Places (Criterion G).

B11. Additional Resource Attributes: (List attributes and codes)

*B12. References:

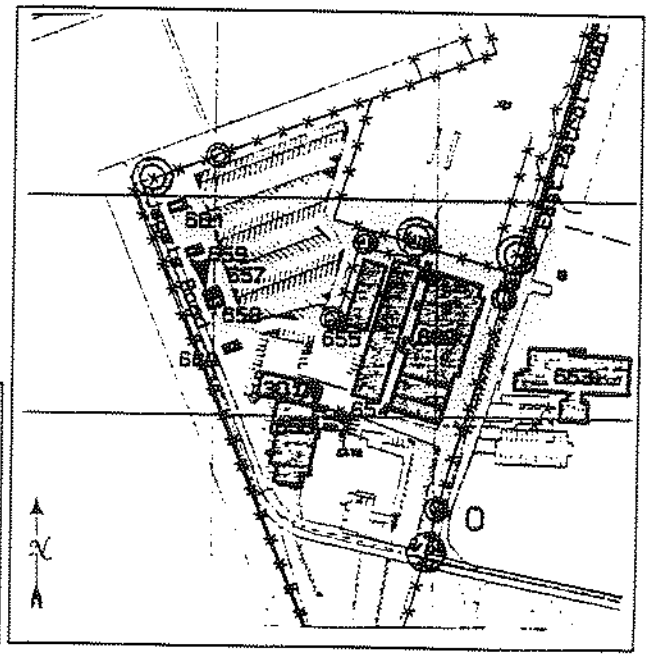
C.E. Archives, Building 683; Real Propery Form

B13. Remarks:

*B14. Evaluator: Alexandra C. Cole

Date of Evaluation: 05/01/1998

(This space reserved for official comments.)



*Required information

***Recorded by:** Architectural Resources Group ***Date:** December 19, 2025 ☐ Continuation ☒ Update

P1. Other Identifier: Building 194; Line Operations; Supply Warehouse
***P2. Location:** ☐ Not for Publication ☒ Unrestricted

- ***a.** **County**: Santa Clara
- ***b.** **USGS 7.5' Quad** Mountain View, CA **Date:** 2021 **Township:** 6S; **Range:** 2W
- c. Address: Jagels Road City: Moffett Field Zip: 94035
- d. UTM: Zone 10 S, 584870 mE / 4141181 mN
- e. Other Locational Data: N/A

***P3a. Description:**
The purpose of this DPR Continuation Sheet is to update the existing record for Building 658. Building 658 dates to the Cold War period and was documented as part of the Inventory and Evaluation of Cold War Resources at Moffett Federal Airfield (1999), which addressed facilities built and/or operated between 1946 and 1989. At the time of the survey, Building 658 was less than 50 years old. Building 658 was documented on a DPR form and received a brief evaluation using National Register of Historic Places (NRHP) Criterion Consideration G due to its then-recent construction date. The evaluation concluded that Building 658 did not meet the threshold of exceptional significance established by Criterion Consideration G. Therefore, the building did not meet the eligibility requirements of the NRHP at the time of this evaluation.[1]

Building 658 was subsequently documented on a DPR form in 2017 for the CA ANG Relocation Project. The evaluation concluded that the resource did not have significance under any NRHP criterion.[2]

After its most recent evaluation in 2017, Building 658 was demolished. No physical elements of the resource appear to remain extant.

***P8. Recorded by:**
Jon Rusch, Architectural Resources Group
Pier 9, The Embarcadero, Suite 107
San Francisco, CA, 94111

***P9. Date Recorded:** May 2025

***P10. Survey Type:** Intensive

***P11. Report Citation**: Architectural Resources Group and Albion Environmental, *Cultural Resource Inventory Report for the Berkeley Space Center at NASA Research Park Project*, April 2026, prepared for University of California, Berkeley and National Aeronautics and Space Administration Ames Research Center.

***Attachments:** ☐ NONE ☐ Location Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record ☒ Other (List): Page & Turnbull, Inc., DPR 523A, 523B, and 523L Forms, *CA ANG Relocation Project Section 106 Technical Report*, July 13, 2017; Alexandra C. Cole, DPR 523A and 523B Forms, *Inventory and Evaluation of Cold War Era Historical Resources, Moffett Federal Airfield*, Science Applications International Corporation, June 29, 1998.

References:
Cole, Alexandra C. *Inventory and Evaluation of Cold War Era Resources*. Science Applications International Corporation. Prepared for National Aeronautics and Space Administration. March 1999.

Page & Turnbull, *CA ANG Relocation Project Section 106 Technical Report*. Prepared for Planetary Ventures LLC. 2017.

[1] Alexandra C. Cole, *Inventory and Evaluation of Cold War Era Resources*, Science Applications International Corporation, prepared for National Aeronautics and Space Administration, March 1999, 38.
[2] Page & Turnbull, *CA ANG Relocation Project Section 106 Technical Report*, prepared for Planetary Ventures LLC, 2017.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Y
Other Listings
Review Code Reviewer Date

 Resource name(s) or number (assigned by recorder) 658, Moffett Federal Airfield

P1. Other Identifier: Warehouse F/ CA ANG Line Maintenance Shelter
*P2. Location: ☐Not for Publication ☒Unrestricted *a. County Santa Clara
*b. USGS 7.5' Quad Mountain View, Calif. Date 1997
*c. Address Jagels Road City Moffett Field Zip 94035
*e. Other Locational Data:

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

Building 658 is located immediately to the east of Jagels Road, within the northern portion of the California Air National Guard (CA ANG) 129th Rescue Wing (RQW) cantonment at Moffett Federal Airfield. Built in 1955, Building 658 is a one-story pre-fabricated standardized Butler storage building with a rectangular plan. The building is clad with standing seam metal walls and sits on a concrete foundation. The medium-pitched gable roof is covered by standing seam metal. Flush steel pedestrian doors are located on the primary (east) façade and the west façade. Two four-lite steel-sash pivot windows are on the north façade, while one is located on the south façade. A portion of the south façade is composed of vertical board T1-11 siding **(Figure 1)**. The windows at the south and west façades have been painted over. One additional window is located on the west façade adjacent to the door **(Figure 2)**. Building 658 stands immediately south of the nearly identical Building 657, and the buildings are connected by metal grate fences that enclose a narrow alley **(Figure 3)**.

The building appears to be in fair condition.

*P3b. Resource Attributes: (list attributes and codes) HP34: Military Property
*P4. Resources Present: ☒Building ☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other

P5a. Photo

P5b. Photo: (view and date)
View of the primary façade (right) and south façade (left), June 12, 2017

***P6. Date Constructed/Age and Sources:** ☒historic
1955 (Alexandra C. Cole, *Inventory and Evaluation of Cold War Era Historical Resources, Moffett Federal Airfield*, 1999)

***P7. Owner and Address:**
United States as represented by National Aeronautics and Space Administration, Washington, D.C.

***P8. Recorded by:**
Page & Turnbull, Inc.
417 Montgomery Street, 8th Floor
San Francisco, CA 94104

***P9. Date Recorded:**
7/13/2017

***P10. Survey Type:**
Comprehensive survey for Section 106 Compliance

*P11. Report Citation: (Cite survey report and other sources, or enter "none") Page & Turnbull, CA ANG Relocation Project Section 106 Technical Report (Draft July 2017)

*Attachments: ☐None ☐Location Map ☐Sketch Map ☒Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (list)

Figure 1. South façade, featuring one four-lite steel-sash pivot window and infilled area at left

Figure 2. Flush steel pedestrian door and steel-sash window at west façade

Figure 3. West façades of Buildings 658 and 657, connected by metal grate fences that enclose a narrow alley

Figure 4. South façade, viewed facing east

BUILDING, STRUCTURE, AND OBJECT RECORD

 *NRHP Status Code 6Y

*Resource Name or # 658, Moffett Federal Airfield

B1. Historic name: Line Operations Building 194
B2. Common name: Building 658 /CA ANG Line Maintenance Shelter
B3. Original Use: Line Operations Building
B4. Present use: CA ANG warehouse
*B5. Architectural Style: Utilitarian
*B6. Construction History: (Construction date, alterations, and date of alterations)

- Constructed 1955
- Replacement of corrugated metal with T1-11 at portion of south façade: unknown date

*B7. Moved? ☒No ☐Yes ☐Unknown Date: _____ Original Location: _____
*B8. Related Features: N/A B9a. Architect: N/A b. Builder: U.S. Department of the Navy Bureau of Yards and Docks
*B10. Significance: Theme N/A Area N/A
Period of Significance N/A Property Type N/A Applicable Criteria N/A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

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 United States Navy's burgeoning Lighter-Than-Air (LTA) aviation programs of the 1930s. Established on August 2, 1931, NAS Sunnyvale serviced the dirigible USS *Macon*, as well as F9C Sparrowhawk biplanes. NAS Sunnyvale was formally commissioned in 1933 following the completion of Hangar 1 by the U.S. Naval Bureau of Yards and Docks. The installation also consisted of 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 a collection of the support buildings. A small community of residences for base staff was constructed around a cul-de-sac southwest of the main campus.[1]

This led to an additional campaign of runway widening, extension, and repaving to accommodate heavier aircraft. The bombing of Pearl Harbor in 1941 triggered a return to naval LTA operations, as the need increased for LTA surveillance operations along the Pacific Coast. Wishing to expand, the Navy acquired over 200 acres of land east of the existing airfield. (Continued)

B11. Additional Resource Attributes: (List attributes and codes) _____
*B12. References: See footnotes.
B13. Remarks: None
*B14. Evaluator: Jonathon Rusch and Andrea Dumovich, Page & Turnbull, Inc.
*Date of Evaluation: July 13, 2017

(This space reserved for official comments.)

Source: NASA Ames Research Center Facilities Engineering Branch, 2013. Edited by Page & Turnbull.

[1] *Moffett Field: From Lighter-Than-Air to Faster-Than-Sound, 1933-1958 Silver Anniversary*, (Place, publisher, 1958), 8-17; AECOM, *Historic Property Survey Report for the Airfield at NASA Ames Research Center, Moffett Field, California*, 2013, 3-1 through 3-3.

The reintroduction of LTA craft at the installation, renamed Naval Air Station Moffett Field, ushered in a sustained period of significant missions for the installation. The following is excerpted from the *Historic Property Survey Report*, completed by AECOM in 2013:

> Moffett Field was the headquarters for Fleet Airship Wing Three, composed of three LTA bases on the West Coast: Tillamook, Oregon; Santa Ana, California; and Sunnyvale, California. The first blimps arrived at Moffett Field as part of the West Coast's first LTA squadron, ZP-32, which launched its first patrol flight over the Pacific coast in February 1942. Moffett Field was also used to train new airship pilots, using free balloons and blimps. [...]
>
> In 1942, construction started on the first of two new enormous wood-frame hangars on the east side of the runways, which by this time had been expanded and reconfigured by the Army Air Corps. Hangars 2 and 3 were completed in 1943 and used by the Navy Station Assembly and Repair Department to assemble, erect, store, and maintain blimps and balloons. LTA operations continued at Moffett Field until August 1947 when the program was deemed obsolete and terminated, making Moffett Field an exclusively heavier-than-air base. [...]
>
> After World War II, Moffett Field became home to Squadron 4 of the Naval Air Transport Service [NATS], with support operations dedicated to aircraft maintenance and overhaul. It was during this period that most of the current-day airfield was built. Beginning in 1945, the Navy spent millions of dollars for improvements and new construction at Moffett Field. The airfield was expanded and extended to accommodate the Navy's largest transport aircraft, including a huge four-engine transport plane called the R5D Skymaster. In 1946, Runway 32R-14L was built of 8-inch-thick reinforced concrete to an original length of 7,425 feet. The west and east parallel taxiways were built, along with many of the parking aprons. In 1947, high-intensity approach, taxiway, and runway lights were added to the airfield. In the late 1940s, two more air transport squadrons (Squadrons 3 and 5) were commissioned at the base, making Moffett Field the largest Naval Air Transport Service base on the West Coast. [...]
>
> The Korean War started in June 1950, and Moffett Field became the home base for aircraft carrier squadrons and their fighter jets. Jets were first introduced by the U.S. military during World War II, but did not appear at Moffett Field until 1950 with the arrival of the F3D Skynight, the Navy's first operational jet night fighter. Navy carrier squadrons stationed at Moffett Field used the airfield for training purposes, including simulated carrier landings. (Runways were equipped with emergency arresting gear similar to the equipment used to stop planes on aircraft carriers.) Moffett Field was also used to train pilots on new jet aircraft before they were first introduced into operations squadrons. Almost every new supersonic jet fighter aircraft in the Navy or U.S. Air Force inventories in the early 1950s was flight-tested at Moffett Field. [...]
>
> Jet operations at Moffett Field were so extensive that the base was designated a master jet base in 1953 (the first of nine such Navy bases), and operational units on-site reached an all-time high in 1955. However, by the early 1960s, the Navy's operational priorities had changed, and the focus shifted from fighter jets to anti-submarine warfare. Jet operations at Moffett Field ended in 1961.[2]

During the subsequent three decades, the operations of Moffett Field were defined by the Navy's anti-submarine warfare operations. In 1994, Moffett Field was decommissioned from military use through the Base Realignment and Closure process, after which NASA assumed responsibility for the installation as a part of the larger NASA Ames Research Center. The installation is currently known as Moffett Federal Airfield.

Early Development of the East Airfield

The area that currently contains Hangars 2 and 3 and the CA ANG 129th RQW cantonment was first developed for military use in the early 1940s, as the Navy reassumed control of Moffett Field, expanded its airfield, and pushed the boundary of the installation to the east. A triangular-shaped site lying alongside two aircraft parking aprons south of Hangars 2 and 3 was utilized as a staging and storage area for materials and equipment during the construction of the hangars. This site was the location of the contractor's warehouses—primarily standardized Butler-style buildings—as well as a concrete plant and underground gasoline storage tank. Photographs of the site taken at this time indicate that two rail spurs led from the storage area into the interiors of Hangars 2 and 3.[3]

[2] *Historic Property Survey Report*, 3-3 through 3-5.
[3] "Contract NOy-5604, Naval Air Station, Moffett Field" [photograph], 1943, U.S. Navy Seabee Museum, Port Hueneme, California.

Following the completion of Hangars 2 and 3, the rail spurs and several of the buildings—including standardized Butler-style warehouses—were retained. The Hangars 2 and 3 precinct along the eastern edge of the airfield was used to support Naval Air Transport Service (NATS) operations, which were initiated during World War II and continued until 1949.

During the 1950s, Moffett Field served as a major naval base, with over 300 aircraft stationed there. This massive operation led to a large-scale expansion of facilities, although the east side of the airfield remained sparsely developed. The Navy did, however, construct a series of small storage buildings near the edge of the east aircraft parking apron during the mid-1950s. These buildings were of standardized designs and were used for ammunition storage and line operations. By the late 1950s, most of the buildings that had originally been built to support the construction of Hangars 2 and 3 no longer stood on the site, although Buildings 300, 655, and 669 remained.

P-3 Orion Operations at Moffett Field

In 1962, following the termination of jet operations at Moffett Field, the installation was chosen as the West Coast base for the Navy's new anti-submarine warfare (ASW) patrol aircraft, the four-engine, turbo-prop Lockheed P-3 Orion. This represented a new and significant role for the installation that remained stationed there until base realignment in 1994. The build-up of ASW missions on the West Coast during the Cold War was enacted in response to the Soviets' submarine patrols of the Pacific Ocean. The number of Soviet submarines found on patrol at any one time was high enough that the Navy sought to develop more effective defense solutions. Therefore, the Navy commissioned Lockheed to develop the weapon-mounted P-3 Orion aircraft, which would intercept Soviet submarines from the air rather than from the sea. Such aircraft could be equipped variously with torpedoes, air-to-surface missiles, mines, and nuclear depth bombs.[4] The P-3—an aircraft upgraded as ASW technology advanced throughout the Cold War in P3-A, P3-B, and P-3C iterations—was based on the design for the L188 Electra commercial airplane and was considered the "most advanced maritime patrol airplane in the world."[5] The plane's onboard systems enabled a 13- to 17-hour flight time and utilized a twelve-man crew. Underwater pings, Sonobuoy, and Magnetic Anomaly Detection (MAD) at the tail of the aircraft offered a suite of surveillance tools.[6]

Moffett Field was an attractive location to serve as West Coast base for the P-3 Orion missions. Located near San Francisco, Moffett Field had strategic importance because of its proximity to the coast and the Bay Area naval fleet; aircraft deployed from Moffett Field would have greater opportunities to locate and track Soviet submarines. Moffett Field supported ten American deployment stations located throughout the Pacific Ring.[7] According to one contemporary newspaper account, P-3 surveillance involved flying "out 500 miles to sea from Moffett Field and make a random search for sub's with a secondary mission to report all shipping of surface vessels."[8] Such patrols were essential for U.S. Military intelligence and deterrence relating to Soviet patrol and missile-carrying submarines in the Pacific. By 1963, MFA had full P-3 capabilities, including the convenience of an on-site office for the aircraft's manufacturer, Lockheed.

Between 1963 and 1970, the P-3 mission at Moffett Field grew to contain eight squadrons and one reserve patrol: VP-64, Grey Knights (1963); VP-19, Big Red (1963); VP-31, Genies (1963); VP-9, Golden Eagles (1964); VP-47, Golden Swordsmen (1965); VP-48, Boomerangers (1966); VP-50, Blue Dragons (1967); VP-40, Fighting Marlins (1968); VP-91, reserve patrol (1970). The squadrons were housed in Hangars 2 and 3, which were divided into quarters with each squadron assigned a maintenance bay. Each squadron had eight aircraft, while the additional training squadron—VP-31— had 24 aircraft. Each squadron was supported by between 50 and 60 officers and between 350 and 400 enlisted men. All squadrons trained in Hangar 1. At any one time, two or three of the squadrons were deployed to forward bases around the Pacific Ocean, on six-month tours. From these forward bases, squadrons patrolled sea lanes for foreign submarines. Following deployment, squadrons returned to Moffett Field for home stays lasting between one and one-and-one-half years.[9]

While many of the P3 Orion-related functions at Moffett Field first took place in Hangars 1, 2, and 3, the eastern edge of the airfield became a training and support center for the Cold War ASW aircraft. As a result of the Cold War-era mission, several buildings originally constructed during World War II were joined by newly constructed, P-3 Orion mission-specific buildings south of Hangars 2 and 3. World War II-era utilitarian buildings were either repurposed (Buildings 655 and 669), or demolished to accommodate new facilities at the site. New facilities included additional classrooms at Building 654 (1969), a communications center at Building 656 (1971), and an avionics shop at Building 650 (1975).

By the early 1970s, these buildings held classrooms (three of the buildings forming the "Orion University" training center), administrative offices, and ammunition/weapons storage related to the P-3 Orion mission. Construction related to Moffett Field's P-

[4] Alexandra C. Cole, *Inventory and Evaluation of Cold War Era Historical Resources*, March 1999, 21-25.
[5] Lockheed Martin, "P3 Orion 50th Anniversary."
[6] Wolly Trabing, "Sub Detection From The Air," *Santa Cruz Sentinel*, May 7, 1965, 2.
[7] Ibid., 25-26.
[8] Trabing, "Sub Detection From The Air."
[9] Cole, *Inventory and Evaluation of Cold War Era Historical Resources*, 26-27.

3 missions also included a new missile magazine, Building 651, located to the south of Orion University. No new construction for P-3 operations occurred after 1983, although the mission remained important within the broader military operations of Moffett Field until the installation was transferred to NASA in 1994.[10]

California Air National Guard Tenure at Moffett Field

By 1980, the eastern portion of Moffett Field was designated for use by the California Air National Guard 129th Rescue Wing. Originally established in 1955 as the 129th Air Resupply Group, the 129th RQW was originally located at Hayward Airport, California. In 1975, the regiment was re-designated and repurposed as the 129th Aerospace Rescue and Recovery Group. With an expanded mission and fleet, the 129th required larger facilities. CA ANG soon began transferring operations to Moffett Field and completed the move in 1984, becoming a permitted tenant of the Navy.[11] The start of CA ANG's tenure at Moffett Field in 1980 involved the construction of new facilities, including a headquarters (Building 680), administration center (Building 681), and two engineering buildings (Building 679 and Building 683). These were the first buildings at Moffett Field specifically constructed for CA ANG, and the first to be constructed at the far southeastern corner of the airfield.

In 1994, NASA assumed control of the airfield. Despite the change in operating agency, the CA ANG 129th RQW continued to operate at the installation and have expanded their presence there by reusing buildings that had previously served P-3 Orion missions. Several new facilities, including a large aircraft hangar (Building 622), a parachutes operations center and training facility (Building 663), and additional support buildings (Buildings 675-678), have been constructed at the CA ANG area during the twenty-first century. In addition to the eastern airfield, CA ANG has utilized facilities in temporary use areas throughout the broader MFA site. These areas include the munitions areas near the Golf Club Moffett Field, a portion of Hangar 3, a medical training facility at the west end of MFA, and a vehicle operations facility near the center-south area of the site. In 2009, CA ANG began to consolidate their operation to the 129th RQW cantonment at the east side of MFA.

Building 658

Building 658 was constructed in 1955 as one of a series of small, standardized support buildings constructed alongside the edge of the aircraft parking apron at the eastern side of Moffett Field, during the installation's build-up as a major jet base. Originally known as Building 194, the building was paired with an identical Butler-style building, Building 193. Both were constructed as line operations buildings that supported squadron aircraft maintenance activities on the flight line. Building 658 has been transferred to CA ANG use and is currently utilized as a storage warehouse.

Figure 5: Line operations and ammunition lockers located parallel to the eastern edge of the airfield, photographed in 1968. From upper left, buildings 661, 659, 657, 658 (circled), and 660. The two buildings at lower right, 195 and 196, have been demolished.
Source: Moffett Field Historical Society

[10] Ibid, 33-35.

[11] National Guard Bureau, *Final Environmental Assessment: Proposed Long-Term Lease and Installation Development Plan for the 129th Rescue Wing, California Air National Guard, Moffett Field, California*, December 2009, 1-6.

National Register Evaluation

Criterion A (Events): Building 658 is a utilitarian storage building of standardized design, constructed in the mid-1950s to support flight line/maintenance operations at the eastern edge of Moffett Field. The building has continued to serve a similar maintenance support and storage purpose in the subsequent decades, used by both the U.S. Navy and CA ANG for various missions that have been hosted at MFA. The building is of a common type that has been constructed and used in a number of locations, by various branches of the armed forces, regardless of associated missions. Building 658 was constructed during the identified period of significance of the Expanded NAS Sunnyvale Historic District (1930-1961), yet has not previously been evaluated for its contributing status to this historic district. The building's supporting function does not have direct associations with the significant naval missions of Moffett Field during this period, particularly jet squadron operations (1950-1961). While Building 658 was constructed during the installation's elevation to master jet base status, jet operations at Moffett Field have significance within the context of pilot training and equipment testing. Standard maintenance and storage buildings such as Building 658 are not directly associated with this context, whereas facilities such as Hangars 1, 2, and 3—as well as the airfield's runways that were extended to accommodate jet take-offs and landings—have a far greater relationship with the installation's significance as a jet base. For this reason, Building 658 does not appear to have significance under Criterion A such that it would qualify as a contributor to the Expanded NAS Sunnyvale Historic District. Furthermore it is not significant under additional historic contexts, including the P-3 Orion antisubmarine warfare missions housed at Moffett Field (1962-1994), for which the building likewise only provided a supporting, auxiliary function.

Criterion B (Persons): It does not appear that Building 658 is significant under Criterion B, as the building does not have a direct relationship with any individual who has made significant contributions to the broad patterns of history.

Criterion C (Architecture/Design): Building 658 has a utilitarian, standardized design that is commonly used on military installations for storage purposes, that does not represent the work of a master and lacks high artistic values. For this reason, Building 658 does not appear significant under Criterion C.

Criterion D (Information Potential): It does not appear that Building 658 has the potential to yield important information in history.

In summary, Building 658 does not appear eligible to the National Register, and thus has been assigned a California Historical Resource Status Code 6Y, "Determined ineligible for NR by consensus through Section 106 process – Not evaluated for CR or Local Listing."

Prop# 126998 DOE-43-99-0300-0000

State of California -- The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # P-43-002595
HRI #
Trinomial
NRHP Status Code 6Z
Other Listings
Review Code Reviewer Date / /

Page 1 of 2

*Resource Name or #: 658, Moffett Federal Airfield

P1. Other Identifier: Supply Warehouse

*P2. Location: ☐ Not for Publication ☐ Unrestricted a. County Santa Clara

b. USGS 7.5' Quad Date T ; R ; 1/4 of 1/4 of Sec ; B.M.

c. Address Jagels Road City Moffett Field Zip 94035

d. UTM: (Give more than one for large and/or linear feature) Zone , mE/ mN

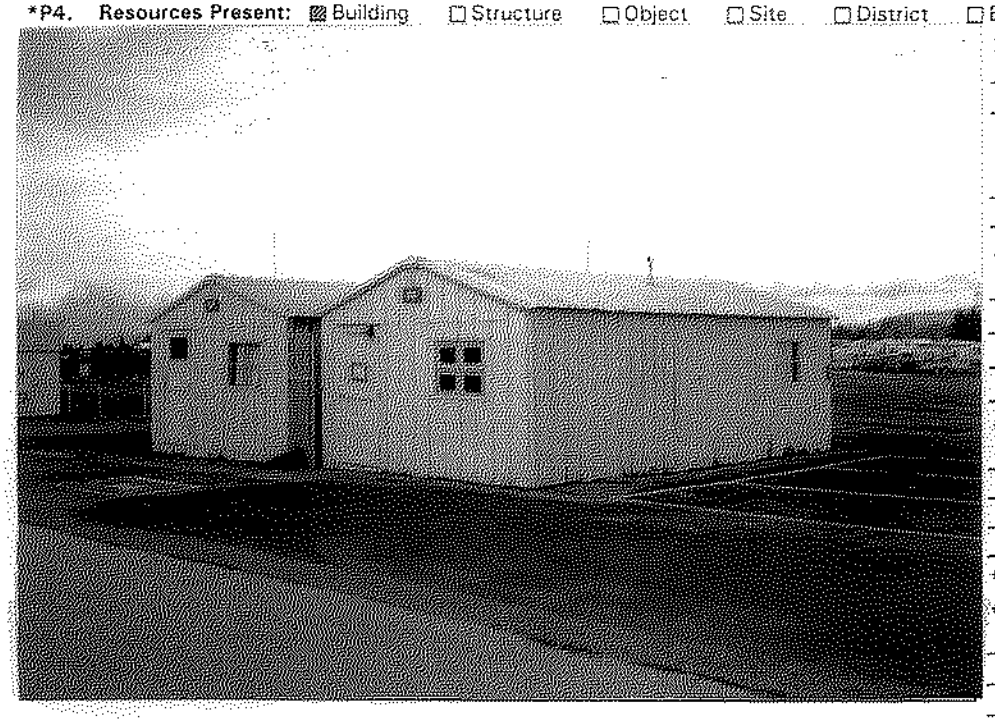
e. Other Locational Data: (e.g. parcel #, legal description, directions to resource, elevation, additional UTMs, etc. as appropriate)

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

This small rectangular Butler building has a concrete foundation and ribbed metal walls and roof. Metal doors with glass upper panes provide access on the east and west sides. Four-pane top-hinged transom windows are located on the north, south, and west sides.

*P3b. Resources Attributes: (List attributes and codes) HP34. Military Property

*P4. Resources Present: ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)



P5b. Description of Photo: (View, date, etc.)
657, 658, NE
April 1998, Roll 1-9

*P6. Date Constructed/Age and Sources:
☐ Prehistoric ☒ Historic ☐ Both
1955

*P7. Owner and Address:
U.S.A as represented by
National Aeronautics and Space
Administration, Washington, D.C.

*P8. Recorded by: (Name, affiliation, address)
Alexandra C. Cole, SAIC
816 State Street, Suite 500
Santa Barbara, CA 93101

*P9. Date Recorded: 03/03/1999

*P10. Survey Type: (Describe)
Comprehensive Survey for Section 106 Compliance

*P11. Report Citation: (Cite survey report/other sources or "none") Inventory and Evaluation of Cold War Era Historical Resources, Moffett Federal Airfield

*Attachments: ☐ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☒ Building, Structure and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record
☐ Photograph Record ☐ Other: (List)

State of California -- The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary # P-43-002595
HRI #

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code 6Z

*Resource Name or #: 658, Moffett Federal Airfield

B1. Historic Name: Building 194

B2. Common Name: Unknown

B3. Original Use: Line Operations

B4. Present Use: CANG Warehouse F

*B5. Architectural Style: No Style

*B6. Construction History: (Construction date, alterations, and date of alterations.)

1955

*B7. Moved? ☒ No ☐ Yes ☐ Unknown Date: _____ Original Location: _____

*B8. Related Features:

B9a. Architect: Bureau of Yards & Docks, Navy b. Builder: Unknown

*B10. Significance: Theme Cold War Area United States

Period of Significance 1946-1989 Property Type Military Applicable Criteria G

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

This Cold War era building is considered a support building, a type found at any Naval installation regardless of mission. It is therefore not of exceptional national significance and is not considered eligible for the National Register of Historic Places (Criterion G).

B11. Additional Resource Attributes: (List attributes and codes)

*B12. References:

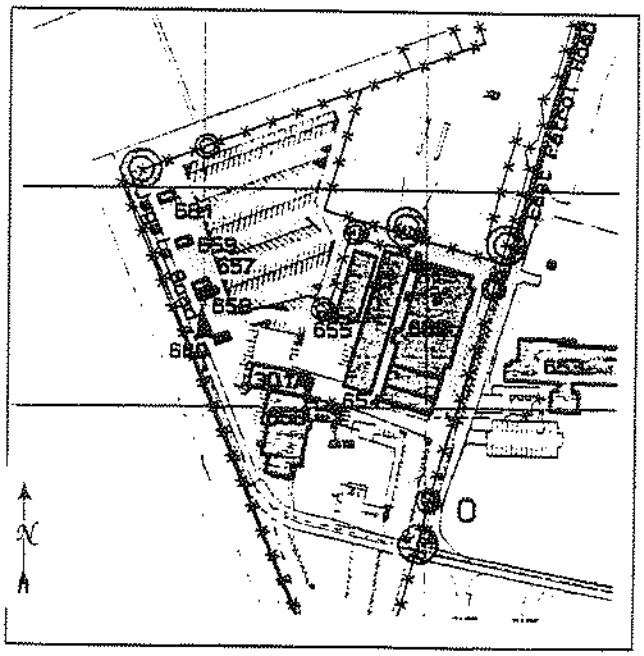
C.E. Archives, Building 683; Real Property Form

B13. Remarks:

*B14. Evaluator: Alexandra C. Cole

Date of Evaluation: 05/01/1998

(This space reserved for official comments.)



*Required information

***Recorded by:** Architectural Resources Group ***Date:** December 19, 2025 ☐ Continuation ☒ Update

P1. Other Identifier: Ready Magazine; Ammunition Service Locker; Building 197
***P2. Location:** ☐ Not for Publication ☒ Unrestricted

- ***a. County**: Santa Clara
- ***b. USGS 7.5' Quad** Mountain View, CA **Date:** 2021 **Township:** 6S; **Range:** 2W
- c. Address: Jagels Road City: Moffett Field Zip: 94035
- d. UTM: Zone 10 S, 584857 mE / 4141209 mN
- e. Other Locational Data: N/A

***P3a. Description:**
The purpose of this DPR Continuation Sheet is to update the existing record for Building 659. Building 659 dates to the Cold War period and was documented as part of the Inventory and Evaluation of Cold War Resources at Moffett Federal Airfield (1999), which addressed facilities built and/or operated between 1946 and 1989. At the time of the survey, Building 659 was less than 50 years old. Building 659 was documented on a DPR form and received a brief evaluation using National Register of Historic Places (NRHP) Criterion Consideration G due to its then-recent construction date. The evaluation concluded that Building 659 did not meet the threshold of exceptional significance established by Criterion Consideration G. Therefore, the building did not meet the eligibility requirements of the NRHP at the time of this evaluation.[1]

Building 659 was subsequently documented on a DPR form in 2017 for the CA ANG Relocation Project. The evaluation concluded that the resource did not have significance under any NRHP criterion.[2]

After its most recent evaluation in 2017, Building 659 was demolished. No physical elements of the resource appear to remain extant.

***P8. Recorded by:**
Jon Rusch, Architectural Resources Group
Pier 9, The Embarcadero, Suite 107
San Francisco, CA, 94111

***P9. Date Recorded:** May 2025

***P10. Survey Type:** Intensive

***P11. Report Citation**: Architectural Resources Group and Albion Environmental, *Cultural Resource Inventory Report for the Berkeley Space Center at NASA Research Park Project*, April 2026, prepared for University of California, Berkeley and National Aeronautics and Space Administration Ames Research Center.

***Attachments:** ☐ NONE ☐ Location Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record ☒ Other (List): Page & Turnbull, Inc., DPR 523A, 523B, and 523L Forms, *CA ANG Relocation Project Section 106 Technical Report*, July 13, 2017; Alexandra C. Cole, DPR 523A and 523B Forms, *Inventory and Evaluation of Cold War Era Historical Resources, Moffett Federal Airfield*, Science Applications International Corporation, June 29, 1998.

References:
Cole, Alexandra C. *Inventory and Evaluation of Cold War Era Resources*. Science Applications International Corporation. Prepared for National Aeronautics and Space Administration. March 1999.

Page & Turnbull, *CA ANG Relocation Project Section 106 Technical Report*. Prepared for Planetary Ventures LLC. 2017.

[1] Alexandra C. Cole, *Inventory and Evaluation of Cold War Era Resources*, Science Applications International Corporation, prepared for National Aeronautics and Space Administration, March 1999, 38.
[2] Page & Turnbull, *CA ANG Relocation Project Section 106 Technical Report*, prepared for Planetary Ventures LLC, 2017.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Y
Other Listings
Review Code Reviewer Date

 Resource name(s) or number (assigned by recorder) 659, Moffett Federal Airfield

P1. Other Identifier: Warehouse G/CA ANG Ready Magazine
***P2. Location:** ☐Not for Publication ☒Unrestricted ***a. County** Santa Clara
***b. USGS 7.5' Quad** Mountain View, Calif. **Date** 1997
***c. Address** Jagels Road **City** Moffett Field **Zip** 94035
***e. Other Locational Data:**

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

Building 659 is located immediately to the east of Jagels Road, within the northern portion of the California Air National Guard (CA ANG) 129th Rescue Wing (RQW) cantonment at Moffett Federal Airfield. Built in 1956, Building 659 is a one-story concrete building with a rectangular plan. Its flat roof features pairings of metal ventilators. The building sits on a concrete foundation. Each of the south and north façades features three identical steel doors **(Figure 1)**. The building lacks additional fenestration **(Figure 2)**.

The building appears to be in good condition.

***P3b. Resource Attributes:** (list attributes and codes) HP34: Military Property
***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other

P5a. Photo

P5b. Photo: (view and date)
View of the south side (left) and primary façade (right), June 12, 2017

***P6. Date Constructed/Age and Sources:** ☒historic
1956 (Alexandra C. Cole, *Inventory and Evaluation of Cold War Era Historical Resources, Moffett Federal Airfield*, 1999)

***P7. Owner and Address:**
United States as represented by National Aeronautics and Space Administration, Washington, D.C.

***P8. Recorded by:**
Page & Turnbull, Inc.
417 Montgomery Street, 8th Floor
San Francisco, CA 94104

***P9. Date Recorded:**
7/132017

***P10. Survey Type:**
Comprehensive survey for Section 106 Compliance

***P11. Report Citation:** (Cite survey report and other sources, or enter "none") Page & Turnbull, CA ANG Relocation Project Section 106 Technical Report (Draft July 2017)

***Attachments:** ☐None ☐Location Map ☐Sketch Map ☒Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (list)

Figure 1. Three identical steel doors at south façade

Figure 2. West façade

BUILDING, STRUCTURE, AND OBJECT RECORD

B1. Historic name: Ready Ammunition Service Locker Building 182
B2. Common name: Building 659/ CA ANG Ready Magazine
B3. Original Use: Ready Ammunition Service Locker
B4. Present use: Warehouse
*B5. **Architectural Style:** Utilitarian
*B6. **Construction History:** (Construction date, alterations, and date of alterations)

- Constructed 1956

*B7. **Moved?** ☒No ☐Yes ☐Unknown **Date:** _____ **Original Location:** _____
*B8. **Related Features:** N/A B9a. Architect: N/A b. Builder: U.S. Department of the Navy Bureau of Yards and Docks
*B10. **Significance: Theme** N/A **Area** N/A
Period of Significance N/A **Property Type** N/A **Applicable Criteria** N/A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

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 United States Navy's burgeoning Lighter-Than-Air (LTA) aviation programs of the 1930s. Established on August 2, 1931, NAS Sunnyvale serviced the dirigible USS *Macon*, as well as F9C Sparrowhawk biplanes. NAS Sunnyvale was formally commissioned in 1933 following the completion of Hangar 1 by the U.S. Naval Bureau of Yards and Docks. The installation also consisted of 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 a collection of the support buildings. A small community of residences for base staff was constructed around a cul-de-sac southwest of the main campus.[1]

This led to an additional campaign of runway widening, extension, and repaving to accommodate heavier aircraft. The bombing of Pearl Harbor in 1941 triggered a return to naval LTA operations, as the need increased for LTA surveillance operations along the Pacific Coast. Wishing to expand, the Navy acquired over 200 acres of land east of the existing airfield. (Continued)

B11. Additional Resource Attributes: (List attributes and codes) _____
*B12. **References:** See footnotes.
B13. Remarks: None
*B14. **Evaluator:** Jonathon Rusch and Andrea Dumovich, Page & Turnbull, Inc.
*Date of Evaluation: July 13, 2017

(This space reserved for official comments.)

Source: NASA Ames Research Center Facilities Engineering Branch, 2013. Edited by Page & Turnbull.

[1] *Moffett Field: From Lighter-Than-Air to Faster-Than-Sound, 1933-1958 Silver Anniversary*, (Place, publisher, 1958), 8-17; AECOM, *Historic Property Survey Report for the Airfield at NASA Ames Research Center, Moffett Field, California*, 2013, 3-1 through 3-3.

The reintroduction of LTA craft at the installation, renamed Naval Air Station Moffett Field, ushered in a sustained period of significant missions for the installation. The following is excerpted from the *Historic Property Survey Report*, completed by AECOM in 2013:

> Moffett Field was the headquarters for Fleet Airship Wing Three, composed of three LTA bases on the West Coast: Tillamook, Oregon; Santa Ana, California; and Sunnyvale, California. The first blimps arrived at Moffett Field as part of the West Coast's first LTA squadron, ZP-32, which launched its first patrol flight over the Pacific coast in February 1942. Moffett Field was also used to train new airship pilots, using free balloons and blimps. [...]
>
> In 1942, construction started on the first of two new enormous wood-frame hangars on the east side of the runways, which by this time had been expanded and reconfigured by the Army Air Corps. Hangars 2 and 3 were completed in 1943 and used by the Navy Station Assembly and Repair Department to assemble, erect, store, and maintain blimps and balloons. LTA operations continued at Moffett Field until August 1947 when the program was deemed obsolete and terminated, making Moffett Field an exclusively heavier-than-air base. [...]
>
> After World War II, Moffett Field became home to Squadron 4 of the Naval Air Transport Service [NATS], with support operations dedicated to aircraft maintenance and overhaul. It was during this period that most of the current-day airfield was built. Beginning in 1945, the Navy spent millions of dollars for improvements and new construction at Moffett Field. The airfield was expanded and extended to accommodate the Navy's largest transport aircraft, including a huge four-engine transport plane called the R5D Skymaster. In 1946, Runway 32R-14L was built of 8-inch-thick reinforced concrete to an original length of 7,425 feet. The west and east parallel taxiways were built, along with many of the parking aprons. In 1947, high-intensity approach, taxiway, and runway lights were added to the airfield. In the late 1940s, two more air transport squadrons (Squadrons 3 and 5) were commissioned at the base, making Moffett Field the largest Naval Air Transport Service base on the West Coast. [...]
>
> The Korean War started in June 1950, and Moffett Field became the home base for aircraft carrier squadrons and their fighter jets. Jets were first introduced by the U.S. military during World War II, but did not appear at Moffett Field until 1950 with the arrival of the F3D Skynight, the Navy's first operational jet night fighter. Navy carrier squadrons stationed at Moffett Field used the airfield for training purposes, including simulated carrier landings. (Runways were equipped with emergency arresting gear similar to the equipment used to stop planes on aircraft carriers.) Moffett Field was also used to train pilots on new jet aircraft before they were first introduced into operations squadrons. Almost every new supersonic jet fighter aircraft in the Navy or U.S. Air Force inventories in the early 1950s was flight-tested at Moffett Field. [...]
>
> Jet operations at Moffett Field were so extensive that the base was designated a master jet base in 1953 (the first of nine such Navy bases), and operational units on-site reached an all-time high in 1955. However, by the early 1960s, the Navy's operational priorities had changed, and the focus shifted from fighter jets to anti-submarine warfare. Jet operations at Moffett Field ended in 1961.[2]

During the subsequent three decades, the operations of Moffett Field were defined by the Navy's anti-submarine warfare operations. In 1994, Moffett Field was decommissioned from military use through the Base Realignment and Closure process, after which NASA assumed responsibility for the installation as a part of the larger NASA Ames Research Center. The installation is currently known as Moffett Federal Airfield.

Early Development of the East Airfield

The area that currently contains Hangars 2 and 3 and the CA ANG 129th RQW cantonment was first developed for military use in the early 1940s, as the Navy reassumed control of Moffett Field, expanded its airfield, and pushed the boundary of the installation to the east. A triangular-shaped site lying alongside two aircraft parking aprons south of Hangars 2 and 3 was utilized as a staging and storage area for materials and equipment during the construction of the hangars. This site was the location of the contractor's warehouses—primarily standardized Butler-style buildings—as well as a concrete plant and underground gasoline storage tank. Photographs of the site taken at this time indicate that two rail spurs led from the storage area into the interiors of Hangars 2 and 3.[3]

[2] *Historic Property Survey Report*, 3-3 through 3-5.
[3] "Contract NOy-5604, Naval Air Station, Moffett Field" [photograph], 1943, U.S. Navy Seabee Museum, Port Hueneme, California.

Following the completion of Hangars 2 and 3, the rail spurs and several of the buildings—including standardized Butler-style warehouses—were retained. The Hangars 2 and 3 precinct along the eastern edge of the airfield was used to support Naval Air Transport Service (NATS) operations, which were initiated during World War II and continued until 1949.

During the 1950s, Moffett Field served as a major naval base, with over 300 aircraft stationed there. This massive operation led to a large-scale expansion of facilities, although the east side of the airfield remained sparsely developed. The Navy did, however, construct a series of small storage buildings near the edge of the east aircraft parking apron during the mid-1950s. These buildings were of standardized designs and were used for ammunition storage and line operations. By the late 1950s, most of the buildings that had originally been built to support the construction of Hangars 2 and 3 no longer stood on the site, although Buildings 300, 655, and 669 remained.

P-3 Orion Operations at Moffett Field

In 1962, following the termination of jet operations at Moffett Field, the installation was chosen as the West Coast base for the Navy's new anti-submarine warfare (ASW) patrol aircraft, the four-engine, turbo-prop Lockheed P-3 Orion. This represented a new and significant role for the installation that remained stationed there until base realignment in 1994. The build-up of ASW missions on the West Coast during the Cold War was enacted in response to the Soviets' submarine patrols of the Pacific Ocean. The number of Soviet submarines found on patrol at any one time was high enough that the Navy sought to develop more effective defense solutions. Therefore, the Navy commissioned Lockheed to develop the weapon-mounted P-3 Orion aircraft, which would intercept Soviet submarines from the air rather than from the sea. Such aircraft could be equipped variously with torpedoes, air-to-surface missiles, mines, and nuclear depth bombs.[4] The P-3—an aircraft upgraded as ASW technology advanced throughout the Cold War in P3-A, P3-B, and P-3C iterations—was based on the design for the L188 Electra commercial airplane and was considered the "most advanced maritime patrol airplane in the world."[5] The plane's onboard systems enabled a 13- to 17-hour flight time and utilized a twelve-man crew. Underwater pings, Sonobuoy, and Magnetic Anomaly Detection (MAD) at the tail of the aircraft offered a suite of surveillance tools.[6]

Moffett Field was an attractive location to serve as West Coast base for the P-3 Orion missions. Located near San Francisco, Moffett Field had strategic importance because of its proximity to the coast and the Bay Area naval fleet; aircraft deployed from Moffett Field would have greater opportunities to locate and track Soviet submarines. Moffett Field supported ten American deployment stations located throughout the Pacific Ring.[7] According to one contemporary newspaper account, P-3 surveillance involved flying "out 500 miles to sea from Moffett Field and make a random search for sub's with a secondary mission to report all shipping of surface vessels."[8] Such patrols were essential for U.S. Military intelligence and deterrence relating to Soviet patrol and missile-carrying submarines in the Pacific. By 1963, MFA had full P-3 capabilities, including the convenience of an on-site office for the aircraft's manufacturer, Lockheed.

Between 1963 and 1970, the P-3 mission at Moffett Field grew to contain eight squadrons and one reserve patrol: VP-64, Grey Knights (1963); VP-19, Big Red (1963); VP-31, Genies (1963); VP-9, Golden Eagles (1964); VP-47, Golden Swordsmen (1965); VP-48, Boomerangers (1966); VP-50, Blue Dragons (1967); VP-40, Fighting Marlins (1968); VP-91, reserve patrol (1970). The squadrons were housed in Hangars 2 and 3, which were divided into quarters with each squadron assigned a maintenance bay. Each squadron had eight aircraft, while the additional training squadron—VP-31— had 24 aircraft. Each squadron was supported by between 50 and 60 officers and between 350 and 400 enlisted men. All squadrons trained in Hangar 1. At any one time, two or three of the squadrons were deployed to forward bases around the Pacific Ocean, on six-month tours. From these forward bases, squadrons patrolled sea lanes for foreign submarines. Following deployment, squadrons returned to Moffett Field for home stays lasting between one and one-and-one-half years.[9]

While many of the P3 Orion-related functions at Moffett Field first took place in Hangars 1, 2, and 3, the eastern edge of the airfield became a training and support center for the Cold War ASW aircraft. As a result of the Cold War-era mission, several buildings originally constructed during World War II were joined by newly constructed, P-3 Orion mission-specific buildings south of Hangars 2 and 3. World War II-era utilitarian buildings were either repurposed (Buildings 655 and 669), or demolished to accommodate new facilities at the site. New facilities included additional classrooms at Building 654 (1969), a communications center at Building 656 (1971), and an avionics shop at Building 650 (1975).

By the early 1970s, these buildings held classrooms (three of the buildings forming the "Orion University" training center), administrative offices, and ammunition/weapons storage related to the P-3 Orion mission. Construction related to Moffett Field's P-

[4] Alexandra C. Cole, *Inventory and Evaluation of Cold War Era Historical Resources*, March 1999, 21-25.
[5] Lockheed Martin, "P3 Orion 50th Anniversary."
[6] Wolly Trabing, "Sub Detection From The Air," *Santa Cruz Sentinel*, May 7, 1965, 2.
[7] Ibid., 25-26.
[8] Trabing, "Sub Detection From The Air."
[9] Cole, *Inventory and Evaluation of Cold War Era Historical Resources*, 26-27.

3 missions also included a new missile magazine, Building 651, located to the south of Orion University. No new construction for P-3 operations occurred after 1983, although the mission remained important within the broader military operations of Moffett Field until the installation was transferred to NASA in 1994.[10]

California Air National Guard Tenure at Moffett Field

By 1980, the eastern portion of Moffett Field was designated for use by the California Air National Guard 129th Rescue Wing. Originally established in 1955 as the 129th Air Resupply Group, the 129th RQW was originally located at Hayward Airport, California. In 1975, the regiment was re-designated and repurposed as the 129th Aerospace Rescue and Recovery Group. With an expanded mission and fleet, the 129th required larger facilities. CA ANG soon began transferring operations to Moffett Field and completed the move in 1984, becoming a permitted tenant of the Navy.[11] The start of CA ANG's tenure at Moffett Field in 1980 involved the construction of new facilities, including a headquarters (Building 680), administration center (Building 681), and two engineering buildings (Building 679 and Building 683). These were the first buildings at Moffett Field specifically constructed for CA ANG, and the first to be constructed at the far southeastern corner of the airfield.

In 1994, NASA assumed control of the airfield. Despite the change in operating agency, the CA ANG 129th RQW continued to operate at the installation and have expanded their presence there by reusing buildings that had previously served P-3 Orion missions. Several new facilities, including a large aircraft hangar (Building 622), a parachutes operations center and training facility (Building 663), and additional support buildings (Buildings 675-678), have been constructed at the CA ANG area during the twenty-first century. In addition to the eastern airfield, CA ANG has utilized facilities in temporary use areas throughout the broader MFA site. These areas include the munitions areas near the Golf Club Moffett Field, a portion of Hangar 3, a medical training facility at the west end of MFA, and a vehicle operations facility near the center-south area of the site. In 2009, CA ANG began to consolidate their operation to the 129th RQW cantonment at the east side of MFA.

Building 659

Building 659 was constructed in 1956 as one of a series of small, standardized support buildings constructed alongside the edge of the aircraft parking apron at the eastern side of Moffett Field, during the installation's build-up as a major jet base. Originally known as Building 182, the concrete building was used as an ammunition service locker containing six interior storage chambers. Building 659 is currently used by CA ANG for ammunition storage.

Figure 3: Line operations and ammunition lockers located parallel to the eastern edge of the airfield, photographed in 1968. From upper left, buildings 661, 659 (circled), 657, 658, and 660. The two buildings at lower right, 195 and 196, have been demolished.
Source: Moffett Field Historical Society

National Register Evaluation

[10] Ibid, 33-35.

[11] National Guard Bureau, *Final Environmental Assessment: Proposed Long-Term Lease and Installation Development Plan for the 129th Rescue Wing, California Air National Guard, Moffett Field, California*, December 2009, 1-6.

Criterion A (Events): Building 659 is a utilitarian storage building of a type that is typical of naval installations, constructed in the mid-1950s to support airfield operations at the eastern edge of Moffett Field. The building continued to serve a similar ammunition storage purpose in the subsequent decades, used by both the U.S. Navy and CA ANG for various missions that have been hosted at MFA. Building 659 was constructed during the identified period of significance of the Expanded NAS Sunnyvale Historic District (1930-1961), yet has not previously been evaluated for its contributing status to this historic district. The building's supporting function as an ammunition storage facility does not have direct associations with the significant naval missions of Moffett Field during this period, particularly jet squadron operations (1950-1961). While Building 659 was constructed to during the installation's elevation to master jet base status, jet operations at Moffett Field have significance within the context of pilot training and equipment testing. Standard ammunition storage buildings such as Building 659 are not directly associated with this context, whereas facilities such as Hangars 1, 2, and 3—as well as the airfield's runways that were extended to accommodate jet take-offs and landings—have a far greater relationship with the installation's significance as a jet base. For this reason, Building 659 does not appear eligible to the National Register as a contributor to the Expanded NAS Sunnyvale Historic District. Furthermore it is not significant under additional historic contexts, including the P-3 Orion antisubmarine warfare missions housed at Moffett Field (1962-1994), for which the building likewise only provided a supporting, auxiliary function.

Criterion B (Persons): It does not appear that Building 659 is significant under Criterion B, as the building does not have a direct relationship with any individual who has made significant contributions to the broad patterns of history.

Criterion C (Architecture/Design): Building 659 has a utilitarian design that is similar to facilities found on other military installations for ammunition storage purposes, does not represent the work of a master, and lacks high artistic values. For this reason, Building 659 does not appear significant under Criterion C.

Criterion D (Information Potential): It does not appear that Building 659 has the potential to yield important information in history.

In summary, Building 659 does not appear eligible to the National Register, and thus has been assigned a California Historical Resource Status Code 6Y, "Determined ineligible for NR by consensus through Section 106 process – Not evaluated for CR or Local Listing."

Prop# 1260999 DOE-43-99-0301-0000

State of California -- The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # P-43-002596
HRI #
Trinomial
NRHP Status Code 6Z
Other Listings
Review Code Reviewer Date / /

Page 1 of 2

*Resource Name or #: 659, Moffett Federal Airfield

P1. Other Identifier: Warehouse

*P2. Location: ☐ Not for Publication ☐ Unrestricted a. County Santa Clara

b. USGS 7.5' Quad Date T ; R ; 1/4 of 1/4 of Sec ; B.M.

c. Address Jagels Road City Moffett Field Zip 94035

d. UTM: (Give more than one for large and/or linear feature) Zone , mE/ mN

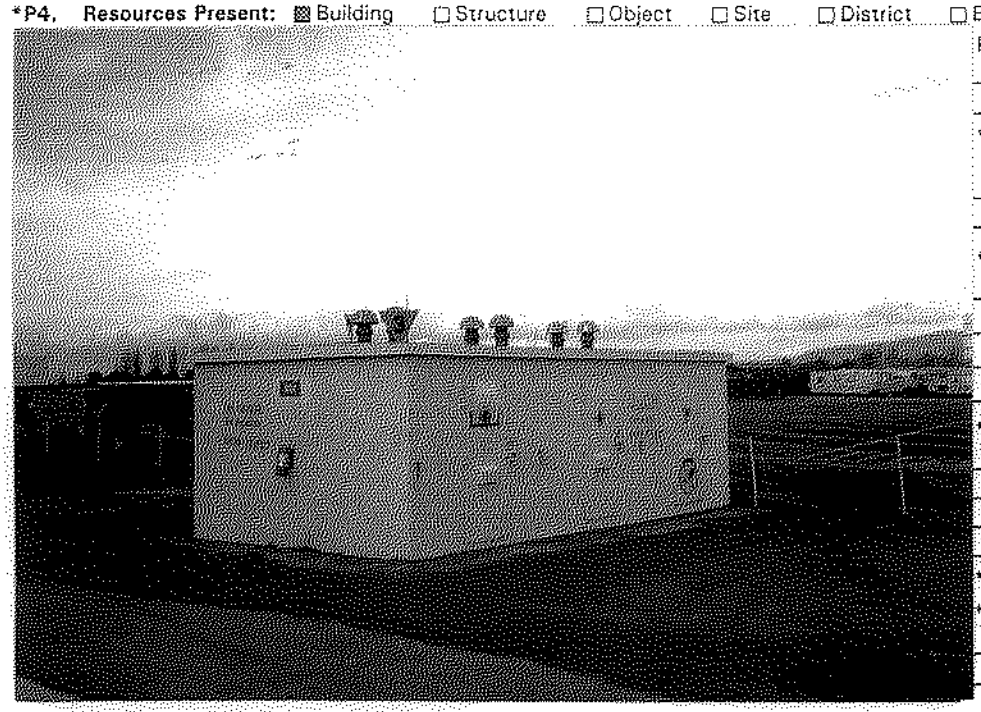
e. Other Locational Data: (e.g. parcel #, legal description, directions to resource, elevation, additional UTMs, etc. as appropriate)

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

This small rectangular flat-roofed building is made of concrete. It is divided into six small lockers with heavy metal doors, three on the north and three on the south. Each locker has a metal roof vent.

*P3b. Resources Attributes: (List attributes and codes) HP34. Military Property

*P4. Resources Present: ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)



P5b. Description of Photo: (View, date, etc.)
Northeast,
April 1998, Roll 1-10

*P6. Date Constructed/Age and Sources:
☐ Prehistoric ☒ Historic ☐ Both
1956

*P7. Owner and Address:
U.S.A. as represented by
National Aeronautics and Space
Administration, Washington, D.C.

*P8. Recorded by: (Name, affiliation, address)
Alexandra C. Cole, SAIC
816 State Street, Suite 500
Santa Barbara, CA 93101

*P9. Date Recorded: 03/03/1999

*P10. Survey Type: (Describe)
Comprehensive Survey for Section 106 Compliance

*P11. Report Citation: (Cite survey report/other sources or "none") Inventory and Evaluation of Cold War Era Historical Resources, Moffett Federal Airifield

*Attachments: ☐ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☒ Building, Structure and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record
☐ Photograph Record ☐ Other: (List)

State of California -- The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary # P-43-002596
HRI #

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code 6Z

*Resource Name or #: 659, Moffett Federal Airfield

B1. Historic Name: Building 197

B2. Common Name: Unknown

B3. Original Use: Ammunition Service Locker B4. Present Use: Warehouse

*B5. Architectural Style: No Style

*B6. Construction History: (Construction date, alterations, and date of alterations.)

1956

*B7. Moved? ☒ No ☐ Yes ☐ Unknown Date: _____ Original Location: _____

*B8. Related Features:

B9a. Architect: Bureau of Yards & Docks, Navy b. Builder: Unknown

*B10. Significance: Theme Cold War Area United States

Period of Significance 1946-1989 Property Type Military Applicable Criteria G

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

This Cold War era building is considered a support building, a type found at any Naval installation regardless of mission. It is therefore not of exceptional national significance and is not considered eligible for the National Register of Historic Places (Criterion G).

B11. Additional Resource Attributes: (List attributes and codes)

*B12. References:

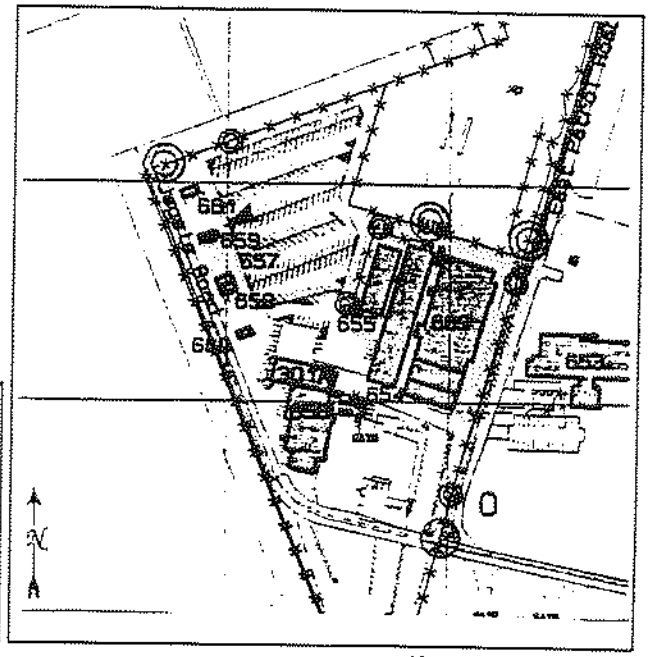
C.E. Archives, Building 683; Real Property Form

B13. Remarks:

*B14. Evaluator: Alexandra C. Cole

Date of Evaluation: 05/01/1998

(This space reserved for official comments.)



*Required information

***Recorded by:** Architectural Resources Group ***Date:** December 19, 2025 ☐ Continuation ☒ Update

P1. Other Identifier: Ready Magazine; Ammunition Service Locker; Building 198
***P2. Location:** ☐ Not for Publication ☒ Unrestricted

- ***a. County**: Santa Clara
- ***b. USGS 7.5' Quad** Mountain View, CA **Date:** 2021 **Township:** 6S; **Range:** 2W
- c. Address: Jagels Road City: Moffett Field Zip: 94035
- d. UTM: Zone 10 S, 584880 mE / 4141157 mN
- e. Other Locational Data: N/A

***P3a. Description:**
The purpose of this DPR Continuation Sheet is to update the existing record for Building 660. Building 660 dates to the Cold War period and was documented as part of the Inventory and Evaluation of Cold War Resources at Moffett Federal Airfield (1999), which addressed facilities built and/or operated between 1946 and 1989. At the time of the survey, Building 660 was less than 50 years old. Building 660 was documented on a DPR form and received a brief evaluation using National Register of Historic Places (NRHP) Criterion Consideration G due to its then-recent construction date. The evaluation concluded that Building 660 did not meet the threshold of exceptional significance established by Criterion Consideration G. Therefore, the building did not meet the eligibility requirements of the NRHP at the time of this evaluation.[1]

Building 660 was subsequently documented on a DPR form in 2017 for the CA ANG Relocation Project. The evaluation concluded that the resource did not have significance under any NRHP criterion.[2]

After its most recent evaluation in 2017, Building 660 was demolished. No physical elements of the resource appear to remain extant.

***P8. Recorded by:**
Jon Rusch, Architectural Resources Group
Pier 9, The Embarcadero, Suite 107
San Francisco, CA, 94111

***P9. Date Recorded:** May 2025

***P10. Survey Type:** Intensive

***P11. Report Citation**: Architectural Resources Group and Albion Environmental, *Cultural Resource Inventory Report for the Berkeley Space Center at NASA Research Park Project*, April 2026, prepared for University of California, Berkeley and National Aeronautics and Space Administration Ames Research Center.

***Attachments:** ☐ NONE ☐ Location Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record ☒ Other (List): Page & Turnbull, Inc., DPR 523A, 523B, and 523L Forms, *CA ANG Relocation Project Section 106 Technical Report*, July 13, 2017; Alexandra C. Cole, DPR 523A and 523B Forms, *Inventory and Evaluation of Cold War Era Historical Resources, Moffett Federal Airfield*, Science Applications International Corporation, June 29, 1998.

References:
Cole, Alexandra C. *Inventory and Evaluation of Cold War Era Resources*. Science Applications International Corporation. Prepared for National Aeronautics and Space Administration. March 1999.

Page & Turnbull, *CA ANG Relocation Project Section 106 Technical Report*. Prepared for Planetary Ventures LLC. 2017.

[1] Alexandra C. Cole, *Inventory and Evaluation of Cold War Era Resources*, Science Applications International Corporation, prepared for National Aeronautics and Space Administration, March 1999, 38.
[2] Page & Turnbull, *CA ANG Relocation Project Section 106 Technical Report*, prepared for Planetary Ventures LLC, 2017.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Y
Other Listings
Review Code Reviewer Date

 Resource name(s) or number (assigned by recorder) 660, Moffett Federal Airfield

P1. Other Identifier: Warehouse H / CA ANG Ready Magazine
*P2. Location: ☐Not for Publication ☒Unrestricted *a. County Santa Clara
*b. USGS 7.5' Quad Mountain View, Calif. Date 1997
*c. Address Jagels Road City Moffett Field Zip 94035
*e. Other Locational Data:

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

Building 660 is located immediately to the east of Jagels Road, within the northern portion of the California Air National Guard (CA ANG) 129th Rescue Wing (RQW) cantonment at Moffett Federal Airfield. Built in 1956, Building 660 is a one-story concrete building with a rectangular plan. Its flat roof features pairings of metal ventilators. The building sits on a concrete foundation. Each of the south and north façades features three identical steel doors **(Figure 1)**. The building lacks additional fenestration **(Figure 2)**.

The building appears to be in good condition.

*P3b. Resource Attributes: (list attributes and codes) HP34: Military Property
*P4. Resources Present: ☒Building ☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other

P5a. Photo

P5b. Photo: (view and date)
View of the primary façade (right) and south side (left), June 12, 2017

***P6. Date Constructed/Age and Sources:** ☒historic
1956 (Alexandra C. Cole, *Inventory and Evaluation of Cold War Era Historical Resources, Moffett Federal Airfield*, 1999)

***P7. Owner and Address:**
United States as represented by National Aeronautics and Space Administration, Washington, D.C.

***P8. Recorded by:**
Page & Turnbull, Inc.
417 Montgomery Street, 8th Floor
San Francisco, CA 94104

***P9. Date Recorded:**
7/13/2017

***P10. Survey Type:**
Comprehensive survey for Section 106 Compliance

***P11. Report Citation:** (Cite survey report and other sources, or enter "none") Page & Turnbull, CA ANG Relocation Project Section 106 Technical Report (Draft July 2017)

***Attachments:** ☐None ☐Location Map ☐Sketch Map ☒Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (list)

Figure 1. Three identical steel doors at south façade

Figure 2. North (left) and west (right) façades

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary #
HRI#

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code 6Y

*Resource Name or # 660, Moffett Federal Airfield

B1. Historic name: Ready Ammunition Service Locker Building 182
B2. Common name: Building 660/ CA ANG Ready Magazine
B3. Original Use: Ready Ammunition Service Locker
B4. Present use: Warehouse
*B5. **Architectural Style:** Utilitarian
*B6. **Construction History:** (Construction date, alterations, and date of alterations)

- Constructed 1956

*B7. Moved? ☒No ☐Yes ☐Unknown Date: ____ Original Location: ____
*B8. Related Features: N/A B9a. Architect: N/A b. Builder: U.S. Department of the Navy Bureau of Yards and Docks
*B10. Significance: Theme N/A Area N/A
Period of Significance N/A Property Type N/A Applicable Criteria N/A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

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 United States Navy's burgeoning Lighter-Than-Air (LTA) aviation programs of the 1930s. Established on August 2, 1931, NAS Sunnyvale serviced the dirigible USS *Macon*, as well as F9C Sparrowhawk biplanes. NAS Sunnyvale was formally commissioned in 1933 following the completion of Hangar 1 by the U.S. Naval Bureau of Yards and Docks. The installation also consisted of 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 a collection of the support buildings. A small community of residences for base staff was constructed around a cul-de-sac southwest of the main campus.[1]

This led to an additional campaign of runway widening, extension, and repaving to accommodate heavier aircraft. The bombing of Pearl Harbor in 1941 triggered a return to naval LTA operations, as the need increased for LTA surveillance operations along the Pacific Coast. Wishing to expand, the Navy acquired over 200 acres of land east of the existing airfield. (Continued)

B11. **Additional Resource Attributes**: (List attributes and codes) ____
*B12. **References:** See footnotes.
B13. **Remarks:** None
*B14. **Evaluator:** Jonathon Rusch and Andrea Dumovich, Page & Turnbull, Inc.
*Date of Evaluation: July 13, 2017

(This space reserved for official comments.)

Source: NASA Ames Research Center Facilities Engineering Branch, 2013. Edited by Page & Turnbull.

[1] *Moffett Field: From Lighter-Than-Air to Faster-Than-Sound, 1933-1958 Silver Anniversary*, (Place, publisher, 1958), 8-17; AECOM, *Historic Property Survey Report for the Airfield at NASA Ames Research Center, Moffett Field, California*, 2013, 3-1 through 3-3.

The reintroduction of LTA craft at the installation, renamed Naval Air Station Moffett Field, ushered in a sustained period of significant missions for the installation. The following is excerpted from the *Historic Property Survey Report*, completed by AECOM in 2013:

> Moffett Field was the headquarters for Fleet Airship Wing Three, composed of three LTA bases on the West Coast: Tillamook, Oregon; Santa Ana, California; and Sunnyvale, California. The first blimps arrived at Moffett Field as part of the West Coast's first LTA squadron, ZP-32, which launched its first patrol flight over the Pacific coast in February 1942. Moffett Field was also used to train new airship pilots, using free balloons and blimps. [...]
>
> In 1942, construction started on the first of two new enormous wood-frame hangars on the east side of the runways, which by this time had been expanded and reconfigured by the Army Air Corps. Hangars 2 and 3 were completed in 1943 and used by the Navy Station Assembly and Repair Department to assemble, erect, store, and maintain blimps and balloons. LTA operations continued at Moffett Field until August 1947 when the program was deemed obsolete and terminated, making Moffett Field an exclusively heavier-than-air base. [...]
>
> After World War II, Moffett Field became home to Squadron 4 of the Naval Air Transport Service [NATS], with support operations dedicated to aircraft maintenance and overhaul. It was during this period that most of the current-day airfield was built. Beginning in 1945, the Navy spent millions of dollars for improvements and new construction at Moffett Field. The airfield was expanded and extended to accommodate the Navy's largest transport aircraft, including a huge four-engine transport plane called the R5D Skymaster. In 1946, Runway 32R-14L was built of 8-inch-thick reinforced concrete to an original length of 7,425 feet. The west and east parallel taxiways were built, along with many of the parking aprons. In 1947, high-intensity approach, taxiway, and runway lights were added to the airfield. In the late 1940s, two more air transport squadrons (Squadrons 3 and 5) were commissioned at the base, making Moffett Field the largest Naval Air Transport Service base on the West Coast. [...]
>
> The Korean War started in June 1950, and Moffett Field became the home base for aircraft carrier squadrons and their fighter jets. Jets were first introduced by the U.S. military during World War II, but did not appear at Moffett Field until 1950 with the arrival of the F3D Skynight, the Navy's first operational jet night fighter. Navy carrier squadrons stationed at Moffett Field used the airfield for training purposes, including simulated carrier landings. (Runways were equipped with emergency arresting gear similar to the equipment used to stop planes on aircraft carriers.) Moffett Field was also used to train pilots on new jet aircraft before they were first introduced into operations squadrons. Almost every new supersonic jet fighter aircraft in the Navy or U.S. Air Force inventories in the early 1950s was flight-tested at Moffett Field. [...]
>
> Jet operations at Moffett Field were so extensive that the base was designated a master jet base in 1953 (the first of nine such Navy bases), and operational units on-site reached an all-time high in 1955. However, by the early 1960s, the Navy's operational priorities had changed, and the focus shifted from fighter jets to anti-submarine warfare. Jet operations at Moffett Field ended in 1961.[2]

During the subsequent three decades, the operations of Moffett Field were defined by the Navy's anti-submarine warfare operations. In 1994, Moffett Field was decommissioned from military use through the Base Realignment and Closure process, after which NASA assumed responsibility for the installation as a part of the larger NASA Ames Research Center. The installation is currently known as Moffett Federal Airfield.

Early Development of the East Airfield

The area that currently contains Hangars 2 and 3 and the CA ANG 129th RQW cantonment was first developed for military use in the early 1940s, as the Navy reassumed control of Moffett Field, expanded its airfield, and pushed the boundary of the installation to the east. A triangular-shaped site lying alongside two aircraft parking aprons south of Hangars 2 and 3 was utilized as a staging and storage area for materials and equipment during the construction of the hangars. This site was the location of the contractor's warehouses—primarily standardized Butler-style buildings—as well as a concrete plant and underground gasoline storage tank. Photographs of the site taken at this time indicate that two rail spurs led from the storage area into the interiors of Hangars 2 and 3.[3]

[2] *Historic Property Survey Report*, 3-3 through 3-5.
[3] "Contract NOy-5604, Naval Air Station, Moffett Field" [photograph], 1943, U.S. Navy Seabee Museum, Port Hueneme, California.

Following the completion of Hangars 2 and 3, the rail spurs and several of the buildings—including standardized Butler-style warehouses—were retained. The Hangars 2 and 3 precinct along the eastern edge of the airfield was used to support Naval Air Transport Service (NATS) operations, which were initiated during World War II and continued until 1949.

During the 1950s, Moffett Field served as a major naval base, with over 300 aircraft stationed there. This massive operation led to a large-scale expansion of facilities, although the east side of the airfield remained sparsely developed. The Navy did, however, construct a series of small storage buildings near the edge of the east aircraft parking apron during the mid-1950s. These buildings were of standardized designs and were used for ammunition storage and line operations. By the late 1950s, most of the buildings that had originally been built to support the construction of Hangars 2 and 3 no longer stood on the site, although Buildings 300, 655, and 669 remained.

P-3 Orion Operations at Moffett Field

In 1962, following the termination of jet operations at Moffett Field, the installation was chosen as the West Coast base for the Navy's new anti-submarine warfare (ASW) patrol aircraft, the four-engine, turbo-prop Lockheed P-3 Orion. This represented a new and significant role for the installation that remained stationed there until base realignment in 1994. The build-up of ASW missions on the West Coast during the Cold War was enacted in response to the Soviets' submarine patrols of the Pacific Ocean. The number of Soviet submarines found on patrol at any one time was high enough that the Navy sought to develop more effective defense solutions. Therefore, the Navy commissioned Lockheed to develop the weapon-mounted P-3 Orion aircraft, which would intercept Soviet submarines from the air rather than from the sea. Such aircraft could be equipped variously with torpedoes, air-to-surface missiles, mines, and nuclear depth bombs.[4] The P-3—an aircraft upgraded as ASW technology advanced throughout the Cold War in P3-A, P3-B, and P-3C iterations—was based on the design for the L188 Electra commercial airplane and was considered the "most advanced maritime patrol airplane in the world."[5] The plane's onboard systems enabled a 13- to 17-hour flight time and utilized a twelve-man crew. Underwater pings, Sonobuoy, and Magnetic Anomaly Detection (MAD) at the tail of the aircraft offered a suite of surveillance tools.[6]

Moffett Field was an attractive location to serve as West Coast base for the P-3 Orion missions. Located near San Francisco, Moffett Field had strategic importance because of its proximity to the coast and the Bay Area naval fleet; aircraft deployed from Moffett Field would have greater opportunities to locate and track Soviet submarines. Moffett Field supported ten American deployment stations located throughout the Pacific Ring.[7] According to one contemporary newspaper account, P-3 surveillance involved flying "out 500 miles to sea from Moffett Field and make a random search for sub's with a secondary mission to report all shipping of surface vessels."[8] Such patrols were essential for U.S. Military intelligence and deterrence relating to Soviet patrol and missile-carrying submarines in the Pacific. By 1963, MFA had full P-3 capabilities, including the convenience of an on-site office for the aircraft's manufacturer, Lockheed.

Between 1963 and 1970, the P-3 mission at Moffett Field grew to contain eight squadrons and one reserve patrol: VP-64, Grey Knights (1963); VP-19, Big Red (1963); VP-31, Genies (1963); VP-9, Golden Eagles (1964); VP-47, Golden Swordsmen (1965); VP-48, Boomerangers (1966); VP-50, Blue Dragons (1967); VP-40, Fighting Marlins (1968); VP-91, reserve patrol (1970). The squadrons were housed in Hangars 2 and 3, which were divided into quarters with each squadron assigned a maintenance bay. Each squadron had eight aircraft, while the additional training squadron—VP-31— had 24 aircraft. Each squadron was supported by between 50 and 60 officers and between 350 and 400 enlisted men. All squadrons trained in Hangar 1. At any one time, two or three of the squadrons were deployed to forward bases around the Pacific Ocean, on six-month tours. From these forward bases, squadrons patrolled sea lanes for foreign submarines. Following deployment, squadrons returned to Moffett Field for home stays lasting between one and one-and-one-half years.[9]

While many of the P3 Orion-related functions at Moffett Field first took place in Hangars 1, 2, and 3, the eastern edge of the airfield became a training and support center for the Cold War ASW aircraft. As a result of the Cold War-era mission, several buildings originally constructed during World War II were joined by newly constructed, P-3 Orion mission-specific buildings south of Hangars 2 and 3. World War II-era utilitarian buildings were either repurposed (Buildings 655 and 669), or demolished to accommodate new facilities at the site. New facilities included additional classrooms at Building 654 (1969), a communications center at Building 656 (1971), and an avionics shop at Building 650 (1975).

By the early 1970s, these buildings held classrooms (three of the buildings forming the "Orion University" training center), administrative offices, and ammunition/weapons storage related to the P-3 Orion mission. Construction related to Moffett Field's P-

[4] Alexandra C. Cole, *Inventory and Evaluation of Cold War Era Historical Resources*, March 1999, 21-25.
[5] Lockheed Martin, "P3 Orion 50th Anniversary."
[6] Wolly Trabing, "Sub Detection From The Air," *Santa Cruz Sentinel*, May 7, 1965, 2.
[7] Ibid., 25-26.
[8] Trabing, "Sub Detection From The Air."
[9] Cole, *Inventory and Evaluation of Cold War Era Historical Resources*, 26-27.

3 missions also included a new missile magazine, Building 651, located to the south of Orion University. No new construction for P-3 operations occurred after 1983, although the mission remained important within the broader military operations of Moffett Field until the installation was transferred to NASA in 1994.[10]

California Air National Guard Tenure at Moffett Field

By 1980, the eastern portion of Moffett Field was designated for use by the California Air National Guard 129th Rescue Wing. Originally established in 1955 as the 129th Air Resupply Group, the 129th RQW was originally located at Hayward Airport, California. In 1975, the regiment was re-designated and repurposed as the 129th Aerospace Rescue and Recovery Group. With an expanded mission and fleet, the 129th required larger facilities. CA ANG soon began transferring operations to Moffett Field and completed the move in 1984, becoming a permitted tenant of the Navy.[11] The start of CA ANG's tenure at Moffett Field in 1980 involved the construction of new facilities, including a headquarters (Building 680), administration center (Building 681), and two engineering buildings (Building 679 and Building 683). These were the first buildings at Moffett Field specifically constructed for CA ANG, and the first to be constructed at the far southeastern corner of the airfield.

In 1994, NASA assumed control of the airfield. Despite the change in operating agency, the CA ANG 129th RQW continued to operate at the installation and have expanded their presence there by reusing buildings that had previously served P-3 Orion missions. Several new facilities, including a large aircraft hangar (Building 622), a parachutes operations center and training facility (Building 663), and additional support buildings (Buildings 675-678), have been constructed at the CA ANG area during the twenty-first century. In addition to the eastern airfield, CA ANG has utilized facilities in temporary use areas throughout the broader MFA site. These areas include the munitions areas near the Golf Club Moffett Field, a portion of Hangar 3, a medical training facility at the west end of MFA, and a vehicle operations facility near the center-south area of the site. In 2009, CA ANG began to consolidate their operation to the 129th RQW cantonment at the east side of MFA.

Building 660

Building 660 was constructed in 1956 as one of a series of small, standardized support buildings constructed alongside the edge of the aircraft parking apron at the eastern side of Moffett Field, during the installation's build-up as a major jet base. Originally known as Building 183, the concrete building was used as an ammunition service locker containing six interior storage chambers. Building 660 is currently used by CA ANG for ammunition storage.

Figure 3: Line operations and ammunition lockers located parallel to the eastern edge of the airfield, photographed in 1968. From upper left, buildings 661, 659, 657, 658, and 660 (circled). The two buildings at lower right, 195 and 196, have been demolished.
Source: Moffett Field Historical Society

[10] Ibid, 33-35.

[11] National Guard Bureau, *Final Environmental Assessment: Proposed Long-Term Lease and Installation Development Plan for the 129th Rescue Wing, California Air National Guard, Moffett Field, California*, December 2009, 1-6.

National Register Evaluation

Criterion A (Events): Building 660 is a utilitarian storage building of a type that is typical of naval installations, constructed in the mid-1950s to support airfield operations at the eastern edge of Moffett Field. The building continued to serve a similar ammunition storage purpose in the subsequent decades, used by both the U.S. Navy and CA ANG for various missions that have been hosted at MFA. Building 660 was constructed during the identified period of significance of the Expanded NAS Sunnyvale Historic District (1930-1961), yet has not previously been evaluated for its contributing status to this historic district. The building's supporting function as an ammunition storage facility does not have direct associations with the significant naval missions of Moffett Field during this period, particularly jet squadron operations (1950-1961). While Building 660 was constructed to during the installation's elevation to master jet base status, jet operations at Moffett Field have significance within the context of pilot training and equipment testing. Standard ammunition storage buildings such as Building 660 are not directly associated with this context, whereas facilities such as Hangars 1, 2, and 3—as well as the airfield's runways that were extended to accommodate jet take-offs and landings—have a far greater relationship with the installation's significance as a jet base. For this reason, Building 660 does not to have significance under Criterion A such that it would qualify as a contributor to the Expanded NAS Sunnyvale Historic District. Furthermore it is not significant under additional historic contexts, including the P-3 Orion antisubmarine warfare missions housed at Moffett Field (1962-1994), for which the building likewise only provided a supporting, auxiliary function.

Criterion B (Persons): It does not appear that Building 660 is significant under Criterion B, as the building does not have a direct relationship with any individual who has made significant contributions to the broad patterns of history.

Criterion C (Architecture/Design): Building 660 has a utilitarian design that is similar to facilities found on other military installations for ammunition storage purposes, does not represent the work of a master, and lacks high artistic values. For this reason, Building 660 does not appear significant under Criterion C.

Criterion D (Information Potential): It does not appear that Building 660 has the potential to yield important information in history.

In summary, Building 660 does not appear eligible to the National Register, and thus has been assigned a California Historical Resource Status Code 6Y, "Determined ineligible for NR by consensus through Section 106 process – Not evaluated for CR or Local Listing."

Prop# 127000 DOE-43-99-0302-0000

State of California -- The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # P-43-002597
HRI #
Trinomial
NRHP Status Code 6Z
Other Listings
Review Code Reviewer Date / /

Page 1 of 2

*Resource Name or #: 660, Moffett Federal Airfield

P1. Other Identifier: Warehouse

*P2. Location: ☐ Not for Publication ☐ Unrestricted a. County Santa Clara

b. USGS 7.5' Quad Date T ; R ; 1/4 of 1/4 of Sec ; B.M.

c. Address Jagels Road City Moffett Field Zip 94035

d. UTM: (Give more than one for large and/or linear feature) Zone , mE/ mN

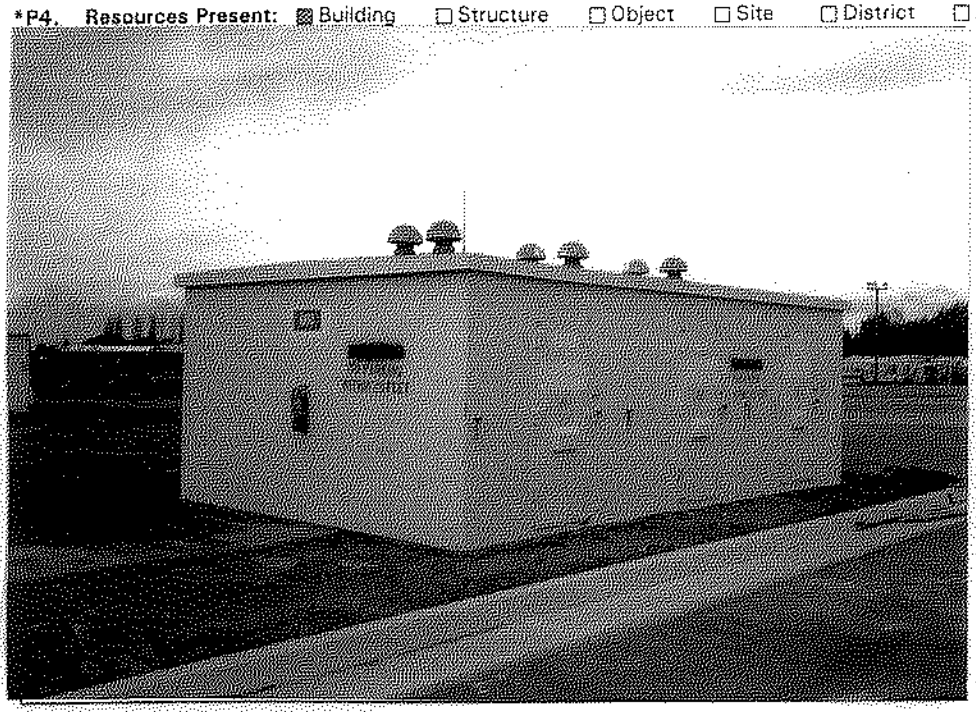
e. Other Locational Data: (e.g. parcel #, legal description, directions to resource, elevation, additional UTMs, etc. as appropriate)

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

This small rectangular flat-roofed building is made of concrete. It is divided into six small lockers with heavy metal doors, three on the north and three on the south. Each locker has a metal roof vent.

*P3b. Resources Attributes: (List attributes and codes) HP34. Military Property

*P4. Resources Present: ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)



P5b. Description of Photo: (View, date, etc.)
Northeast,
April 1998, Roll 1-8

*P6. Date Constructed/Age and Sources:
☐ Prehistoric ☒ Historic ☐ Both
1956

*P7. Owner and Address:
U.S.A. as represented by
National Aeronautics and Space
Administration, Washington, D.C.

*P8. Recorded by: (Name, affiliation, address)
Alexandra C. Cole, SAIC
816 State Street, Suite 500
Santa Barbara, CA 93101

*P9. Date Recorded: 03/03/1999

*P10. Survey Type: (Describe)
Comprehensive Survey for Section
106 Compliance

*P11. Report Citation: (Cite survey report/other sources or "none") Inventory and Evalutation of Cold War Era Historical Resources, Moffett Federal Airfield

*Attachments: ☐ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☒ Building, Structure and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record
☐ Photograph Record ☐ Other: (List)

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary # P-43-002597
HRI #

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code 6Z

*Resource Name or #: 660, Moffett Federal Airfield

B1. Historic Name: Building 198

B2. Common Name: Unknown

B3. Original Use: Ammunition Service Locker B4. Present Use: Warehouse H

*B5. Architectural Style: No Style

*B6. Construction History: (Construction date, alterations, and date of alterations.)

1956

*B7. Moved? ■ No ☐ Yes ☐ Unknown Date: _____ Original Location: _____

*B8. Related Features:

B9a. Architect: Bureau of Yards & Docks, Navy b. Builder: Unknown

*B10. Significance: Theme Cold War Area United States

Period of Significance 1946-1989 Property Type Military Applicable Criteria G

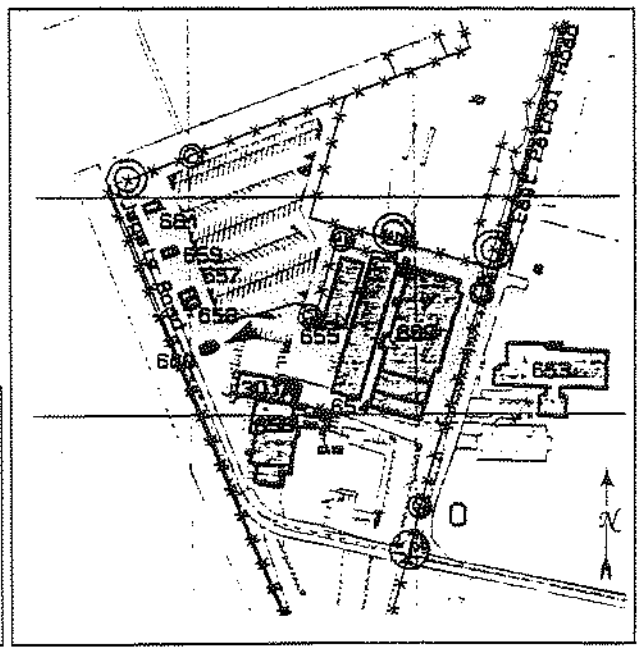
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

This Cold War era building is considered a support building, a type found at any Naval installation regardless of mission. It is therefore not of exceptional national significance and is not considered eligible for the National Register of Historic Places (Criterion G).

B11. Additional Resource Attributes: (List attributes and codes)

*B12. References:

C.E. Archives, Building 683; Real Property Form



B13. Remarks:

*B14. Evaluator: Alexandra C. Cole

Date of Evaluation: 05/01/1998

(This space reserved for official comments.)

*Required information

Page 1 **of** 1 **Resource Name or #** Building 661, Warehouse I
***Recorded by:** Architectural Resources Group ***Date:** November 19, 2025 ☐ Continuation ☒ Update

P1. Other Identifier: Line Maintenance Shelter; Line Operations; Building 199
***P2. Location:** ☐ Not for Publication ☒ Unrestricted

- ***a. County**: Santa Clara
- ***b. USGS 7.5' Quad** Mountain View, CA **Date:** 2021 **Township:** 6S; **Range:** 2W
- c. Address: Jagels Road City: Moffett Field Zip: 94035
- d. UTM: Zone 10 S, 584847 mE / 4141234 mN
- e. Other Locational Data: N/A

***P3a. Description:**
The purpose of this DPR Continuation Sheet is to update the existing record for Building 661. Building 661 dates to the Cold War period and was documented as part of the Inventory and Evaluation of Cold War Resources at Moffett Federal Airfield (1999), which addressed facilities built and/or operated between 1946 and 1989. At the time of the survey, Building 661 was less than 50 years old. Building 661 was documented on a DPR form and received a brief evaluation using National Register of Historic Places (NRHP) Criterion Consideration G due to its then-recent construction date. The evaluation concluded that Building 661 did not meet the threshold of exceptional significance established by Criterion Consideration G. Therefore, the building did not meet the eligibility requirements of the NRHP at the time of this evaluation.[1]

Building 661 was subsequently documented on a DPR form in 2017 for the CA ANG Relocation Project. The evaluation concluded that the resource did not have significance under any NRHP criterion.[2]

After its most recent evaluation in 2017, Building 661 was demolished. No physical elements of the resource appear to remain extant.

***P8. Recorded by:**
Jon Rusch, Architectural Resources Group
Pier 9, The Embarcadero, Suite 107
San Francisco, CA, 94111

***P9. Date Recorded:** May 2025

***P10. Survey Type:** Intensive

***P11. Report Citation**: Architectural Resources Group and Albion Environmental, *Cultural Resource Inventory Report for the Berkeley Space Center at NASA Research Park Project*, April 2026, prepared for University of California, Berkeley and National Aeronautics and Space Administration Ames Research Center.

***Attachments:** ☐ NONE ☐ Location Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record ☒ Other (List): Page & Turnbull, Inc., DPR 523A, 523B, and 523L Forms, *CA ANG Relocation Project Section 106 Technical Report*, July 13, 2017; Alexandra C. Cole, DPR 523A and 523B Forms, *Inventory and Evaluation of Cold War Era Historical Resources, Moffett Federal Airfield*, Science Applications International Corporation, June 29, 1998.

References:
Cole, Alexandra C. *Inventory and Evaluation of Cold War Era Resources*. Science Applications International Corporation. Prepared for National Aeronautics and Space Administration. March 1999.

Page & Turnbull, *CA ANG Relocation Project Section 106 Technical Report*. Prepared for Planetary Ventures LLC. 2017.

[1] Alexandra C. Cole, *Inventory and Evaluation of Cold War Era Resources*, Science Applications International Corporation, prepared for National Aeronautics and Space Administration, March 1999, 38.
[2] Page & Turnbull, *CA ANG Relocation Project Section 106 Technical Report*, prepared for Planetary Ventures LLC, 2017.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Y
Other Listings
Review Code Reviewer Date

 Resource name(s) or number (assigned by recorder) 661, Moffett Federal Airfield

P1. Other Identifier: Warehouse I/CA ANG Line Maintenance Shelter
*P2. Location: ☐Not for Publication ☒Unrestricted *a. County Santa Clara
*b. USGS 7.5' Quad Mountain View, Calif. Date 1997
*c. Address Jagels Road City Moffett Field Zip 94035
*e. Other Locational Data:

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

Building 661 is located immediately to the east of Jagels Road, within the northern portion of the California Air National Guard (CA ANG) 129th Rescue Wing (RQW) cantonment at Moffett Federal Airfield. Built in 1956, Building 661 is a one-story pre-fabricated standardized Butler storage building with a rectangular plan. The building is clad in standing seam metal and sits on a concrete foundation. The medium-pitched gable roof is covered by standing seam metal. Flush steel pedestrian doors are located on the primary (east) façade **(Figure 1)** the west façade. Two four-lite steel-sash pivot windows are on the north and south façades **(Figure 2)**, and one is located on the west façade adjacent to the door. The windows have been painted over, and the lower two lites of one window at the north façade are covered by a plywood board.

The building appears to be in fair condition.

*P3b. Resource Attributes: (list attributes and codes) HP34: Military Property
*P4. Resources Present: ☒Building ☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other

P5a. Photo

P5b. Photo: (view and date)
View of the west façade,
June 12, 2017

***P6. Date Constructed/Age and Sources:** ☒historic
1956 (Alexandra C. Cole, *Inventory and Evaluation of Cold War Era Historical Resources, Moffett Federal Airfield*, 1999)

***P7. Owner and Address:**
United States as represented by National Aeronautics and Space Administration, Washington, D.C.

***P8. Recorded by:**
Page & Turnbull, Inc.
417 Montgomery Street, 8th Floor
San Francisco, CA 94104

***P9. Date Recorded:**
7/13/2017

***P10. Survey Type:**
Comprehensive survey for Section 106 Compliance

*P11. Report Citation: (Cite survey report and other sources, or enter "none") Page & Turnbull, CA ANG Relocation Project Section 106 Technical Report (Draft July 2017)

*Attachments: ☐None ☐Location Map ☐Sketch Map ☒Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (list)

Figure 1. East façade (left) and north façade (right)

Figure 2. South façade

BUILDING, STRUCTURE, AND OBJECT RECORD

 *NRHP Status Code 6Y

*Resource Name or # 661, Moffett Federal Airfield

B1. Historic name: Line Operations Building 172
B2. Common name: Building 661/ CA ANG Line Maintenance Shelter
B3. Original Use: Line Operations Building
B4. Present use: CA ANG warehouse
*B5. Architectural Style: Utilitarian
*B6. Construction History: (Construction date, alterations, and date of alterations)

- Constructed 1956

*B7. Moved? ☒No ☐Yes ☐Unknown Date: ____ Original Location: ____
*B8. Related Features: N/A B9a. Architect: N/A b. Builder: U.S. Department of the Navy Bureau of Yards and Docks
*B10. Significance: Theme N/A Area N/A
Period of Significance N/A Property Type N/A Applicable Criteria N/A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

Moffett Federal Airfield

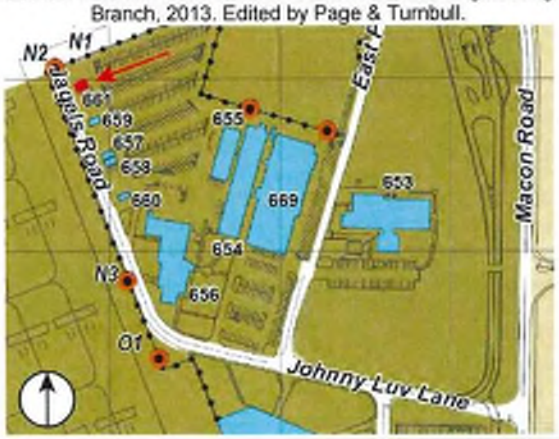
The installation now known as Moffett Federal Airfield was originally established as Naval Air Station (NAS) Sunnyvale, the West Coast base for the United States Navy's burgeoning Lighter-Than-Air (LTA) aviation programs of the 1930s. Established on August 2, 1931, NAS Sunnyvale serviced the dirigible USS *Macon*, as well as F9C Sparrowhawk biplanes. NAS Sunnyvale was formally commissioned in 1933 following the completion of Hangar 1 by the U.S. Naval Bureau of Yards and Docks. The installation also consisted of 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 a collection of the support buildings. A small community of residences for base staff was constructed around a cul-de-sac southwest of the main campus.[1]

This led to an additional campaign of runway widening, extension, and repaving to accommodate heavier aircraft. The bombing of Pearl Harbor in 1941 triggered a return to naval LTA operations, as the need increased for LTA surveillance operations along the Pacific Coast. Wishing to expand, the Navy acquired over 200 acres of land east of the existing airfield. (Continued)

B11. Additional Resource Attributes: (List attributes and codes) ____
*B12. References: See footnotes.
B13. Remarks: None
*B14. Evaluator: Jonathon Rusch and Andrea Dumovich, Page & Turnbull, Inc.
*Date of Evaluation: July 13, 2017

(This space reserved for official comments.)

Source: NASA Ames Research Center Facilities Engineering Branch, 2013. Edited by Page & Turnbull.



[1] *Moffett Field: From Lighter-Than-Air to Faster-Than-Sound, 1933-1958 Silver Anniversary*, (Place, publisher, 1958), 8-17; AECOM, *Historic Property Survey Report for the Airfield at NASA Ames Research Center, Moffett Field, California*, 2013, 3-1 through 3-3.

The reintroduction of LTA craft at the installation, renamed Naval Air Station Moffett Field, ushered in a sustained period of significant missions for the installation. The following is excerpted from the *Historic Property Survey Report*, completed by AECOM in 2013:

> Moffett Field was the headquarters for Fleet Airship Wing Three, composed of three LTA bases on the West Coast: Tillamook, Oregon; Santa Ana, California; and Sunnyvale, California. The first blimps arrived at Moffett Field as part of the West Coast's first LTA squadron, ZP-32, which launched its first patrol flight over the Pacific coast in February 1942. Moffett Field was also used to train new airship pilots, using free balloons and blimps. [...]
>
> In 1942, construction started on the first of two new enormous wood-frame hangars on the east side of the runways, which by this time had been expanded and reconfigured by the Army Air Corps. Hangars 2 and 3 were completed in 1943 and used by the Navy Station Assembly and Repair Department to assemble, erect, store, and maintain blimps and balloons. LTA operations continued at Moffett Field until August 1947 when the program was deemed obsolete and terminated, making Moffett Field an exclusively heavier-than-air base. [...]
>
> After World War II, Moffett Field became home to Squadron 4 of the Naval Air Transport Service [NATS], with support operations dedicated to aircraft maintenance and overhaul. It was during this period that most of the current-day airfield was built. Beginning in 1945, the Navy spent millions of dollars for improvements and new construction at Moffett Field. The airfield was expanded and extended to accommodate the Navy's largest transport aircraft, including a huge four-engine transport plane called the R5D Skymaster. In 1946, Runway 32R-14L was built of 8-inch-thick reinforced concrete to an original length of 7,425 feet. The west and east parallel taxiways were built, along with many of the parking aprons. In 1947, high-intensity approach, taxiway, and runway lights were added to the airfield. In the late 1940s, two more air transport squadrons (Squadrons 3 and 5) were commissioned at the base, making Moffett Field the largest Naval Air Transport Service base on the West Coast. [...]
>
> The Korean War started in June 1950, and Moffett Field became the home base for aircraft carrier squadrons and their fighter jets. Jets were first introduced by the U.S. military during World War II, but did not appear at Moffett Field until 1950 with the arrival of the F3D Skynight, the Navy's first operational jet night fighter. Navy carrier squadrons stationed at Moffett Field used the airfield for training purposes, including simulated carrier landings. (Runways were equipped with emergency arresting gear similar to the equipment used to stop planes on aircraft carriers.) Moffett Field was also used to train pilots on new jet aircraft before they were first introduced into operations squadrons. Almost every new supersonic jet fighter aircraft in the Navy or U.S. Air Force inventories in the early 1950s was flight-tested at Moffett Field. [...]
>
> Jet operations at Moffett Field were so extensive that the base was designated a master jet base in 1953 (the first of nine such Navy bases), and operational units on-site reached an all-time high in 1955. However, by the early 1960s, the Navy's operational priorities had changed, and the focus shifted from fighter jets to anti-submarine warfare. Jet operations at Moffett Field ended in 1961.[2]

During the subsequent three decades, the operations of Moffett Field were defined by the Navy's anti-submarine warfare operations. In 1994, Moffett Field was decommissioned from military use through the Base Realignment and Closure process, after which NASA assumed responsibility for the installation as a part of the larger NASA Ames Research Center. The installation is currently known as Moffett Federal Airfield.

Early Development of the East Airfield

The area that currently contains Hangars 2 and 3 and the CA ANG 129th RQW cantonment was first developed for military use in the early 1940s, as the Navy reassumed control of Moffett Field, expanded its airfield, and pushed the boundary of the installation to the east. A triangular-shaped site lying alongside two aircraft parking aprons south of Hangars 2 and 3 was utilized as a staging and storage area for materials and equipment during the construction of the hangars. This site was the location of the contractor's warehouses—primarily standardized Butler-style buildings—as well as a concrete plant and underground gasoline storage tank. Photographs of the site taken at this time indicate that two rail spurs led from the storage area into the interiors of Hangars 2 and 3.[3]

[2] *Historic Property Survey Report*, 3-3 through 3-5.
[3] "Contract NOy-5604, Naval Air Station, Moffett Field" [photograph], 1943, U.S. Navy Seabee Museum, Port Hueneme, California.

Following the completion of Hangars 2 and 3, the rail spurs and several of the buildings—including standardized Butler-style warehouses—were retained. The Hangars 2 and 3 precinct along the eastern edge of the airfield was used to support Naval Air Transport Service (NATS) operations, which were initiated during World War II and continued until 1949.

During the 1950s, Moffett Field served as a major naval base, with over 300 aircraft stationed there. This massive operation led to a large-scale expansion of facilities, although the east side of the airfield remained sparsely developed. The Navy did, however, construct a series of small storage buildings near the edge of the east aircraft parking apron during the mid-1950s. These buildings were of standardized designs and were used for ammunition storage and line operations. By the late 1950s, most of the buildings that had originally been built to support the construction of Hangars 2 and 3 no longer stood on the site, although Buildings 300, 655, and 669 remained.

P-3 Orion Operations at Moffett Field

In 1962, following the termination of jet operations at Moffett Field, the installation was chosen as the West Coast base for the Navy's new anti-submarine warfare (ASW) patrol aircraft, the four-engine, turbo-prop Lockheed P-3 Orion. This represented a new and significant role for the installation that remained stationed there until base realignment in 1994. The build-up of ASW missions on the West Coast during the Cold War was enacted in response to the Soviets' submarine patrols of the Pacific Ocean. The number of Soviet submarines found on patrol at any one time was high enough that the Navy sought to develop more effective defense solutions. Therefore, the Navy commissioned Lockheed to develop the weapon-mounted P-3 Orion aircraft, which would intercept Soviet submarines from the air rather than from the sea. Such aircraft could be equipped variously with torpedoes, air-to-surface missiles, mines, and nuclear depth bombs.[4] The P-3—an aircraft upgraded as ASW technology advanced throughout the Cold War in P3-A, P3-B, and P-3C iterations—was based on the design for the L188 Electra commercial airplane and was considered the "most advanced maritime patrol airplane in the world."[5] The plane's onboard systems enabled a 13- to 17-hour flight time and utilized a twelve-man crew. Underwater pings, Sonobuoy, and Magnetic Anomaly Detection (MAD) at the tail of the aircraft offered a suite of surveillance tools.[6]

Moffett Field was an attractive location to serve as West Coast base for the P-3 Orion missions. Located near San Francisco, Moffett Field had strategic importance because of its proximity to the coast and the Bay Area naval fleet; aircraft deployed from Moffett Field would have greater opportunities to locate and track Soviet submarines. Moffett Field supported ten American deployment stations located throughout the Pacific Ring.[7] According to one contemporary newspaper account, P-3 surveillance involved flying "out 500 miles to sea from Moffett Field and make a random search for sub's with a secondary mission to report all shipping of surface vessels."[8] Such patrols were essential for U.S. Military intelligence and deterrence relating to Soviet patrol and missile-carrying submarines in the Pacific. By 1963, MFA had full P-3 capabilities, including the convenience of an on-site office for the aircraft's manufacturer, Lockheed.

Between 1963 and 1970, the P-3 mission at Moffett Field grew to contain eight squadrons and one reserve patrol: VP-64, Grey Knights (1963); VP-19, Big Red (1963); VP-31, Genies (1963); VP-9, Golden Eagles (1964); VP-47, Golden Swordsmen (1965); VP-48, Boomerangers (1966); VP-50, Blue Dragons (1967); VP-40, Fighting Marlins (1968); VP-91, reserve patrol (1970). The squadrons were housed in Hangars 2 and 3, which were divided into quarters with each squadron assigned a maintenance bay. Each squadron had eight aircraft, while the additional training squadron—VP-31— had 24 aircraft. Each squadron was supported by between 50 and 60 officers and between 350 and 400 enlisted men. All squadrons trained in Hangar 1. At any one time, two or three of the squadrons were deployed to forward bases around the Pacific Ocean, on six-month tours. From these forward bases, squadrons patrolled sea lanes for foreign submarines. Following deployment, squadrons returned to Moffett Field for home stays lasting between one and one-and-one-half years.[9]

While many of the P3 Orion-related functions at Moffett Field first took place in Hangars 1, 2, and 3, the eastern edge of the airfield became a training and support center for the Cold War ASW aircraft. As a result of the Cold War-era mission, several buildings originally constructed during World War II were joined by newly constructed, P-3 Orion mission-specific buildings south of Hangars 2 and 3. World War II-era utilitarian buildings were either repurposed (Buildings 655 and 669), or demolished to accommodate new facilities at the site. New facilities included additional classrooms at Building 654 (1969), a communications center at Building 656 (1971), and an avionics shop at Building 650 (1975).

By the early 1970s, these buildings held classrooms (three of the buildings forming the "Orion University" training center), administrative offices, and ammunition/weapons storage related to the P-3 Orion mission. Construction related to Moffett Field's P-

[4] Alexandra C. Cole, *Inventory and Evaluation of Cold War Era Historical Resources*, March 1999, 21-25.
[5] Lockheed Martin, "P3 Orion 50th Anniversary."
[6] Wolly Trabing, "Sub Detection From The Air," *Santa Cruz Sentinel*, May 7, 1965, 2.
[7] Ibid., 25-26.
[8] Trabing, "Sub Detection From The Air."
[9] Cole, *Inventory and Evaluation of Cold War Era Historical Resources*, 26-27.

3 missions also included a new missile magazine, Building 651, located to the south of Orion University. No new construction for P-3 operations occurred after 1983, although the mission remained important within the broader military operations of Moffett Field until the installation was transferred to NASA in 1994.[10]

California Air National Guard Tenure at Moffett Field

By 1980, the eastern portion of Moffett Field was designated for use by the California Air National Guard 129th Rescue Wing. Originally established in 1955 as the 129th Air Resupply Group, the 129th RQW was originally located at Hayward Airport, California. In 1975, the regiment was re-designated and repurposed as the 129th Aerospace Rescue and Recovery Group. With an expanded mission and fleet, the 129th required larger facilities. CA ANG soon began transferring operations to Moffett Field and completed the move in 1984, becoming a permitted tenant of the Navy.[11] The start of CA ANG's tenure at Moffett Field in 1980 involved the construction of new facilities, including a headquarters (Building 680), administration center (Building 681), and two engineering buildings (Building 679 and Building 683). These were the first buildings at Moffett Field specifically constructed for CA ANG, and the first to be constructed at the far southeastern corner of the airfield.

In 1994, NASA assumed control of the airfield. Despite the change in operating agency, the CA ANG 129th RQW continued to operate at the installation and have expanded their presence there by reusing buildings that had previously served P-3 Orion missions. Several new facilities, including a large aircraft hangar (Building 622), a parachutes operations center and training facility (Building 663), and additional support buildings (Buildings 675-678), have been constructed at the CA ANG area during the twenty-first century. In addition to the eastern airfield, CA ANG has utilized facilities in temporary use areas throughout the broader MFA site. These areas include the munitions areas near the Golf Club Moffett Field, a portion of Hangar 3, a medical training facility at the west end of MFA, and a vehicle operations facility near the center-south area of the site. In 2009, CA ANG began to consolidate their operation to the 129th RQW cantonment at the east side of MFA.

Building 661

Building 661 was constructed in 1956 as one of a series of small, standardized support buildings constructed alongside the edge of the aircraft parking apron at the eastern side of Moffett Field, during the installation's build-up as a major jet base. Originally known as Building 172, the building was built as a Butler-style line operations building that supported squadron aircraft maintenance activities on the flight line. Building 661 has been transferred to CA ANG use and is currently utilized as a storage warehouse.

Figure 3: Line operations and ammunition lockers located parallel to the eastern edge of the airfield, photographed in 1968. From upper left, buildings 661 (circled), 659, 657, 658, and 660. The two buildings at lower right, 195 and 196, have been demolished.
Source: Moffett Field Historical Society

[10] Ibid, 33-35.

[11] National Guard Bureau, *Final Environmental Assessment: Proposed Long-Term Lease and Installation Development Plan for the 129th Rescue Wing, California Air National Guard, Moffett Field, California*, December 2009, 1-6.

National Register Evaluation

Criterion A (Events): Building 661 is a utilitarian storage building of standardized design, constructed in the mid-1950s to support flight line/maintenance operations at the eastern edge of Moffett Field. The building has continued to serve a similar maintenance support and storage purpose in the subsequent decades, used by both the U.S. Navy and CA ANG for various missions that have been hosted at MFA. The building is of a common type that has been constructed and used in a number of locations, by various branches of the armed forces, regardless of associated missions. Building 661 was constructed during the period of significance of the Expanded NAS Sunnyvale Historic District (1930-1961), yet has not previously been evaluated for its contributing status to this historic district. The building's supporting function does not have direct associations with the significant naval missions of Moffett Field during this period, particularly jet squadron operations (1950-1961). While Building 661 was constructed to during the installation's elevation to master jet base status, jet operations at Moffett Field have significance within the context of pilot training and equipment testing. Standard maintenance and storage buildings such as Building 661 are not directly associated with this context, whereas facilities such as Hangars 1, 2, and 3—as well as the airfield's runways that were extended to accommodate jet take-offs and landings—have a far greater relationship with the installation's significance as a jet base. For this reason, Building 661 does not appear to have significance under Criterion A such that it would qualify as a contributor to the Expanded NAS Sunnyvale Historic District. Furthermore it is not significant under additional historic contexts, including the P-3 Orion antisubmarine warfare missions housed at Moffett Field (1962-1994), for which the building likewise only provided a supporting, auxiliary function.

Criterion B (Persons): It does not appear that Building 661 is significant under Criterion B, as the building does not have a direct relationship with any individual who has made significant contributions to the broad patterns of history.

Criterion C (Architecture/Design): Building 661 has a utilitarian, standardized design that is commonly used on military installations for storage purposes, that does not represent the work of a master and lacks high artistic values. For this reason, Building 661 does not appear significant under Criterion C.

Criterion D (Information Potential): It does not appear that Building 661 has the potential to yield important information in history.

In summary, Building 661 does not appear eligible to the National Register, and thus has been assigned a California Historical Resource Status Code 6Y, "Determined ineligible for NR by consensus through Section 106 process – Not evaluated for CR or Local Listing."

Prop# 127001 DOE-43-99-0303-0000

State of California -- The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # P-43-002598
HRI #
Trinomial
NRHP Status Code 6Z
Other Listings
Review Code Reviewer Date / /

Page 1 of 2

*Resource Name or #: 661, Moffett Federal Airfield

P1. Other Identifier: Warehouse

*P2. Location: ☐ Not for Publication ☐ Unrestricted a. County Santa Clara

b. USGS 7.5' Quad Date T ; R ; 1/4 of 1/4 of Sec ; B.M.

c. Address Jagels Road City Moffett Field Zip 94035

d. UTM: (Give more than one for large and/or linear feature) Zone , mE/ mN

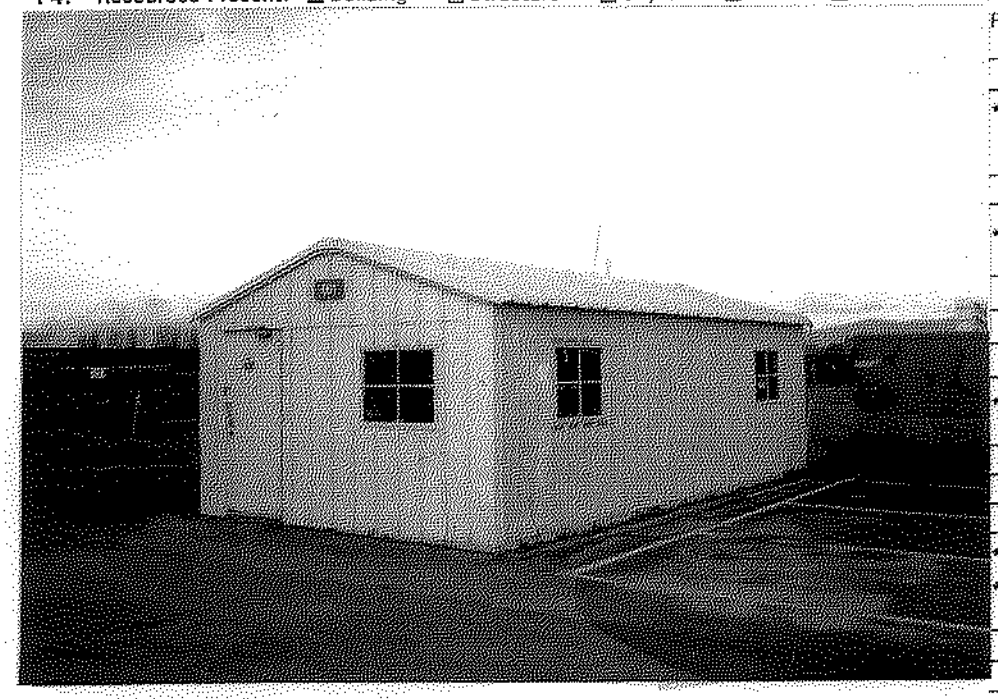
e. Other Locational Data: (e.g. parcel #, legal description, directions to resource, elevation, additional UTMs, etc. as appropriate)

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

This small rectangular Butler building has a concrete foundation and ribbed metal walls and roof. Metal doors provide access on the east and west sides. Four-pane top-hinged transom windows are located on the north, south and west sides.

*P3b. Resources Attributes: (List attributes and codes) HP34. Military Property

*P4. Resources Present: ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)



P5b. Description of Photo: (View, date, etc.)
Northeast,
April 1998, Roll 1-11

*P6. Date Constructed/Age and Sources:
☐ Prehistoric ☒ Historic ☐ Both
1956

*P7. Owner and Address:
U.S.A. as represented by
National Aeronautics and Space
Administration, Washington, D.C.

*P8. Recorded by: (Name, affiliation, address)
Alexandra C. Cole, SAIC
816 State Street, Suite 500
Santa Barbara, CA 93101

*P9. Date Recorded: 03/03/1999

*P10. Survey Type: (Describe)
Comprehensive Survey for Section
106 Compliance

*P11. Report Citation: (Cite survey report/other sources or "none") Inventory and Evaluation of Cold War Era Historical Resources, Moffett Federal Airfield

*Attachments: ☐ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☒ Building, Structure and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record
☐ Photograph Record ☐ Other: (List)

State of California -- The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary # P-43-002598
HRI #

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code 6Z

*Resource Name or #: 661, Moffett Federal Airfield

B1. Historic Name: Building 199

B2. Common Name: Unknown

B3. Original Use: Line Operations B4. Present Use: Warehouse I

*B5. Architectural Style: No Style

*B6. Construction History: (Construction date, alterations, and date of alterations.)

1956

*B7. Moved? ☒ No ☐ Yes ☐ Unknown Date: _____ Original Location: _____

*B8. Related Features:

B9a. Architect: Bureau of Yards & Docks, Navy b. Builder: Unknown

*B10. Significance: Theme Cold War Area United States

Period of Significance 1946-1989 Property Type Military Applicable Criteria G

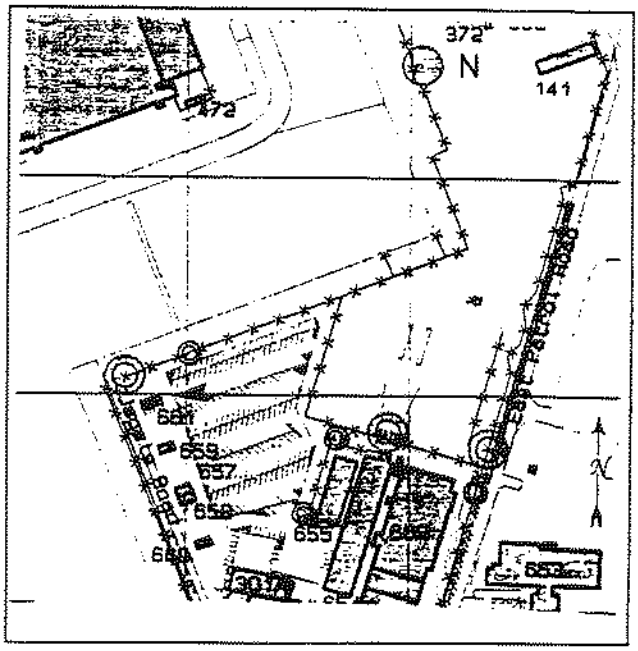
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

This Cold War era building is considered a support building, a type found at any Naval installation regardless of mission. It is therefore not of exceptional national significance and is not considered eligible for the National Register of Historic Places (Criterion G).

B11. Additional Resource Attributes: (List attributes and codes)

*B12. References:

C.E. Archives, Building 683; Real Property Form



B13. Remarks:

*B14. Evaluator: Alexandra C. Cole

Date of Evaluation: 05/01/1998

(This space reserved for official comments.)

*Required information

Page 1 **of** 1 **Resource Name or #** Building 669, Propulsion/Training Facility
***Recorded by:** Architectural Resources Group ***Date:** December 19, 2025 ☐ Continuation ☒ Update

P1. Other Identifier: Supply Storehouse; Building 49
***P2. Location:** ☐ Not for Publication ☒ Unrestricted

- ***a. County**: Santa Clara
- ***b. USGS 7.5' Quad** Mountain View, CA **Date:** 2021 **Township:** 6S; **Range:** 2W
- c. Address: East Patrol Road City: Moffett Field Zip: 94035
- d. UTM: Zone 10 S, 584991 mE / 4141161 mN
- e. Other Locational Data: N/A

***P3a. Description:**
The purpose of this DPR Continuation Sheet is to update the existing record for Building 669. Building 669 was utilized during the Cold War period and was documented as part of the Inventory and Evaluation of Cold War Resources at Moffett Federal Airfield (1999), which addressed facilities built and/or operated between 1946 and 1989. Building 669 was documented on a DPR form and received a brief evaluation using National Register of Historic Places (NRHP) Criterion Consideration G to evaluate its role supporting Cold War missions. The evaluation concluded that Building 669 did not meet the threshold of exceptional significance established by Criterion Consideration G. Its earlier World War II context was not addressed at that time.[1]

Building 669 was subsequently documented on a DPR form in 2017 for the CA ANG Relocation Project Section 106 Technical Report. The evaluation concluded that the resource did not have significance under any NRHP criterion.[2]

After its most recent evaluation in 2017, Building 669 was demolished. No physical elements of the resource appear to remain extant.

***P8. Recorded by:**
Jon Rusch, Architectural Resources Group
Pier 9, The Embarcadero, Suite 107
San Francisco, CA, 94111

***P9. Date Recorded:** May 2025

***P10. Survey Type:** Intensive

***P11. Report Citation**: Architectural Resources Group and Albion Environmental, *Cultural Resource Inventory Report for the Berkeley Space Center at NASA Research Park Project*, April 2026, prepared for University of California, Berkeley and National Aeronautics and Space Administration Ames Research Center.

***Attachments:** ☐ NONE ☐ Location Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record ☒ Other (List): Page & Turnbull, Inc., DPR 523A, 523B, and 523L Forms, *CA ANG Relocation Project Section 106 Technical Report*, July 13, 2017; Alexandra C. Cole, DPR 523A and 523B Forms, *Inventory and Evaluation of Cold War Era Historical Resources, Moffett Federal Airfield*, Science Applications International Corporation, June 29, 1998.

References:
Cole, Alexandra C. *Inventory and Evaluation of Cold War Era Resources*. Science Applications International Corporation. Prepared for National Aeronautics and Space Administration. March 1999.

Page & Turnbull, *CA ANG Relocation Project Section 106 Technical Report*. Prepared for Planetary Ventures LLC. 2017.

[1] Alexandra C. Cole, *Inventory and Evaluation of Cold War Era Resources*, Science Applications International Corporation, prepared for National Aeronautics and Space Administration, March 1999, 38.
[2] Page & Turnbull, *CA ANG Relocation Project Section 106 Technical Report*, prepared for Planetary Ventures LLC, 2017.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Y
Other Listings
Review Code Reviewer Date

 Resource name(s) or number (assigned by recorder) 669, Moffett Federal Airfield

P1. Other Identifier: CA ANG Squadron Operations
***P2. Location:** ☐Not for Publication ☒Unrestricted ***a. County** Santa Clara
***b. USGS 7.5' Quad** Mountain View, Calif. **Date** 1997
***c. Address** East Patrol Road **City** Moffett Field **Zip** 94035
***e. Other Locational Data:**

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

Building 669 is located immediately to the east of East Patrol Road and north of Johnny Luv Lane, within the northern portion of the California Air National Guard (CA ANG) 129th Rescue Wing (RQW) cantonment at Moffett Federal Airfield. Built in 1943, Building 669 is a one-story, wood-frame building. The rectangular-plan building is clad in a mix of vertical-groove T1-11 siding and horizontal wood boards; it sits on a tall concrete foundation and is capped by a multi-level flat roof. The northern portion of the building is the original volume and is primarily clad in horizontal wood board siding. Three additions extend the building to the south: the center addition, added in 1963, is a high bay **(Figure 1)**. Two separate additions extend the building further to the south, both with their own roof planes that are slightly lower than the building's original volume. A shed-roof addition, as well as separate roof canopies, project from the east (primary) façade of the original volume over a raised concrete platform **(Figure 2)**. (Continued)

***P3b. Resource Attributes:** (list attributes and codes) HP34: Military Property
***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other

P5a. Photo

Comprehensive survey for Section 106 Compliance

P5b. Photo: (view and date)
View of the east façade,
June 12, 2017

***P6. Date Constructed/Age and Sources:** ☒historic
1943 (Alexandra C. Cole, *Inventory and Evaluation of Cold War Era Historical Resources, Moffett Federal Airfield,* 1999)

***P7. Owner and Address:**
United States as represented by National Aeronautics and Space Administration, Washington, D.C.

***P8. Recorded by:**
Page & Turnbull, Inc.
417 Montgomery Street, 8th Floor
San Francisco, CA 94104

***P9. Date Recorded:**
7/13/2017

***P10. Survey Type:**

***P11. Report Citation:** (Cite survey report and other sources, or enter "none") Page & Turnbull, CA ANG Relocation Project Section 106 Technical Report (Draft July 2017)
***Attachments:** ☐None ☐Location Map ☐Sketch Map ☒Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (list)

***P3a. Description: (continued)**

The primary façade faces east. It features an assortment of window and door types, including aluminum slider window pairings, several one-over-one wood-sash windows arranged in groupings and individually, and groupings of three aluminum one-over-one single-hung windows. The façade also features doors of various types and eras. Doors that open to the raised platform include single and paired steel pedestrian doors, one wood panel door, and a paired, partially glazed wood panel door. One metal overhead roll-up vehicular door is located within the tall center addition. The east façade features areas of infilled, T1-11 siding **(Figure 3)**.

The north façade has four bays, all of which include groupings of one-over-one wood-sash windows that appear original to the building **(Figure 4).** There is a fenced electrical enclosure at the northwest corner façade. At the west façade, the original volume has a pair of one-over-one wood-sash windows, one of which is sealed off; there are three additional one-over-one wood-sash windows painted over; and three operable one-over-one wood-sash windows towards the north end. Interspersed among the windows are various door types, including: metal pedestrian doors; one with a single lite and one with a transom; two pairings of raised metal pedestrian doors **(Figure 5)**; and a raised single wood pedestrian door. A small shed-roofed volume is attached to the west façade and appears to contain mechanical equipment **(Figure 6)**. There is also a large opening infilled with a plywood board on the west side. Additionally, a large vehicular opening is located at the center addition and features a metal overhead roll-up door **(Figure 7)**. The south facade lacks fenestration with the exception of two single metal pedestrian doors and one paired metal door **(Figure 8)**. Two air conditioning units with associated ductwork are located adjacent to the south façade.

The building appears to be in fair to poor condition.

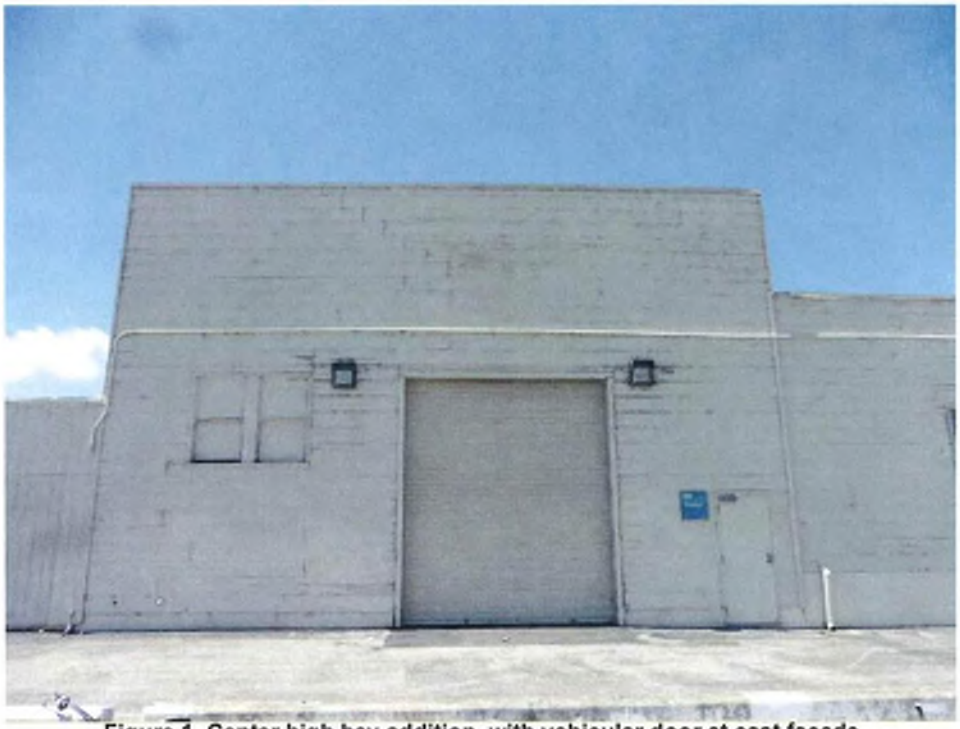


Figure 1. Center high bay addition, with vehicular door at east façade

Figure 2. Shed-roof canopy over a raised concrete platform at the east façade

Figure 3. East (primary) façade, viewed from the northeast

Figure 4. North façade, where one-over-one wood-sash windows, appears to be original

Figure 5. Raised metal pedestrian doors and one-over-one wood sash windows at west façade

Figure 6. Attached small shed-roofed volume, appearing to contain mechanical equipment, at west façade

Figure 7. Vehicular door at west façade, viewed facing northeast

Figure 8. South façade

B1. Historic name: Building 49/Supply Storehouse
B2. Common name: Building 669
B3. Original Use: Storehouse
B4. Present use: Band, Storage, Classrooms
***B5. Architectural Style:** Utilitarian
***B6. Construction History:** (Construction date, alterations, and date of alterations)

- Constructed: 1943
- Interior remodeled and south addition constructed: 1963
- Second addition constructed: unknown date, pre-1978
- Third addition constructed: 1978
- Insertion of aluminum windows: unknown date
- Addition of new projection and canopies at east façade: unknown date
- Areas of T1-11 siding added to east façade: unknown date
- Various doors replaced: unknown date

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** _____ **Original Location:** _____
***B8. Related Features:** N/A B9a. Architect: N/A b. Builder: U.S. Department of the Navy Bureau of Yards and Docks
***B10. Significance: Theme** N/A **Area** N/A
Period of Significance N/A **Property Type** N/A **Applicable Criteria** N/A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

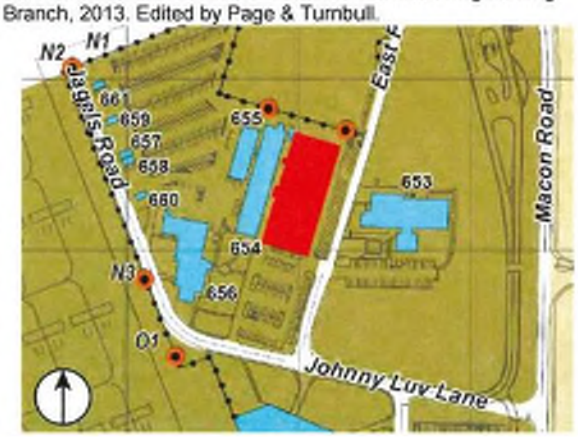
Moffett Federal Airfield
The installation now known as Moffett Federal Airfield was originally established as Naval Air Station (NAS) Sunnyvale, the West Coast base for the United States Navy's burgeoning Lighter-Than-Air (LTA) aviation programs of the 1930s. Established on August 2, 1931, NAS Sunnyvale serviced the dirigible USS *Macon*, as well as F9C Sparrowhawk biplanes. NAS Sunnyvale was formally commissioned in 1933 following the completion of Hangar 1 by the U.S. Naval Bureau of Yards and Docks. The installation also consisted of 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 a collection of the support buildings. A small community of residences for base staff was constructed around a cul-de-sac southwest of the main campus.[1]

This led to an additional campaign of runway widening, extension, and repaving to accommodate heavier aircraft. The bombing of Pearl Harbor in 1941 triggered a return to naval LTA operations, as the need increased for LTA surveillance operations along the Pacific Coast. Wishing to expand, the Navy acquired over 200 acres of land east of the existing airfield. (Continued)

11. Additional Resource Attributes: (List attributes and codes) _____
***B12. References:** See footnotes.
B13. Remarks: None
***B14. Evaluator:** Jonathon Rusch and Andrea Dumovich, Page & Turnbull, Inc.
***Date of Evaluation:** July 13, 2017

(This space reserved for official comments.)

Source: NASA Ames Research Center Facilities Engineering Branch, 2013. Edited by Page & Turnbull.



[1] *Moffett Field: From Lighter-Than-Air to Faster-Than-Sound, 1933-1958 Silver Anniversary*, (Place, publisher, 1958), 8-17; AECOM, *Historic Property Survey Report for the Airfield at NASA Ames Research Center, Moffett Field, California*, 2013, 3-1 through 3-3.

The reintroduction of LTA craft at the installation, renamed Naval Air Station Moffett Field, ushered in a sustained period of significant missions for the installation. The following is excerpted from the *Historic Property Survey Report*, completed by AECOM in 2013:

> Moffett Field was the headquarters for Fleet Airship Wing Three, composed of three LTA bases on the West Coast: Tillamook, Oregon; Santa Ana, California; and Sunnyvale, California. The first blimps arrived at Moffett Field as part of the West Coast's first LTA squadron, ZP-32, which launched its first patrol flight over the Pacific coast in February 1942. Moffett Field was also used to train new airship pilots, using free balloons and blimps. [...]
>
> In 1942, construction started on the first of two new enormous wood-frame hangars on the east side of the runways, which by this time had been expanded and reconfigured by the Army Air Corps. Hangars 2 and 3 were completed in 1943 and used by the Navy Station Assembly and Repair Department to assemble, erect, store, and maintain blimps and balloons. LTA operations continued at Moffett Field until August 1947 when the program was deemed obsolete and terminated, making Moffett Field an exclusively heavier-than-air base. [...]
>
> After World War II, Moffett Field became home to Squadron 4 of the Naval Air Transport Service [NATS], with support operations dedicated to aircraft maintenance and overhaul. It was during this period that most of the current-day airfield was built. Beginning in 1945, the Navy spent millions of dollars for improvements and new construction at Moffett Field. The airfield was expanded and extended to accommodate the Navy's largest transport aircraft, including a huge four-engine transport plane called the R5D Skymaster. In 1946, Runway 32R-14L was built of 8-inch-thick reinforced concrete to an original length of 7,425 feet. The west and east parallel taxiways were built, along with many of the parking aprons. In 1947, high-intensity approach, taxiway, and runway lights were added to the airfield. In the late 1940s, two more air transport squadrons (Squadrons 3 and 5) were commissioned at the base, making Moffett Field the largest Naval Air Transport Service base on the West Coast. [...]
>
> The Korean War started in June 1950, and Moffett Field became the home base for aircraft carrier squadrons and their fighter jets. Jets were first introduced by the U.S. military during World War II, but did not appear at Moffett Field until 1950 with the arrival of the F3D Skynight, the Navy's first operational jet night fighter. Navy carrier squadrons stationed at Moffett Field used the airfield for training purposes, including simulated carrier landings. (Runways were equipped with emergency arresting gear similar to the equipment used to stop planes on aircraft carriers.) Moffett Field was also used to train pilots on new jet aircraft before they were first introduced into operations squadrons. Almost every new supersonic jet fighter aircraft in the Navy or U.S. Air Force inventories in the early 1950s was flight-tested at Moffett Field. [...]
>
> Jet operations at Moffett Field were so extensive that the base was designated a master jet base in 1953 (the first of nine such Navy bases), and operational units on-site reached an all-time high in 1955. However, by the early 1960s, the Navy's operational priorities had changed, and the focus shifted from fighter jets to anti-submarine warfare. Jet operations at Moffett Field ended in 1961.[2]

During the subsequent three decades, the operations of Moffett Field were defined by the Navy's anti-submarine warfare operations. In 1994, Moffett Field was decommissioned from military use through the Base Realignment and Closure process, after which NASA assumed responsibility for the installation as a part of the larger NASA Ames Research Center. The installation is currently known as Moffett Federal Airfield.

Early Development of the East Airfield

The area that currently contains Hangars 2 and 3 and the CA ANG 129th RQW cantonment was first developed for military use in the early 1940s, as the Navy reassumed control of Moffett Field, expanded its airfield, and pushed the boundary of the installation to the east. A triangular-shaped site lying alongside two aircraft parking aprons south of Hangars 2 and 3 was utilized as a staging and storage area for materials and equipment during the construction of the hangars. This site was the location of the contractor's warehouses—primarily standardized Butler-style buildings—as well as a concrete plant and underground gasoline storage tank. Photographs of the site taken at this time indicate that two rail spurs led from the storage area into the interiors of Hangars 2 and 3.[3]

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[2] *Historic Property Survey Report*, 3-3 through 3-5.

[3] "Contract NOy-5604, Naval Air Station, Moffett Field" [photograph], 1943, U.S. Navy Seabee Museum, Port Hueneme, California.

Following the completion of Hangars 2 and 3, the rail spurs and several of the buildings—including standardized Butler-style warehouses—were retained. The Hangars 2 and 3 precinct along the eastern edge of the airfield was used to support Naval Air Transport Service (NATS) operations, which were initiated during World War II and continued until 1949.

During the 1950s, Moffett Field served as a major naval base, with over 300 aircraft stationed there. This massive operation led to a large-scale expansion of facilities, although the east side of the airfield remained sparsely developed. The Navy did, however, construct a series of small storage buildings near the edge of the east aircraft parking apron during the mid-1950s. These buildings were of standardized designs and were used for ammunition storage and line operations. By the late 1950s, most of the buildings that had originally been built to support the construction of Hangars 2 and 3 no longer stood on the site, although Buildings 300, 655, and 669 remained.

P-3 Orion Operations at Moffett Field

In 1962, following the termination of jet operations at Moffett Field, the installation was chosen as the West Coast base for the Navy's new anti-submarine warfare (ASW) patrol aircraft, the four-engine, turbo-prop Lockheed P-3 Orion. This represented a new and significant role for the installation that remained stationed there until base realignment in 1994. The build-up of ASW missions on the West Coast during the Cold War was enacted in response to the Soviets' submarine patrols of the Pacific Ocean. The number of Soviet submarines found on patrol at any one time was high enough that the Navy sought to develop more effective defense solutions. Therefore, the Navy commissioned Lockheed to develop the weapon-mounted P-3 Orion aircraft, which would intercept Soviet submarines from the air rather than from the sea. Such aircraft could be equipped variously with torpedoes, air-to-surface missiles, mines, and nuclear depth bombs.[4] The P-3—an aircraft upgraded as ASW technology advanced throughout the Cold War in P3-A, P3-B, and P-3C iterations—was based on the design for the L188 Electra commercial airplane and was considered the "most advanced maritime patrol airplane in the world."[5] The plane's onboard systems enabled a 13- to 17-hour flight time and utilized a twelve-man crew. Underwater pings, Sonobuoy, and Magnetic Anomaly Detection (MAD) at the tail of the aircraft offered a suite of surveillance tools.[6]

Moffett Field was an attractive location to serve as West Coast base for the P-3 Orion missions. Located near San Francisco, Moffett Field had strategic importance because of its proximity to the coast and the Bay Area naval fleet; aircraft deployed from Moffett Field would have greater opportunities to locate and track Soviet submarines. Moffett Field supported ten American deployment stations located throughout the Pacific Ring.[7] According to one contemporary newspaper account, P-3 surveillance involved flying "out 500 miles to sea from Moffett Field and make a random search for sub's with a secondary mission to report all shipping of surface vessels."[8] Such patrols were essential for U.S. Military intelligence and deterrence relating to Soviet patrol and missile-carrying submarines in the Pacific. By 1963, MFA had full P-3 capabilities, including the convenience of an on-site office for the aircraft's manufacturer, Lockheed.

Between 1963 and 1970, the P-3 mission at Moffett Field grew to contain eight squadrons and one reserve patrol: VP-64, Grey Knights (1963); VP-19, Big Red (1963); VP-31, Genies (1963); VP-9, Golden Eagles (1964); VP-47, Golden Swordsmen (1965); VP-48, Boomerangers (1966); VP-50, Blue Dragons (1967); VP-40, Fighting Marlins (1968); VP-91, reserve patrol (1970). The squadrons were housed in Hangars 2 and 3, which were divided into quarters with each squadron assigned a maintenance bay. Each squadron had eight aircraft, while the additional training squadron—VP-31— had 24 aircraft. Each squadron was supported by between 50 and 60 officers and between 350 and 400 enlisted men. All squadrons trained in Hangar 1. At any one time, two or three of the squadrons were deployed to forward bases around the Pacific Ocean, on six-month tours. From these forward bases, squadrons patrolled sea lanes for foreign submarines. Following deployment, squadrons returned to Moffett Field for home stays lasting between one and one-and-one-half years.[9]

While many of the P3 Orion-related functions at Moffett Field first took place in Hangars 1, 2, and 3, the eastern edge of the airfield became a training and support center for the Cold War ASW aircraft. As a result of the Cold War-era mission, several buildings originally constructed during World War II were joined by newly constructed, P-3 Orion mission-specific buildings south of Hangars 2 and 3. World War II-era utilitarian buildings were either repurposed (Buildings 655 and 669), or demolished to accommodate new facilities at the site. New facilities included additional classrooms at Building 654 (1969), a communications center at Building 656 (1971), and an avionics shop at Building 650 (1975).

By the early 1970s, these buildings held classrooms (three of the buildings forming the "Orion University" training center), administrative offices, and ammunition/weapons storage related to the P-3 Orion mission. Construction related to Moffett Field's P-

[4] Alexandra C. Cole, *Inventory and Evaluation of Cold War Era Historical Resources*, March 1999, 21-25.
[5] Lockheed Martin, "P3 Orion 50th Anniversary."
[6] Wolly Trabing, "Sub Detection From The Air," *Santa Cruz Sentinel*, May 7, 1965, 2.
[7] Ibid., 25-26.
[8] Trabing, "Sub Detection From The Air."
[9] Cole, *Inventory and Evaluation of Cold War Era Historical Resources*, 26-27.

3 missions also included a new missile magazine, Building 651, located to the south of Orion University. No new construction for P-3 operations occurred after 1983, although the mission remained important within the broader military operations of Moffett Field until the installation was transferred to NASA in 1994.[10]

California Air National Guard Tenure at Moffett Field

By 1980, the eastern portion of Moffett Field was designated for use by the California Air National Guard 129th Rescue Wing. Originally established in 1955 as the 129th Air Resupply Group, the 129th RQW was originally located at Hayward Airport, California. In 1975, the regiment was re-designated and repurposed as the 129th Aerospace Rescue and Recovery Group. With an expanded mission and fleet, the 129th required larger facilities. CA ANG soon began transferring operations to Moffett Field and completed the move in 1984, becoming a permitted tenant of the Navy.[11] The start of CA ANG's tenure at Moffett Field in 1980 involved the construction of new facilities, including a headquarters (Building 680), administration center (Building 681), and two engineering buildings (Building 679 and Building 683). These were the first buildings at Moffett Field specifically constructed for CA ANG, and the first to be constructed at the far southeastern corner of the airfield.

In 1994, NASA assumed control of the airfield. Despite the change in operating agency, the CA ANG 129th RQW continued to operate at the installation and have expanded their presence there by reusing buildings that had previously served P-3 Orion missions. Several new facilities, including a large aircraft hangar (Building 622), a parachutes operations center and training facility (Building 663), and additional support buildings (Buildings 675-678), have been constructed at the CA ANG area during the twenty-first century. In addition to the eastern airfield, CA ANG has utilized facilities in temporary use areas throughout the broader MFA site. These areas include the munitions areas near the Golf Club Moffett Field, a portion of Hangar 3, a medical training facility at the west end of MFA, and a vehicle operations facility near the center-south area of the site. In 2009, CA ANG began to consolidate their operation to the 129th RQW cantonment at the east side of MFA.

Building 669

Building 669 was completed on June 30, 1943 and known as Building 49, a supply storehouse located in the staging and construction storage area south of Hangars 2 and 3. The construction of the building constituted Project No. 26 under the Navy Bureau of Yards and Docks Contract NOy-5604, which also included the construction of Hangars 2 and 3. The cost of construction was approximately $87,000.[12] Initially a utilitarian, rectangular-plan building, the storehouse was constructed with a loading dock and three large loading bays at the east façade, facing East Patrol Road. The building stood in the storage area used to support the Naval Air Transport Service, and appears to have continued its original use as a storage facility.

Building 669 was converted into classroom use in 1963, in order to support the P-3 Orion training school at Moffett Field. The building contained instructional spaces for fuel systems, IFF (identification) and LORAN (navigation) systems, communications, radar operations, ordnance, hydraulics, and surface controls. Additional rooms in the building housed a technical library, instructors' office, and student study. Two stowage rooms were built at the east façade, at the location of the existing loading dock. To accommodate additional classrooms, an addition was constructed to extend the south end of the building 40'. This addition had a higher roof than the original building, and contained a raised mezzanine overlooking the work space below.

With its neighbors Buildings 654 and 655, Building 669 contributed to the "Orion University" that housed the training missions of Moffett Field's P-3 operations. During this period, Building 669 housed the headquarters of NAMTRADET (Naval Air Maintenance Training Detachment) 1012.

The building was expanded twice more. The next addition contained classrooms and extended from a portion of the south façade. A third addition was constructed at the southwest corner in 1978, housing a test system facility. Following the realignment of the installation, Building 669 has housed CA ANG squadron operations as well as storage, band facilities, and a fitness center.

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[10] Ibid, 33-35.

[11] National Guard Bureau, *Final Environmental Assessment: Proposed Long-Term Lease and Installation Development Plan for the 129th Rescue Wing, California Air National Guard, Moffett Field, California*, December 2009, 1-6.

[12] "War Activities of the Bureau of Yards and Docks—Projects at the Naval Air Station, Moffett Field, California, September 30, 1943, U.S. Navy Seabee Museum, Port Hueneme, California.

Figure 7: Building 669, lower right, photographed in 1943 during the construction of Hangars 2 and 3
Source: U.S. Navy Seabee Museum

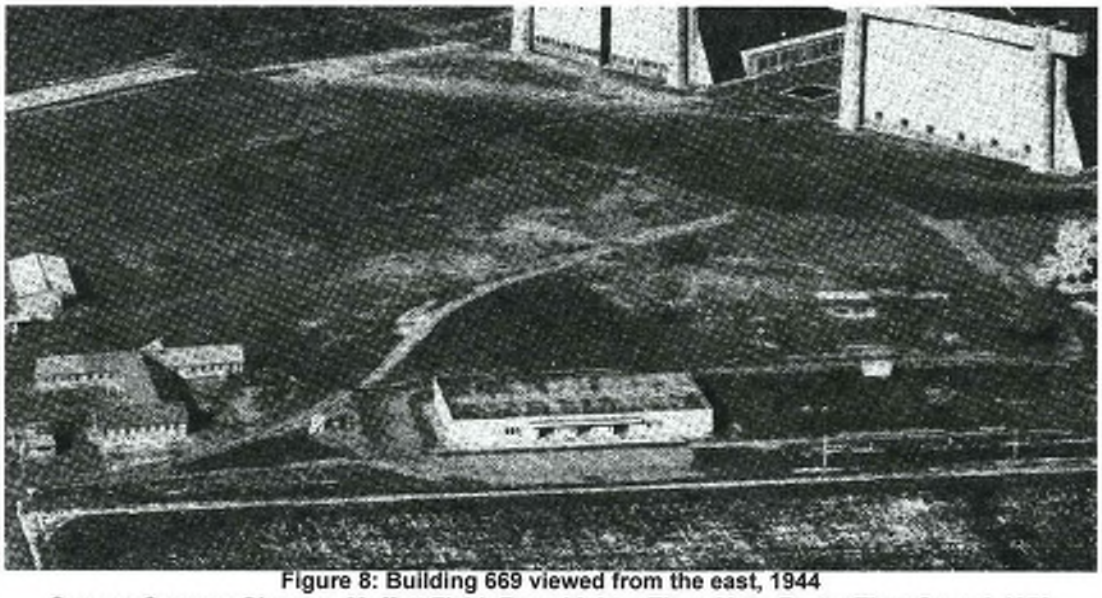


Figure 8: Building 669 viewed from the east, 1944
Source: Spencer Gleason, *Moffett Field: From Lighter-Than-Air to Faster-Than-Sound*, 1958

Figure 9: Building 669, at right, photographed in 1946
Source: Moffett Field Historical Society

National Register Evaluation

Criterion A (Events): Building 669 was erected as a storehouse during the construction of Hangars 2 and 3, and was located in the vicinity of contractors' warehouses, a field office, and concrete plant. Building 669 was built within the identified period of significance for the Expanded NAS Sunnyvale Historic District (1930-1961), yet has not previously been evaluated for its contributing status to this historic district. The building appears to have supported the construction of the two massive hangars, which are listed to the National Register as contributors to the NAS Sunnyvale Historic District. The building's supporting function as a storage facility, however, does not have direct associations with the significant naval missions of Moffett Field during this period, particularly Lighter-Than-Air operations (1942-1947), Navy transport operations (1945-1950), and jet squadron operations (1950-1961). Storage buildings such as Building 669 are not directly associated with these contexts, such that Building 669 would not qualify as a contributor to the Expanded NAS Sunnyvale Historic District.

The 1999 survey and evaluation of Cold War-era resources at Moffett Field has determined the P-3 Orion mission at Moffett Field to be of exceptional national significance.[13] While the three adjacent buildings that formed "Orion University" (buildings 654, 655, and 669) contributed to this mission by providing training facilities for airmen assigned to the P-3 Orion squadrons stationed at Moffett Field, none of these buildings has a direct, associative relationship to the significance of the P-3 Orion mission such that it would be found significant under Criterion A. The facilities at MFA that are most closely associated with the P-3 Orion operations are Hangar 1 (where much of the squadron training took place), Hangars 2 and 3 (where each of the eight P-3 Orion squadrons received maintenance), and the joined administrative building (Building 300, since demolished) and communications building (Building 656, originally known as Building 301). Training facilities have a related but secondary function regarding the core missions that imbued Moffett Field with significance following 1963. For this reason, Building 669 does not appear significant under Criterion A.

Criterion B (Persons): It does not appear that Building 669 is significant under Criterion B, as the building does not have a direct relationship with any individual who has made significant contributions to the broad patterns of history.

Criterion C (Architecture/Design): Building 669 was constructed according to a basic storehouse design that does not appear to represent the work of a master or embody high artistic values. Furthermore, the building has been substantially altered since it was constructed, primarily through the construction of three additions at the south façade of the building, which alter its essential form and design. Alterations also include the insertion of new aluminum-sash windows, the construction of a projection and attached canopies at the east façade, and the introduction of areas of new cladding materials. These alterations have a

[13] Cole, *Inventory and Evaluation of Cold War Era Historical Resources*, 36.

significant effect on the essential design of the building, such that it does not embody the distinctive characteristics of a type, period, or method of construction. For this reason, Building 669 does not appear significant under Criterion C.

Criterion D (Information Potential): It does not appear that Building 669 has the potential to yield important information in history.

In summary, Building 659 does not appear eligible to the National Register, and thus has been assigned a California Historical Resource Status Code 6Y, "Determined ineligible for NR by consensus through Section 106 process – Not evaluated for CR or Local Listing."

Prop# 27002 DOE-43-99-0204-0000

State of California -- The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # P-43-002599
HRI #
Trinomial
NRHP Status Code 6Z
Other Listings
Review Code Reviewer Date / /

Page 1 of 2

*Resource Name or #: 669, Moffett Federal Airfield

P1. Other Identifier: Maintenance

*P2. Location: ☐ Not for Publication ☐ Unrestricted a. County Santa Clara

b. USGS 7.5' Quad Date T ; R ; 1/4 of 1/4 of Sec ; B.M.

c. Address East Patrol Road City Moffett Field Zip 94035

d. UTM: (Give more than one for large and/or linear feature) Zone , mE/ mN

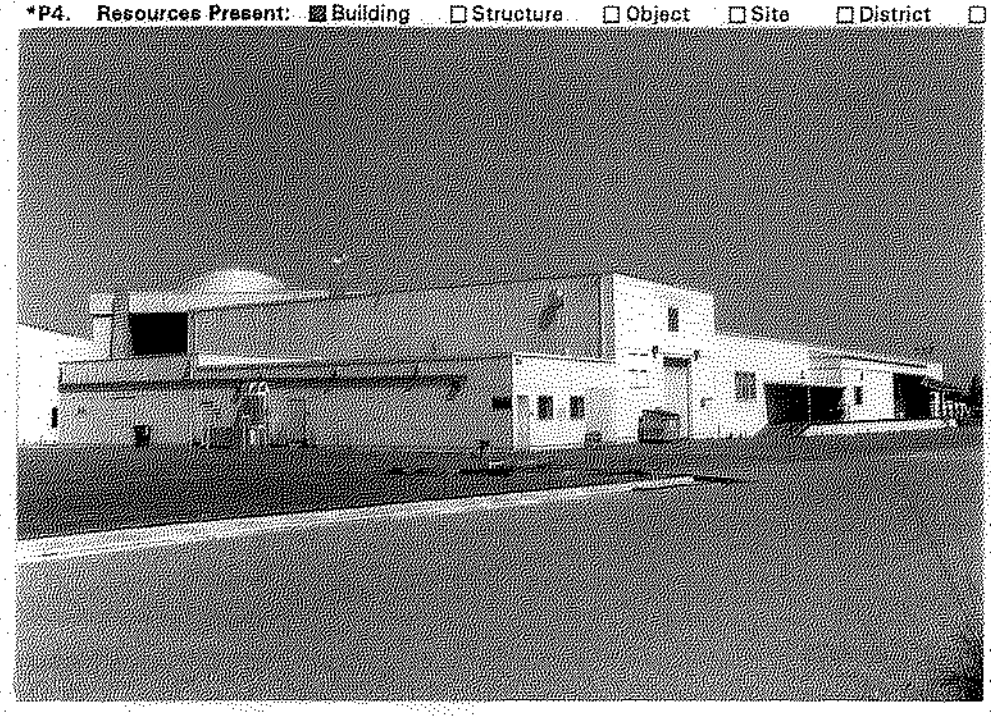
e. Other Locational Data: (e.g. parcel #, legal description, directions to resource, elevation, additional UTMs, etc. as appropriate)

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

Building 669 has a two-story flat-roofed main block with a one-story wing to the north and a one-story ell to the south. The wing, with a high concrete foundation, has a loading dock on its east side. Metal single or double doors provide access on the south, east, and west sides. High overhead doors are located on the east and west sides of the main block. Double-hung windows in wood sash are located on the west, north, and east sides. The ell has sliding aluminum sash windows.

*P3b. Resources Attributes: (List attributes and codes) HP34. Military Property

*P4. Resources Present: ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)



P5b. Description of Photo: (View, date, etc.)
North,
April 1998, Roll 7-15

*P6. Date Constructed/Age and Sources:
☐ Prehistoric ☒ Historic ☐ Both
1943

*P7. Owner and Address:
U.S.A. as represented by
National Aeronautics and Space
Administration, Washington, D.C.

*P8. Recorded by: (Name, affiliation, address)
Alexandra C. Cole, SAIC
816 State Street, Suite 500
Santa Barbara, CA 93101

*P9. Date Recorded: 06/29/1998

*P10. Survey Type: (Describe)
Comprehensive Survey for Section 106 Compliance

*P11. Report Citation: (Cite survey report/other sources or "none") Inventory and Evaluation of Cold War Era Historical Resources, Moffett Federal Airfield

*Attachments: ☐ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☒ Building, Structure and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record
☐ Photograph Record ☐ Other: (List)

State of California -- The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary # P-43-002599
HRI #

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code 6Z

*Resource Name or #: 669, Moffett Federal Airfield

B1. Historic Name: Building 49

B2. Common Name: Unknown

B3. Original Use: Unknown B4. Present Use: CANG Maintenance

*B5. Architectural Style: No Style

*B6. Construction History: (Construction date, alterations, and date of alterations.)

1943; 1963, altered by George S. Erskine and Associates, Menlo Park, for P-3 training school; 1998, altered for CANG engine repair.

*B7. Moved? ☒ No ☐ Yes ☐ Unknown Date: _____ Original Location: _____

*B8. Related Features:

B9a. Architect: Unknown b. Builder: Unknown

*B10. Significance: Theme Cold War Area United States

Period of Significance 1946-1989 Property Type Military Applicable Criteria G

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

With buildings 654 and 655, this was part of "Orion University" that trained P-3 Orion pilots and technical crews. This building was directly associated with the Cold War P-3 Orion anti-submarine warfare patrol mission dating from 1963 to 1994 at Moffett Field. Although this mission is considered of exceptional national significance within the Cold War context, this building is of standard World War II construction and does not exhibit unique architectural or engineering modifications special to the P-3 mission. It is therefore not considered of exceptional significance under criterion G.

B11. Additional Resource Attributes: (List attributes and codes)

*B12. References:

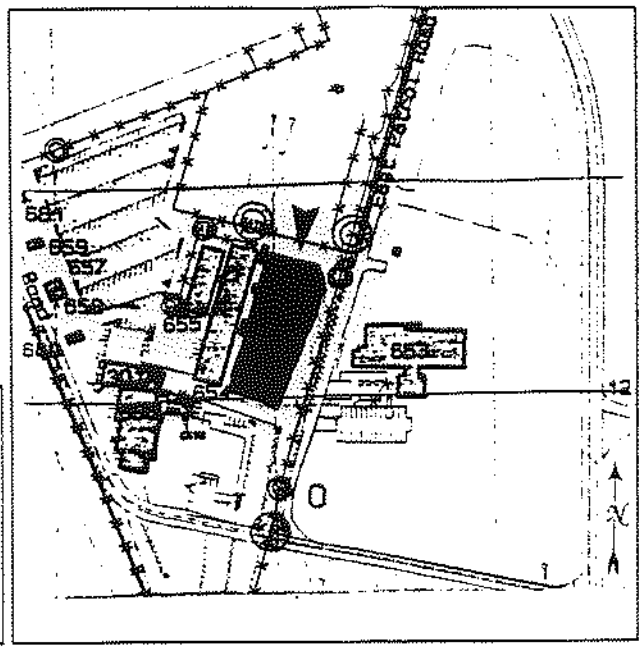
CANG Master Plan 1997; Civil Engineering Archives, Building 683

B13. Remarks:

*B14. Evaluator: Alexandra C. Cole

Date of Evaluation: 05/01/1998

(This space reserved for official comments.)



*Required information

Appendix S

Glossary

Term	Definition
Archaeological resource	Any material evidence of past human life or activities that are at least 50 to 100 years old. They include artifacts, features, sites, and associated documentation.
Archaeological survey	A systematic process of searching for, identifying, and documenting the distribution, structure, and form of archaeological sites and artifacts across a specific area.
Area of Direct Impact (ADI)	The geographic area within an Area of Potential Effect (APE) where a project's activities are most likely to have a significant impact on historic properties as defined by the National Historic Preservation Act of 1966 (NHPA).
Area of Potential Effect (APE)	The geographic area defined by a federal agency to evaluate a project's potential impact on cultural resources under the National Historic Preservation Act of 1966 (NHPA).
Assemblage	A group of artifacts found together at an archaeological site. These artifacts are studied as a whole to learn about past human activities and cultures. Archaeologists analyze how the artifacts relate to each other; understanding the context of artifact assemblages helps in reconstructing the behaviors, practices, and lifeways of the people who created and used them.
Auger	A small drill-like tool used to extract samples of sub-surface deposits.
Authority Having Jurisdiction	The government agency of official responsible for managing, protecting, and issuing permits for archaeological resources on specific lands. This authority varies depending on whether the land is federal, state, tribal, or private.
Built environment resource	An intact building, structure, object, or district that supports an understanding of human history through historical, social, cultural, aesthetic/design, or construction qualities.
Burial	The deliberate and structured interment of a deceased individual, which can include interment in the ground, cremation, or other forms of funerary practices.
Buried site	Refers to a place where archaeological remains are covered by soil, sediment, or other materials. These sites can be formed by natural events like erosion or sediment buildup, or human-made, created by activities such as building or demolishing structures. Geoarchaeologists examine these sites to learn about how natural forces and human actions have changed them over time.
California Historical Landmarks	Sites, buildings, features, or events that are of statewide significance and have anthropological, cultural, military, political, architectural, economic, scientific or technical, religious, experimental, or other value.
Colonial Euro-Americans	Europeans who settled in the Americas from the 15th century onward, establishing colonies under European powers like Spain, France, and England often displacing indigenous populations.
Control units	An archaeological excavation technique used for the systematic and scientific collection of archaeological data by establishing and maintaining strict spatial control.
Core samples	A cylindrical section of soil, sediment, or rock extracted from the ground to analyze its layers and composition without extensive excavation.
Cultural landscape	A geographic area associated with a historic event, activity, or person exhibiting cultural or aesthetic values, typically containing human-made and natural elements.
Cultural resource	Cultural resources encompass archaeological, Native American, traditional, and built environment resources, including but not necessarily limited to buildings, structures, objects, districts, and sites.
Cultural resources inventory	A process used to identify and document cultural resources to assess their significance.

Cultural resources sensitivity training	Provides individuals and/or organizations with the awareness, understanding, respect, and treatment for cultural resources as well as the proper procedures to be enacted when resources are encountered.
Cultural Resources Treatment and Monitoring Plan	A document that outlines protocols for the treatment and management of potential impacts to cultural resources, outlining specific actions for preservation, mitigation, and/or monitoring during a project. The document details the specific actions, timing, and responsible parties for each step ensuring compliance with state and/or federal regulations.
Cultural taxonomic sequence	A system for classifying archaeological cultures based on material culture, geography, and chronology to compare and understand human societies and changes across time and space.
Curation	Refers to the long-term management, preservation, and accessibility of archaeological collections.
Data recovery	A last resort mitigation measure undertaken when impacts to an archaeological resource cannot be avoided. It involves archaeological excavation to collect scientifically significant information through documentation, recordation, and the subsequent cataloging, analysis, and reporting of findings.
Desktop survey	A research method that gathers and analyzes existing data such as resource records, maps, databases, photographs and other information to assess a project area's sensitivity for cultural resources.
Direct effect	Under NHPA and CEQA, an effect caused by an undertaking/project that occurs at the same time and place with no intervening cause.
EIR	Environmental Impact Report. A detailed document prepared under CEQA to analyze the significant environmental effects of a proposed project, identify alternatives, and disclose possible ways to reduce or avoid environmental damage (Cal. Pub. Res. Code § 21061).
EIS	Environmental Impact Statement refers to a document prepared under NEPA that assesses the potential effects of a proposed project on the environment, including cultural resources.
Environmental Impact	Under CEQA, a substantial, or potentially substantial, adverse change in the environment, including direct, indirect, and cumulative impacts (Cal. Code Regs. tit. 14, § 15358).
Ethnographic resources	A wide range of documents including interview notes or recordings, written descriptions, photograph and film collections, and physical artifacts used in ethnographic research, a field rooted in anthropology which aims to study a particular human society
Extended Phase I Study	An extension of the standard Phase I survey that includes limited subsurface investigation to determine the presence, nature, and extent of any buried archaeological deposits.
Geoarchaeology	The study of how geological processes and human behavior interact by analyzing soils, sediments, and landforms to reconstruct past environments, understand how archaeological sites formed and were preserved, and interpret the relationship between past societies and their natural surroundings.
Geomorphology	A study of landforms and how they have been shaped by natural processes over time crucial for understanding human history and the development of archaeological sites.
Hearths	The remnants of a purposeful fire intentionally lit by people for purposes such as cooking, heating, or material processing.
Historic property	A cultural resource listed in, or formally determined eligible for listing in, the National Register of Historic Places, per Section 800.16 of the Section 106 regulations (36 CFR Part 800).

Historical resource	A culturally and/or historically significant building, structure, object, site, or district meeting one of the definitions presented in Section 21084.1 of CEQA and Section 15064.5(a) of the CEQA Guidelines.
Historic-era	The period after Native American contact with Europeans.
Holocene	The geological epoch that began approximately 11,700 years ago and continues to this day. This era marks a dramatic increase in human populations. Holocene formations have potential for buried cultural resources.
Ideotechnic	Artifacts that function within the ideological sphere of a culture that is symbolic in function, representing a society's beliefs, worldview, or social structure.
Indirect impact	An impact caused by a given project that occurs later in time or is farther removed in distance, but is still reasonably foreseeable.
Integrity	A cultural resource's ability to convey its significance, based upon extant physical features from its period of significance.
Interested parties	Under the National Historic Preservation Act (NHPA), Interested Parties include a variety of entities and individuals who have a vested interest in the proposed actio ns and their potential effects on historic properties. These parties are collectively referred to as "consulting parties" and are essential in the Section 106 review process.
Interment	The act or practice of placing a deceased human body or cremated remains in a grave, tomb, or final resting place.
Isolate	A single, isolated artifact or a very small sparse collection of artifacts, separated from other archaeological resources.
Lead Agency	The public agency (state of federal) with the principal responsibility for carrying out or approving a project and for preparing the environmental review documents
Material culture	The physical objects or artifacts created and used by people.
Memorandum of Agreement	An agreement document outlined in the Federal regulations governing compliance with Section 106 of the National Historic Preservation Act (36 CFR 800). Federal agencies and others negotiate, draft, finalize, execute, and implement "Memoranda of Agreement" (MOA) stipulating how the adverse effects of Federal actions on historic properties will be resolved.
Midden	The archaeological term for trash or refuse deposit considered to be a type of archaeological feature, consisting of localized deposits of greasy, dark soil and concentrated artifacts which resulted from the deliberate discard of food remains and other domestic materials such as broken and exhausted tools and ceramics.
Mitigation	Under NEPA, NHPA, CEQA, a measure designed to avoid or reduce significant negative impacts of a development project on important cultural resources after they've been identified as significant. The hierarchy of measures starting with the best method are avoidance, minimizing, rectifying, reducing over time, and compensating.
Mobility	The study of movement of people, goods, ideas, and animals across landscapes in the past, examining how these movements shaped societies, economies, and identities using methods like isotopic analysis of bones, ancient DNA, and artifact analysis.
Most Likely Descendent	Refers to a specific California Native American tribe or individual designed by the Native American Heritage Commission (NAHC) to consult on the respectful treatment of discovered Native American human remains and grave goods, ensuring their cultural affiliation and proper disposition under state law (PRC S5097.98). Federal agencies also follow similar protocols under laws like NAGPRA (Native American Graves Protection and Repatriation Act), consulting with federally recognized tribes and other Native Hawaiian Organizations (NHOs) to identify descendants for repatriation and treatment plans, with the goal of honoring ancestral ties and cultural values.
Multicomponent (site)	A location used by different cultures or the same culture at various times, resulting in artifacts and features from distinct or mixed occupations, offering a rich but complex record of deep history, unlike simpler single component sites.

Munsell	A standardized method using physical color charts to objectively describe and record the colors of soils, sediments, and artifacts across different sites and time periods.
Neophyte	A term to describe Native Americans who converted to Christianity during the Spanish Mission Period, living in mission communities under coercive circumstances.
Nondestructive analysis	Advanced techniques such as Ground Penetrating Radar (GPR), LiDAR, X-Ray Fluorescence (XRF), and neutron diffraction to study sites and artifacts without damaging them. These methods can reveal buried structures, identify material composition and origins, and interpret past activities.
Notice of Intent	A formal written communication that declares a party's intention to take a specific future action. This could include actions such as filing a lawsuit, terminating a contract, or notifying about environmental compliance. The primary purposes of an NOI are to: provide advance warning.
Notice of Preparation	A formal notification sent by a lead agency to inform responsible and trustee agencies that an Environmental Impact Report (EIR) or Environmental Assessment (EA) will be prepared for a project with significant impacts.
NRHP Criteria Consideration G	Allows properties less than 50 years old to be listed on the National Register of Historic Places if they are of exceptional importance.
Occupation mound	An artificial hill created by centuries of people living, building, and rebuilding in the same location with each new settlement forming distinct layers.
Pedestrian survey	A systematic, non-invasive archaeological method where archaeologists walk across a landscape and visually scan for surface evidence of past human activity, including artifacts, features, and landscape anomalies.
Pit feature	A man-made hole dug into the ground, representing a common type of archaeological feature used for various purposes such as storage (food, grain), waste disposal (garbage dumps, privies), cooking (hearths, ovens), building foundations (postholes for pit houses), often identified by distinct soil characteristics.
Pleistocene	A geological epoch from 2.6 million to 11,700 years ago featuring large mammals, ice ages, and the expansion of Homo sapiens.
Precontact	Occurring before the first contact of indigenous peoples and Europeans.
Public Interpretation	The practice of sharing archaeological findings, significance, and human stories with the general public through various accessible formats (museums, signs, digital media) to foster preservation, education, and community connection with cultural heritage, moving beyond simple facts to create meaningful experiences and shared understanding.
Rancheria	A Native American village or settlement, especially in California, often associated with Mission Period or later reservation lands, serving as a key cultural site for studying daily life, traditions, cultural shifts, and the persistence of indigenous practices amidst colonization.
Sacred Lands File	A confidential database maintained by California's Native American Heritage Commission that catalogues the location of Native American sacred sites, burial grounds, and cultural resources.
Sedentary	Lifeways that involve permanent settlements with complex structures like substantial houses, storage pits, and monuments; often associated with the development agriculture economies (farming/herding).
Shell mound	Precolonial or historic archaeological site composed of a large accumulation of discarded shells and sometimes other refuse, created over generations by human inhabitants. These mounds served various purposes, from being the refuse piles of villages to acting as communal spaces for rituals, burials, and even marking the landscape.
Sociopolitical organization	Studies how past societies structured power, hierarchy, and relationships.

Stakeholders	Individuals, groups, or organizations who have an interest of stake in a project or issue. It allows for diverse perspectives and voices in the decision making process ensuring the needs and concerns of affected communities are considered.
State of California Trinomial	A unique archaeological site or resource identifier consisting of the two letter code CA (for California), followed by the three-letter code for the county, followed by a sequential number used by the California Historical Resources Information System to track archaeological and historic resources.
Stone tools	A wide variety of artifacts consisting of modified stone used as implements for hunting, food processing, movement, trade, social values and symbolism.
Test units	An archaeological excavation unit used to help determine presence or absence of subsurface artifacts or cultural deposits to assess extent, content, and condition of archaeological deposits.
Trenching	A method of mechanically excavating long, narrow exploratory trenches across a site to quickly assess the presence, depth, extent, and nature of buried archaeological remains as well as a sites stratigraphy.
Tribal Cultural Place	Under NEPA and NHPA, these are geographic places prominent in a particular groups cultural practices, beliefs, or values, when those beliefs or values are widely shared within the group, have been passed down through the generations, and have served a recognized role in maintaining the groups cultural identity for at least 50 years.
Tribal Cultural Resources	Under CEQA, these are sites, features, places, cultural landscapes, sacred places and objects with cultural value to Native American tribes. Tribal Cultural Resources can sometimes also qualify as "unique archaeological resources" or "archaeological resources."
Unique Archaeological Resource	Under CEQA, an archaeological artifact, object, or site that provides exceptional information or has special qualities, like being the oldest/best example of its kind, holding crucial data for research, has direct association with a scientifically recognized important event or persons, and warrants protection under laws like the Archaeological Resources Protection Act.