DEPARTMENT OF THE NAVY
BASE REALIGNMENT AND CLOSURE
PROGRAM MANAGEMENT OFFICE WEST
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Ser BPMOW.DN/0151
December 10, 2007

Dear Stakeholders:

The U.S. Navy Base Realignment and Closure Program Management Office is preparing a revised Engineering Evaluation/Cost Analysis (EE/CA) to evaluate several cleanup alternatives for Hangar 1 at former NAS Moffett Field to prevent or control the release of hazardous substances to the environment under the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA, 42 U.S.C. Sections 9601, et seq). A previous version of the EE/CA was published on May 5, 2006. Comments submitted by stakeholders and members of the public regarding the prior EE/CA have been considered during the Navy's preparation of the revised EE/CA. The purpose of this letter is to provide you with an overview of historic mitigation measures being considered in the revised EE/CA and request your continued participation in the Navy's CERCLA process through your involvement in upcoming meetings, presentations, and review of the revised EE/CA.

Because Hangar 1 is individually eligible for the National Register of Historic places and is a contributing element of the Shenandoah Plaza Historic District, the removal action would be performed to meet the substantive requirements of the National Historic Preservation Act. The following historic mitigation measures are being considered in the EE/CA:

- Level I Historic American Engineering Record (HAER) documentation
- Evaluation of the effects of the selected removal action on the Shenandoah Plaza Historic District
- Oral histories of individuals who worked in the Hangar during different eras
- Virtual Hangar 1 interactive compact disk (CD)
- Inventory-catalogue of Hangar 1 collections contained in Moffett Historical Museum
- Preservation of Hangar 1 man-cranes
- Matching or replacing Hangar 1 exterior features, with coatings or materials similar in color and appearance to the original hangar
- Coating the exposed steel structure with protective material similar in color to the former siding

HAER documentation will include a combination of information to record the historic property and to provide historic context for public interpretation and enrichment. The documentation will include recording the property itself, and its relation to the U.S. Naval Air Station (NAS) Sunnyvale Historic District, through development of measured drawings prepared to HAER documentation standards. Measured drawings will include plans, elevations, sections, and detail drawings along with a cover sheet, site plan, and written information. The HAER will also include archival quality, large format, black and white photographs of Hangar 1 prepared according to HAER photographic specifications. An evaluation of the effects of the removal action on the Shenandoah Plaza Historic District is also considered.

The oral history archive will be developed as a historic record. It will include interviews with individuals who worked in the hangar during the Dirigible Era, the Army Era, Blimp Era, Jet Fighter Era, and P-3 Orion Era. The oral histories will be given to the Moffett Field Museum. As described below, it will also be included in a virtual Hangar 1 interactive compact disk that will be distributed to various interested parties.

The virtual Hangar 1 interactive CD will include a three-dimensional interactive representation of the hangar in each historic era designed for a wide age range of the interested public. It will include a narrative description and photographs of the hangar, portions of the oral histories, materials collected and developed by the HAER efforts, and video clips. The CD will be distributed to the Moffett Field Museum, historic preservation societies, veterans groups, schools, libraries, Restoration Advisory Board members, other interested parties, and will be available for purchase at the NASA gift shop.

An inventory of the Hangar 1 collections contained in the Moffett Historical Museum will be performed. These collections include Hangar 1 photographs, artifacts, models, drawings, and publications. The Moffett Historical Museum is open to the public.

Man-cranes, which were part of the original Hangar 1 installation made to travel along overhead rails running the length of the hangar, will be removed as part of the removal action. Upon removal, the man-cranes will be decontaminated and may be donated to the Moffett Field Museum.

Alternatives that cover or coat the siding of the building will use materials that match, as closely as possible, the original colors of the hangar. This would be done to minimize the visual changes caused by the implementation of alternatives that affect the character-defining architectural features of Hangar 1.

Alternatives that remove the siding but leave exposed the underlying steel structure will coat the steel structure with protective material colored to match the original hangar's former siding. This will result in a ghosting effect reminiscent of the original Hangar 1. The steel structure will provide a sense of scale and will suggest the dominance on the landscape once held by Hangar 1 within the context of the Shenandoah Plaza Historic District. Replacing the siding with a material similar in color and appearance to the original hangar siding to minimize the visual changes caused by the implementation of this alternative is also considered in the EE/CA.

The EE/CA will include a removal action recommendation that will be based on a comparative analysis of the removal action alternatives in terms of implementability, effectiveness, and cost. The Navy will also include associated historic mitigation recommendations in the EE/CA.

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The Navy will continue to include interested parties in the development and implementation of actions required at Hangar 1 by direct contact and the distribution of future Hangar 1 documents for comments. We invite you to the upcoming January 10th Moffett Field Restoration Advisory meeting in which the Navy will provide a presentation on the EE/CA that will include discussions on historic mitigation measures considered. You are also invited to review the revised EE/CA and are invited to a public meeting in which oral comments on the EE/CA will be accepted. The public meeting will be scheduled following the release of the EE/CA. Community members and other interested parties will be notified of the EE/CA release and public meeting dates when they are available.

If you have any questions, please contact Mr. Scott Gromko at (619) 532-0933 or me at (619) 532-0963.

Sincerely,

DARREN NEWTON
BRAC Environmental Coordinator
By direction of the Director

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