DEPARTMENT OF THE NAVY
BASE REALIGNMENT AND CLOSURE
PROGRAM MANAGEMENT OFFICE WEST
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Ser BPMOW.RW\0392
May 1, 2006

Ms. Kelly E. Yasaitis, JD
Historic Preservation Specialist
Office of Federal Agency Programs
Advisory Council on Historic Preservation
1100 Pennsylvania Avenue, NW, Suite 809
Washington, DC 20004

Dear Ms. Yasaitas:

Subj: U.S. NAVAL AIR STATION SUNNYVALE HISTORIC DISTRICT NOTICE OF ADVERSE EFFECT

Environmental characterization activities at the former Naval Air Station Moffett Field have resulted in the identification of a source of contaminants that presents a threat to human health and the environment. Contaminants, primarily polychlorinated biphenyls (PCBs), asbestos, and lead are being released from the siding of Hangar 1. Hangar 1 is included within the U.S. Naval Air Station Sunnyvale Historic District, and is separately eligible for inclusion on the National Register of Historic Places (NRHP).

The Department of the Navy (Navy) has completed an Engineering Evaluation/Cost Analysis (EE/CA) as part of the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) response to the Hangar 1 contamination. The EE/CA presented and evaluated 13 alternatives to address PCB concentrations as high as 188,000 milligrams per kilogram, asbestos up to 18 percent by weight and lead based paint present on and within the siding of Hangar 1. The recommended alternative, and the federal agency undertaking, is demolition and off-site disposal of the hangar.

The undertaking will result in the removal of the structure, but will not affect the rest of the Historic District. A copy of the EE/CA, including maps of the location of the undertaking and a photograph of the hangar, is enclosed for your reference.

The U.S. Naval Air Station Sunnyvale is eligible for the NRHP under Criteria A and C of 36 CFR Part 60.4. The historic district is eligible under Criterion A for its association with the Navy's Lighter-than-Air program and the contributions that program made to our history under the themes of coastal defense and naval technology. The historic district is eligible under Criterion C for the distinctive master plan and architecture.

Hangar 1 is individually eligible for the NRHP under Criterion A for its association with pre-World War II Navy aviation. Hangar 1 was constructed in 1931-1933 to house the dirigible *USS Macon*, and is 1,133 feet long, 308 feet wide, and 200 feet high. Robertson Protected Metal was placed on structural steel frame members to create the eight-acre area under the hangar. The Robertson Protected Metal, mistakenly identified as Galbestos in the NRHP nomination, and the Streamline Moderne architectural style were identified as being innovative at the time and were the basis for the Criterion C qualification.

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A Historic American Engineering Record (HAER) has been prepared to mitigate the adverse effect identified above. In addition to the HAER, a virtual history of the hangar, including interviews with individuals who worked in the hangar, has been prepared. Additional mitigation will include marking the corners of the structure and replacing an existing navigation beacon at the height of the hangar's roof.

Public comments on the EE/CA will be received and responded to after the document is issued. When prepared, Navy will forward the comments and responses to the Advisory Council on Historic Preservation.

Sincerely,

Laura Duchnak

LAURA DUCHNAK
Director, BRAC Program
Management Office West

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