The City of Seattle

Landmarks Preservation Board

Mailing Address: PO Box 94649 Seattle WA 98124-4649
Street Address: 700 5th Ave Suite 1700

REPORT ON DESIGNATION

LPB 129/11

SAND POINT NAVAL AIR STATION LANDMARK DISTRICT

Legal Description
King County Parcel Numbers and Legal Descriptions:

Parcel Number 0225049001: A Portion of a Parcel of land in Section 2, Township 25 North, Range 04 East, Willamette Meridian, King County, Washington and more particularly described as follows: Commencing at the quarter corner common to Sections 2 and 11 in said Township and Range, thence north 15°58;06" west, 2978.33 feet to a concrete monument stamped 10 by NOAA for an angle point in the boundary of the aforementioned NOAA Parcel, thence north 89°57'50" east on said NOAA boundary, a distance of 690.52 feet to a concrete monument stamped 9, set by NOAA for an interior angle point in said NOAA boundary and the True Point of Beginning, thence south 00°01'59" east a distance of 546.89 feet, thence north 89°57'50" east a distance of 550.63 feet, thence north 20°12'50" east a distance of 589.60 feet to a concrete monument stamped 10-4, set by NOAA for an interior angle point in said NOAA boundary, thence south 89°57'50" west a distance of 751.20 feet to the True Point of Beginning of this description.

Parcel Number 0225049061: A portion in Sections 1, 2 and 11 in Township 25 and Range 04 are defined as follows: Commencing at quarter corner common to Sections 2 and 11in Township 25 and Range 04; thence south 89°52'25" east 25 feet along section line common to said Sections 2 and 11 to east the margin at 65th Avenue NE; thence south 0°43'15" east along said eastern margin 279 feet to the true point of beginning; thence south 89°39'31" east 506.04 feet; thence north 0°07'11" west 147.06 feet; thence north 62°02'23" east 205.91 feet; thence north 88°28'00" east 448.62 feet; thence north 0°06'52" west 772.81 feet; thence north 85°53'34" west 1076.83 feet; thence north 32°00'46" west 409.04 feet; thence north 0°01'58" west 869.81 feet; thence north 89°57'50" east 447.35 feet; thence north 20°12'50" east 877.95 feet; then north 89°57'50" east 1451.31 feet; thence north 20°12'50" east 798.15 feet; thence continuing north 20°12'50" east 37 feet to inner harbor line; thence south 59°00'00" east along said inner harbor line 210.07 feet; thence south 34°45'00" east along said inner harbor line 800 feet; thence south 10°00'00" east along said inner harbor line 865.74 feet; thence south 25°30'00" west to point on the inner harbor line lying north 25°30'00" east 456.77 feet from inner harbor line point 24; thence north 71°20'44" west 887.96 feet; thence south 29°35'43" west 255.12 feet; thence north 89°57'05" west 757.48 feet to easterly line at said 65th Avenue NE; thence north 0°43'15" along said easterly margin to the true point of beginning also known as Warren G. Magnuson Park.

Parcel Number 0225049062: A parcel of land in Government Lots 1 and 2 and the Southwest Quarter of the Northwest Quarter of Section 2, Township 25 North, Range 4 East, Willamette Meridian, more particularly described as follows: Commencing at the Point of Reference being the quarter corner common to Section 2 and 11, Township 25 North, Range 4 East, Willamette Meridian; thence north 41°47'42" west, 2981.59 feet to a corner on an existing NOAA property identified by a concrete monument stamped "U.S. Navy No. 10"; thence north 01°03'02" east on the westerly line of the existing monumented NOAA property line a distance of 958.26 feet to the True Point of Beginning being identified by a tack in a lead plug with a brass washer stamped L.S 11691; thence north 01°03'02" east along said line a distance of 513.28 feet to a cased 3"x3" concrete monument with a tack in lead, referred to as 10-1; thence continuing north 01°03'02" east a distance of 233.73 feet to a point on the Inner Harbor Line of Lake Washington as established by the Washington Harbor Line Commission; thence north 88°39'57" west along said Inner Harbor Line a distance 179.62 feet to an angle point; thence continuing along said Inner Harbor Line north 49°19'57" west a distance of 83.62 feet; thence leaving said monument Inner Harbor Line south 26°33'13" west a distance of 269.19 feet to a point from which said monument 10-1 bears south 81°49'33" east a distance of 362.73 feet, being identified by a 5/8" iron rebar with cap marked P.A.C.E., L.S. 11691, hereafter referred to as rebar marker; thence north 88°56'17" west a distance of 252.00 feet to a tack in a lead plug with a lead plug with a lead plug with a brass washer stamped L.S. 11691; thence south 01°02'49" west a distance of 485.07 feet to a rebar marker, thence north 61°35'41" west a distance of 33.69 feet to a rebar marker, thence north 75°49'24" west a distance of 20.06 feet to a rebar marker, thence north 70°07'49" west a distance of 46.88 feet to a rebar marker, thence north 84°43'34" west a distance of 87.72 feet to a rebar marker, thence north 29°46'35" west a distance of 199.63 feet to a rebar marker and the easterly margin of Sand Point Way NE, thence south 12°53'32" east along said margin a distance of 437.64 feet to rebar marker; thence north 51°13'00" east a distance of 146.11 feet to rebar marker, thence north 73°27'01" east a distance of 60.45 feet to a rebar marker; thence north 80°01'06" east a distance of 139.77 feet;

AND

A parcel of land in Government Lots 1 and 2 and the Southeast Quarter of the Northwest Quarter of Section 2, Township 25 North, Range 4 East, Willamette Meridian, more particularly described as follows: Commencing at a Point of Reference being the quarter corner common to Section 2 and 11, Township 25 North, Range 4 East, Willamette Meridian; thence north 14°47'42" west 2981 feet to a corner of an existing NOAA property identified by a concrete monument, stamped "U.S. Navy No. 10"; thence north 01°03'02" east on the Westerly lone of the existing monumented NOAA property line a distance of 958.26 feet to the True Point of Beginning being identified by a tack in a lead plug with a brass washer stamped L.S. 11691; thence continuing north 01°03'02" east along said line a distance of 73.05 feet; thence north 88°55'52" west distance of 611.91 feet more or less, leaving the Westerly line of the existing monumented NOAA property line, to a rebar marker; thence north 61°35'41" west a distance of 33.69 feet to a rebar marker; thence north 75°49'24" west a distance of 20.06 feet to a rebar marker; thence north 70°07'49" west a distance of 46.88 feet to a rebar marker; thence north 84°43'34" west a distance of 87.72 feet to a rebar marker; thence north 29°46'35" wet a distance of 199.63 feet to a rebar marker and the Easterly margin of Sand Point Way NE; thence south 12°53'32" east along said margin a distance of 437.64 feet to rebar marker; thence north 51°13'00" east a distance of 146.11 feet to a rebar marker; thence north 73°27'01" east a distance of 60.45 feet to a rebar marker; thence north 80°01'06" east a distance of 139.77 feet to a rebar marker; thence south 88°55'52" east a distance of 483.05 feet to the True Point of Beginning.

Parcel Number 0225049064 : That portion of the east one-half of the southwest quarter of Section 2, Township 25 North, Range 4 East, W.M., in King County, Washington, said east one-half being acquired by the U.S. Navy on behalf of the United States of America by deed recorded in the records of King County, Washington in Vol. 1306 at page 455, described as follows: Commencing at the west one-sixteenth corner common to Sections 2 and 11, Township 25 North, Range 4 East, W.M. in King County, accepted as being the same as the center-line intersection of NE 65th Street and Sand Point Way NE; thence 0°48'49" west on the centerline of Sand Point Way NE a distance of 60.01 feet; thence leaving said centerline south 89°35'06" east a distance of 40.01 feet to a point on the east marginal boundary of said Sand Point Way NE; thence north 0°48'49" west on said east marginal boundary a distance of 663.68 feet to the True Point of Beginning of this description; thence continuing north 0°48'49" west on said east marginal boundary a distance of 368.66 feet; thence leaving said east marginal boundary north 89°09'37" east a distance of 274.04 feet; thence south 0°01'23" east a distance of 331.12 feet; thence south 23°24'06" east a distance of 40.41 feet; thence south 89°06'32" west a distance of 284.99 feet to the east marginal boundary of Sand Point Way NE and the True Point of Beginning.

Parcel Number 0225049066 : That portion of the east one-half of the southwest quarter of Section 2, Township 25 North, Range 4 East, Willamette Meridian, in King County, Washington, said east one-half being acquired by the U.S. Navy on behalf of the United States of America by deed recorded in the records of King County, Washington in Vol. 1306 at page 455, described as follows: Commencing at the west one-sixteenth corner common to Sections 2 and 11, Township 25 North, Range 4 East, Willamette Meridian in King County, accepted as being the same as the centerline intersection of NE 65th Street and Sand Point Way NE; thence north 0°48'49" west on the centerline of Sand Point Way NE a distance of 60.01 feet; thence leaving said centerline south 89°35'06" east a distance of 40.01 feet to a point on the east margin of said Sand Point Way NE, said point being 60.00 feet north of the south line of said Section 2 as measured at right angles thereto; thence continuing south 89°35'06" east parallel with the south line of said Section 2 a distance of 489.94 feet; thence north 0°19'0" west a distance of 331.50 feet; thence north 23°24'6" west a distance of 323.73 feet; thence north 0°1'23" west a distance of 453.17 feet to the True Point of Beginning of this description; thence continuing north 0°1'23" west a distance of 322.46 feet; thence south 89°46'57" east a distance of 153.08 feet; thence south 0°0'57" west a distance of 210.01 feet; thence south 43°40'36" east a distance of 147.21 feet; thence south 43°40'36" east a distance of 147.21 feet; thence south 88°47'0" west a distance of 254.60 feet to the True Point of Beginning.

Parcel Number 0225049067 : That portion of the east one-half of the southwest quarter of Section 2, Township 25 North, Range 4 East, Willamette Meridian, said east one-half being acquired by the U.S. Navy on behalf of the United States of America by deed recorded in the records of King County, Washington in Vol. 1306 at page 455, described as follows: Commencing at the west one-sixteenth corner common to Sections 2 and 11, Township 25 North, Range 4 East, Willamette Meridian, accepted as being the same as the centerline intersection of NE 65th Street and Sand Point Way NE; thence north 00°48'49" west on the centerline of Sand Point Way NE a distance of 60.01 feet; thence leaving said centerline south 89°35'06" east a distance of 40.01 feet to a point on the east margin of said Sand Point Way NE, said point being 60.00 feet north of the south line of said Section 2 as measured at right angles thereto; thence continuing south 89°35'06" east parallel with the south line of said Section 2 a distance of 489.94 feet; thence north 00°19'00" west a distance of 331.50 feet; thence north 23°24'06" west a distance of 303.27 feet to the True Point of Beginning of this description; thence north 67°06'04" east a distance of 286.05 feet; thence north 00°00'41" west a distance of 348.04 feet; thence north 43°40'36" west a distance of 24.90 feet; thence south 88°47'00"

west a distance of 254.60 feet; thence south 00°01’23” east a distance of 453.17 feet; thence south 23°24’06” east a distance of 20.46 feet to the True Point of Beginning.

Parcel Number 0225049068: That portion of the east one-half of the southwest quarter of Section 2, Township 25 North, Range 4 East, Willamette Meridian, said east one-half being acquired by the U.S. Navy on behalf of the United States of America by deed recorded in the records of King County, Washington in Vol. 1306 at page 455, described as follows: Commencing at the west one-sixteenth corner common to Sections 2 and 11, Township 25 North, Range 4 East, Willamette Meridian, accepted as being the same as the centerline intersection of NE 65th Street and Sand Point Way NE; thence north 00°48’49” west on the centerline of Sand Point Way NE a distance of 60.01 feet; thence leaving said centerline south 89°35’06” east a distance of 40.01 feet to a point on the east margin of said Sand Point Way NE, said point being 60.00 feet north of the south line of said Section 2 as measured at right angles thereto; thence continuing south 89°35’06” east parallel with the south line of said Section 2 a distance of 489.94 feet; thence north 00°19’00” west a distance of 331.50 feet; thence north 23°24’06” west a distance of 164.37 feet to the True point of Beginning of this description; thence continuing north 23°24’06” west a distance of 138.90 feet; thence north 67°06’04” east a distance of 105.72 feet; thence south 23°24’06” east a distance of 138.42 feet; thence south 66°50’36” west a distance of 105.71 feet to the True Point of Beginning.

Parcel Number 0225049069 : That portion of the east one-half of the southwest quarter of Section 2, Township 25 North, Range 4 East, Willamette Meridian, said east one-half being acquired by the U.S. Navy on behalf of the United States of America by deed recorded in the records of King County, Washington in Vol. 1306 at page 455, described as follows: Commencing at the west one-sixteenth corner common to Sections 2 and 11, Township 25 North, Range 4 East, Willamette Meridian, accepted as being the same as the centerline intersection of NE 65th Street and Sand Point Way NE; thence north 00°48’49” west on the centerline of Sand Point Way NE a distance of 60.01 feet; thence leaving said centerline south 89°35’06” east a distance of 40.01 feet to a point on the east margin of said Sand Point Way NE, said point being 60.00 feet north of the south line of said Section 2 as measured at right angles thereto; thence continuing south 89°35’06” east parallel with the south line of said Section 2 a distance of 489.94 feet; thence north 00°19’00” west a distance of 331.50 feet; thence north 23°24’06” west a distance of 164.37 feet to the True point of Beginning of this description; thence continuing north 23°24’06” west a distance of 164.37 feet; thence north 66°50’36” east a distance of 105.71 feet; thence south 23°24’06” east a distance of 209.76 feet; thence north 89°57’29” west a distance of 115.22 feet to the True Point of Beginning.

Parcel Number 0225049070 : That portion of the east one-half of the southwest quarter of Section 2, Township 25 North, Range 4 East, Willamette Meridian, said east one-half being acquired by the U.S. Navy on behalf of the United States of America by deed recorded in the records of King County, Washington in Vol. 1306 at page 455, described as follows: Commencing at the west one-sixteenth corner common to Sections 2 and 11, Township 25 North, Range 4 East, Willamette Meridian, accepted as being the same as the centerline intersection of NE 65th Street and Sand Point Way NE; thence north 00°48’49” west on the centerline of Sand Point Way NE a distance of 60.01 feet; thence leaving said centerline south 89°35’06” east a distance of 40.01 feet to a point on the east margin of said Sand Point Way NE, said point being 60.00 feet north of the south line of said Section 2 as measured at right angles thereto; thence continuing south 89°35’06” east parallel with the south line of said Section 2 a distance of 489.94 feet; thence north 00°19’00” west a distance of 331.50 feet to the True Point of Beginning of this description; thence south 89°57’29” east a distance 115.22 feet; thence south 01°14’46” west a distance of 183.51 feet; thence south 89°41’00” west a distance of 110.22 feet; thence north 00°19’00” west a distance of 184.16 feet to the True Point of Beginning.

Parcel Number 0225049071 : Portion of the east half of the southwest quarter straight in Section 2, Township 25, Range 04 is defined as follows: Commencing at the west one-sixteenth corner common to Sections 2 and 11 in Township 25, Range 04, being the same as the centerline of the intersection of NE 65th Street and Sand Point Way NE; thence north 00°48'49" west on the centerline of Sand Point Way NE 60.01 feet; thence south 89°35'06" east 40.01 feet to the east margin of said road; thence north 00°48'49" west on said east margin 1296.32 feet to the true point of beginning; thence continuing north 00°48'49" west on said east margin 787.88 feet; thence north 89°59'00" east 90.18 feet; thence north 00°01'23" west 49.40 feet; thence north 89°59'00" east 198.34 feet; thence south 00°01'23" east 837.08 feet; thence south 89°57'32" west 277.65 feet to the east margin of Sand Point Way NE and the true point of beginning (Being Parcel 4, Lot A containing Building #9 of deed record number 19990916000100). Together with the portion of the northeast quarter of the southwest quarter, and the southwest quarter of the northwest quarter and Government Lot 2 straight in Section 2, Township 25, Range 04 is defined as follows: Commencing at the southwest corner of said Government Lot 2, being the same as the centerline of the intersection of Sand Point Way NE with production east of the north margin NE 75th Street; thence south 00°48'49" east on said centerline 171.45 feet; thence north 89°11'11" east 40 feet to east margin of Sand Point Way NE; thence north 89°57'38" east 94.91 feet; thence south 00°01'23" east 95.37 feet; thence north 89°42'47" east 329.93 feet; thence north 00°01'33" west 188.00 feet to the true point of beginning; thence continuing north 00°01'33" west 717.00 feet; thence south 89°57'38" west 302.80 feet; thence south 00°01'33" east 390.39 feet; thence north 89°57'38" east 14.53 feet; thence south 00°01'33" east 308.21 feet; thence north 89°57'38" east 41.90 feet; thence south 00°01'33" east 18.41 feet; thence north 89°57'38" east 246.38 feet to the true point of beginning (Being Parcel 3, Lot A containing Building #5 in deed record number 19990916000041). Together with the portion of the northeast quarter of the southwest quarter, and the southwest quarter of the northwest quarter and Government Lot 2 straight in Section 2, Township 25, Range 04 is defined as follows: Commencing at the southwest corner of said Government Lot 2, being the same as the intersection of the centerline of Sand Point Way NE with production east of the north margin NE 75th Street; thence south 00°48'49" east of said centerline 171.45 feet; thence north 89°11'11" east 40.00 feet to the east margin of Sand Point Way NE; thence north 00°48'49" west on said east margin 84.93 feet to the true point of beginning; thence north 89°57'38" east 196.38 feet; thence north 00°01'33" west 9.13 feet; thence south 89°57'38" west 16.76 feet; thence north 00°01'33" west 18.41 feet; thence south 89°57'38" west 41.90 feet; thence north 00°01'33" west 121.21 feet; thence south 89°57'38" west 139.77 feet to the east margin Sand Point Way NE; thence south 00°48'49" east on said east margin 148.76 feet to the true point of being (Being Parcel 3, Lot B containing Building #192 in deed record number 19990916000041). Together with the portion of the northeast quarter of the southwest quarter, and the southwest quarter of northwest quarter and Government Lot 2 straight in Section 2, Township 25, Range 04 is defined as follows: Commencing at the southwest corner of said Government Lot 2, being the same as the intersection of the centerline of Sand Point Way NE with production east of the north margin NE 75th Street; thence south 00°48'49" east on said centerline 171.45 feet; thence north 89°11'11" east 40.00 feet to the east margin Sand Point Way NE; thence north 89°57'38" east 94.91 feet; thence south 00°01'23" east 95.37 feet; thence north 89°42'47" east 329.93 feet to the true point of beginning; thence north 00°01'33" west 188.00 feet; thence south 89°57'38" west 229.62 feet; thence south 00°01'33" east 188.99 feet; thence north 89°42'47" east 229.62 feet to the true point of beginning (Being Parcel 3, Lot C containing Building #25 in deed record number 19990916000041). Together with the portion of the northeast quarter of the southwest quarter, and the southwest quarter of northwest quarter and Government Lot 2 straight in Section 2, Township 25, Range 04 is defined as follows: Commencing at the southwest corner of said Government Lot 2, being the same as the intersection of the centerline of Sand Point Way NE with production east of the north margin NE 75th

Street; thence south 00°48’49” east on said centerline 171.45 feet; thence north 89°11’11” east 40.00 feet to the east margin of Sand Point Way NE and the true point of beginning; thence north 89°57’38” east 94.91 feet; thence south 00°01’23” east 95.37 feet; thence north 89°42’47” east 100.31 feet; thence north 00°01’33” west 179.86 feet; thence south 89°57’38” west 196.38 feet to the east margin Sand Point Way NE; thence south 00°48’49” east on said east margin 84.93 feet to the true point of beginning (Being Parcel 3, Lot D containing Building #29 in deed record number 19990916000041).

Parcel Number 0225049074 : A parcel of land in Government Lots 1 and 2 and the southeast quarter of the northwest quarter of Section 2, Township 25 North, Range 4 East, Willamette Meridian, more particularly described as follows: Commencing at a point of reference being the quarter corner common to Section 2 and 11, Township 25 North, Range 4 East, Willamette Meridian; thence north 14°47’42” west 2981.59 feet to a corner of an existing NOAA property identified by a concrete monument, stamped “U.S. Navy No. 10”; thence north 01°03’02” east on the westerly line of the existing monumented NOAA property line a distance of 958.26 feet to the True Point of Beginning being identified by a tack in a lead plug with a brass washer stamped L.S. 11691; thence north 01°03’02 east along said line a distance of 513.28 feet to a cased 3”x3” concrete monument with tack in lead, referred to as 10-1 thence continuing north 01°03’02” east a distance of 233.73 feet to a point on the Inner Harbor Line of Lake Washington as established by the Washington Harbor Line commission, thence north 88°39’57” west along said Inner Harbor Line a distance of 179.62 feet to an angle point, thence continuing along said Inner Harbor Line south 26°33’13” west a distance of 269.19 feet to a point from which said monument 10-1 bears south 81°49’33” east a distance of 362.73 feet, being identified by a 5/8” iron rebar with cap marked P.A.C.E., LS 11691, hereinafter referred to as rebar marker, thence north 88°56’17” west a distance of 252.00 feet to a tack in a lead plug with a lead plug with a brass washer stamped LS 11691, thence south 01°02’49” west a distance of 485.07 feet to a rebar marker, thence north 61°35’41” west a distance of 33.69 feet to a rebar marker, thence north 75°49’24” west a distance of 20.06 feet to a rebar marker, thence north 70°07’49” west a distance of 46.88 feet to a rebar marker, thence north 84°43’34” west a distance of 87.72 feet to a rebar marker, thence north 29°46’35” west a distance of 199.63 feet to a rebar marker and the Easterly margin of Sand Point Way NE (Country Road No. 1283), thence South 12°53’32” east along said margin a distance of 437.64 feet to rebar marker, thence north 51°13’00” east a distance of 146.11 feet to rebar marker, thence north 73°27’01” east a distance of 60.45 feet to a rebar marker, thence north 80°01’06” east a distance of 139.77 feet to a rebar marker, thence south 88°55’52” east a distance of 483.05 feet to the True Point of Beginning.

Excepting a parcel described as follows:

A parcel of land in Government Lots 1 and 2 and the Southeast Quarter of the Northwest Quarter of Section 2, Township 25 North, Range 4 East, Willamette Meridian, more particularly described as follows: Commencing at a Point of Reference being the quarter corner common to Section 2 and 11, Township 25 North, Range 4 East, W.M., thence north 14°47’42” west 2981.59 feet to a corner of an existing NOAA property identified by a concrete monument, stamped “U.S. Navy No. 10”, thence north 01°03’02” east on the westerly line of the existing monumented NOAA property line a distance of 958.26 feet to the True Point of Beginning being identified by a tack in a lead plug with a brass washer stamped L.S. 11691, thence continuing north 01°03’02” east along said line a distance of 73.05 feet, thence north 88°55’52” west a distance of 611.91 feet more or less, leaving the westerly line of the existing monumented NOAA property line, to a rebar marker, thence north 61°35’41” west a distance of 33.69 feet to a rebar marker, thence north 75°49’24” west a distance of 20.06 feet to a rebar marker, thence north 70°07’49” west a distance of 46.88 feet to a rebar marker, thence north 84°43’34” west a distance of 87.72 feet to a rebar marker, thence north 29°46’35” west a distance of 199.63 feet to a rebar marker and the easterly margin of Sand Point Way NE (Country Road No.

1238), thence south 12°53’32” east along said margin a distance of 437.64 feet to rebar marker, thence north 51°13’00” east a distance of 146.11 feet to a rebar marker, thence north 73°27’01” east a distance of 60.45 feet to a rebar marker, thence north 80°01’06” east a distance of 139.77 feet to a rebar marker, thence south 88°55’52” east a distance of 483.05 feet to the True Point of Beginning.

At the public meeting held on March 16, 2011, the City of Seattle's Landmarks Preservation Board voted to approve designation of the Sand Point Naval Air Station as a Seattle Landmark District based upon satisfaction of the following standards for designation of SMC 25.12.350:

A. It is the location of, or is associated in a significant way with, a historic event with a significant effect upon the community, City, state, or nation; and

C. It is associated in a significant way with a significant aspect of the cultural, political, or economic heritage of the community, City, state, or nation; and

D. It embodies the distinctive visible characteristics of an architectural style, period, or of a method of construction; and

F. Because of its prominence of spatial location, contrasts of siting, age, or scale, it is an easily identifiable visual feature of its neighborhood or the City and contributes to the distinctive quality or identity of such neighborhood or the City.

PHYSICAL DESCRIPTION

Note: In the text of this report, the building names/numbers refer to the historic names/numbers for the buildings and structures.

District Overview

Naval Air Station Seattle Historic District is located in Seattle, Washington on the Sand Point peninsula in King County, Washington. The 89.5-acre historic district encompasses the two parts of the original Naval Air Station site containing significant concentrations of intact resources directly associated with the Naval Air Station operation. The district is characterized by strong institutional cohesion of substantial buildings and structures linked organizationally through the intact road system. The streetscapes and landscaping contribute significantly to the unity of setting and character of the historic district. During the Navy use from post-World War II to 1991 many outlining parcels were decommissioned and converted to local uses. Also during this period many structures were demolished; these included peripheral and smaller buildings. The historic district, however, retains a high level of historic integrity. Intact buildings, structures, and objects convey the quality and purpose of design, material, scale, workmanship, as well as distinct functional types reflecting the pre–, during, and post–World War II operation of this naval air station and its administrative operation for naval air facilities within the Thirteenth Naval District. The boundaries of this discontiguous district follow existing and former roadways that encompass the eligible resources.

Site Overview

Situated five miles northeast of downtown Seattle, the site lies slightly more than three miles east of Interstate 5, and northeast of the University of Washington campus. Bounded by Lake Washington (including the southern edge of the Pontiac Bay) along the north, east, and partial south sides, the peninsula comprises the Sand Point neighborhood and abuts the View Ridge (to west) and Windermere (to southwest) neighborhoods. The former Naval Air Station comprised about 400 acres, but this size varied by year as the station acquired or surplused small tracts of land. At the height of operations, the core Naval Air Station comprised between 425 and 450 acres, with additional land west of Sand Point Way NE and south of NE 65th Street. Conversion of the site to airfield use under King County ownership and continuing through Naval Air Station operation resulted in an overall level topography throughout the site, including the infilling of Mud Lake in the southeast portion of the site. Discontiguous parcels located to the southwest (radio station) and west (reservoir) made total acreage at 535-acres. Upon the initial decommissioning of the base and transition to public use in the early 1970's, the core landing strips, runways, taxiways, and associated structures were demolished. Similarly, the north-central portion of the former site, used since the 1981 by the National Oceanic and Atmospheric Administration (NOAA), underwent extensive alterations removing the majority of original buildings and circulation networks. These altered areas are not included within the district.

Architecture

The buildings and structures of the designated historic district remain generally intact and exhibit moderate to high integrity. The organizational relationships among buildings remain evident, with maintenance and operational facilities in the north; residences and recreation facilities in the south; offices, training, and administration facilities centrally located to transition between these; and munitions and other aviation related facilities situated a distance away to the east, in close proximity to the operating aircraft they would have serviced. Primary building types include aircraft hangars, office and administration buildings, steam plant, officer housing and barracks, munitions magazines and storehouses, and aircraft maintenance shops. The use of brick, concrete, and steel as structural and building envelope elements dominates throughout the district. The scale and massing of facilities, in particular the hangars, speaks directly to the scale of airplanes operated on site, and constitutes a primary operating mission for the district. (***For the architectural description of individual buildings and structures, please see the individual Historic Resource descriptions and photographs in Appendix B of the Landmark Nomination.)***

Landscape

The landscape is a notable design feature of the landmark district. The scale of streetscapes, placement, and selection of trees and shrubs, coupled with the use of lawns and open space, reinforce the formality of setting and noble purpose of national defense imbued during their development as the nation braced for the most frightening of prospects, a second world war, less than a quarter-century after the first. Only a small amount of the historic landscape of Sand Point peninsula remains today. Mud Lake was a 20-acre lake that was located east of the former Married Officer's Quarters. The Pontiac Bay area to the north had rolling, forested wetlands each fed by a small stream flowing into Lake Washington.

As the Naval Station was developed, the forest, wetlands and knolls gave way to open, level expanses of aircraft runways and Naval facilities. Within the Naval Station the original street trees were

planted in the 1930s and many of the trees from that era remain, including approximately 50 large trees along Sand Point Way and 50 deodar cedars along 62nd Avenue NE; these threes are a prominent feature of the southwest corner of the district. Some of the original ornamental trees also remain scattered throughout the site.[1]

Three trees within the historic district are of particular importance to the site history. The first was reportedly planted in 1931 by the Alaskan Yukon Pioneers' Society as a commemorative planting. It is a white spruce and is located off the southeast corner of Building 25. The second is a large Atlas Cedar (*Cedrus atlantica*), commonly referred to as the Freedom Tree or Memorial Tree in the early 1970's. When the Freedom Tree was approximately forty years old, it was re-dedicated as part of the Vietnam Memorial erected in 1972 to honor Washington State soldiers declared as missing in action or prisoners of war. Newspaper articles from that time period indicate that Voices in Vital America (VIVA), a California based organization, organized a national campaign between 1972-75 for these memorials around the country. The Freedom tree and Vietnam Memorial are located on the southeast corner of Building 25, near to the spruce planted by the Alaskan Yukon Pioneers' Society. The final tree of historic significance is the large Atlas Cedar located at the southern end of 62nd Avenue NE, southeast of Building 26 South. This tree serves as the counterpoint to the flagpole located at the north end of 62nd Avenue NE, directly in front of Building 25. It was designated as the "holiday tree" when the base was operational. All three trees are listed as historic landscape features to be preserved and maintained in the "Sand Point Historic Properties Reuse and Protection Plan."[2]

In addition to trees, lawns and open space provided important relief around the office, recreation, and residential buildings. Planting areas, which accent the main entry (NE 74th Street) approach from Sand Point Way NE, and the residual remnants from the brick-lined rose garden indicated on historic plans, south of Building 26 South evoke the character of the original planting designs.[3]

STATEMENT OF SIGNIFICANCE OF THE LANDMARK DISTRICT

Significance of the Naval Air Station

Naval Air Centers (NAC), and their predecessor the Naval Air Base (NAB), commanded all naval air facilities within their district. The other three naval air centers included NAC Hampton Roads, Virginia (now Naval Station Norfolk), NAC Hawaii (attacked just minutes before Pearl Harbor and now an National Historic Landmark), and NAC San Diego, California (now Naval Air Station North Island, Naval base Coronado). NAC Seattle (and later NAB Seattle) provided an important defense and logistical role for the nation's naval air command. The concentration of naval forces in the Pacific Northwest and Alaska benefited from the logistical, organizational, and aerological support and coordination provided by NAC Seattle (and later NAB Seattle). Other key WWII naval facilities located in Seattle included the U.S. Navy Supply Depot Seattle (1939-70); Admiral's House (a City landmark); and Naval Armory , Lake Union (a City landmark).The four naval air centers provided military direction, administrative coordination, and supplied aviation equipment and materials for stations and vessels in their district. NAC Seattle (and later NAB Seattle) provided an important

[1] Sollod, Ellen, Judy Stoloff, EDAW, Inc., Miller/Hull, Suzuki Associates, Nakano/Dennis, and AKB Engineers, Inc. *Final Design Guidelines Manual for Sand Point/Magnuson Park.* [Seattle, Washington]: City of Seattle, October 1997, p. 4-43.
[2] EDAW, Inc. *Sand Point Historic Properties Reuse and Protection Plan.* [Seattle, Washington]: EDAW, Inc., April 1998, p. 2-30 – 2-32.
[3] Sollod, p. 4-43.

administration and supply link for forces operating in Alaska, which had been anticipated as critical front in World War II due to geographic proximity to Japan. NAS Seattle retains the core administrative buildings from which military direction and administrative coordination occurred for coordination with national efforts, operations in Alaska and the rest of the Thirteenth Naval District. The massive hangars providing major overhaul, repair, and comprehensive training programs critical to sustaining the nation's defense remain intact. The cessation of naval activities at the station brought to a stop the otherwise ongoing renewal of facilities, leaving a significant quantity and variety of core facilities intact to convey their direct association with a comprehensive national defense program. Although the runways have been removed, they served a secondary role relative to the administrative and facility operation of the station.

By the close of World War II the naval air base administrative oversight for the Thirteenth Naval District encompassed seven naval air stations, four naval auxiliary air stations, one naval auxiliary air facility, six outlying fields, one Marine Corps air facility, and one coast guard air station. Compared with these other facilities within the Thirteenth Naval District, NAS Seattle maintained the only integrated facilities for both sea and land planes; employed the highest number of enlisted men, Women Accepted for Volunteer Emergency Service (WAVES), officers, and officer WAVES; and was second only to NAS Whidbey Island in the number of buildings constructed by 1944.From 1946 to 1951 the 13th Naval District Headquarters were located at Pier 91 in Magnolia. From 1951 until the disestablishment of the Naval District the headquarters were located at Naval Station Seattle, at Sand Point.

Early History of Sand Point

Situated on a peninsula on the western shore of Lake Washington in northeast part of Seattle, King County, Washington, Sand Point was the descriptive name applied to the area by early settlers in the 1860's or 1870's. For thousands of years prior to Euro-American settlement, indigenous peoples of Puget Sound inhabited the area. Native Americans who were dependent on the lake were known as *hah-chu-ABHSH* or "people of the lake." The largest group, the *Sk-tahl-mish*, lived on the shores of what later became Union Bay, about two or miles southwest of Sand Point. The Native American name for Sand Point was *Sqw-seb*. On the north shore of Sand Point is a small cove named Pontiac Bay. Its Native American name was *Sla'gwElagwEts* or "cedar bark where it grows."[4] The first Euro-American sighting of Sand Point is attributed to Colonel Isaac N. Ebey (1818–1857), who explored Lake Washington in 1850.[5] Ebey, a native of Missouri, came out west (first to California during the Gold Rush and then north to Oregon Territory) to explore opportunities for land and a new life on the frontier. After spending some time in Olympia (which he is credited in naming), Ebey continued to north Puget Sound and became the first Euro-American settler on Whidbey Island, filing a donation land claim on the best land on the island. He brought his family from Missouri to their new home, farmed the land, and became involved in territorial affairs, advocating for the establishment of a Washington Territory (separate from Oregon Territory). Ebey died in 1857 at the hands of a party of Haida from Canada.[6]

Survey and First Settlers at Sand Point

[4] Waterman, T.T. "The Geographical Names Used by Indians of the Pacific Coast." *The Geographic Review.* 12(1922): p. 175-194.
[5] Farrar, Victor J. "Diary of Colonel and Mrs. I.N. Ebey." *The Washington Historical Quarterly.* 7, No. 3(July 1916): p. 240-241.
[6] National Park Service. "Administrative History of Ebey's Landing." http://www.nps.gov/archive/ebla/adhi/adhi3e.htm

The earliest recorded visit to Sand Point is August 29, 1855, in the form of a United States land grant survey team. Land Office surveyor, William A. Strickler, and his five-member team described the topography of Sand Point as gently rolling with first-rate soil in the swamp and second-rate soil upland. Vegetation included an old growth forest of Douglas fir trees ranging in size from 2 to 6-plus feet in diameter and cedar trees that were as large as 3½ feet in diameter. Other trees in the forest included hemlock, alder and ash. The surveyors noted a lake within the swampland, which was later named Mud Lake. This lake would eventually be filled in to provide more useable land for the Naval Air Station. Other features noted by the surveyors included two streams (each 20 inches wide) that terminated at what would later be called Pontiac Bay. Strickler and his team plotted nearly 36-square-mile township of the Sand Point area. The plotting was completed by the end of September 1855. The report was submitted shortly thereafter to the United States Land Office just before the 1855 Indian War began.[7] It was this conflict that most likely kept potential settlers from coming to the Sand Point area. Thirteen years passed before William Goldmyer, the first homesteader, settled on the point.

In 1861, William Goldmyer headed west from Ohio to San Francisco, where he stayed for about a year. The lure of the Pacific Northwest called to him, and he trekked on foot through Northern California and Oregon into Washington Territory, settling in King County in 1863 or 1864. He staked his claim on land on Sand Point but was engaged in a property dispute with another homesteader. The federal government finally resolved the dispute in 1868. In September of that year, Goldmyer homesteaded over 81 acres of land just south of the bay that was later named Pontiac Bay. His property included one of the two streams at Sand Point.[8] Goldmyer and his neighboring homesteader, Knud Olson, were both listed in the 1870 United States Census as loggers. Both logged off their respective lands so that they could improve their properties in order to build homes and farm the land for subsistence. By 1871, Goldmyer's younger brother Henry had come out west to live with his brother and to help him farm the land. In 1874, William Goldmyer married Rebecca Spray, who lived with her family in the Sammamish Valley southeast of Sand Point. The two started a family on the Sand Point farm but moved to Fall City, twenty-six miles east of Seattle, in 1878, where they established a farm and expanded their family. Henry died in a logging accident in 1877. The enterprising William went on to stake mining claims in the late 1890's and early 1900's in eastern King County.

Development and Growth of Seattle: Context for Sand Point and the Village of Pontiac

When Goldmyer homesteaded on Sand Point in 1868, Seattle was still in its infancy. Platted in 1853, Seattle grew slowly. In 1862, the population was only 182. "By 1869 when the town was incorporated, its assets were the university, a hospital, a school, two churches, a bank, the sawmill, a newspaper, telegraph service, several commercial enterprises, and a collection of houses. Further development would depend, as everyone in the Northwest knew, on transcontinental transportation."[9] To the disappointment of Seattle citizens, the Northern Pacific Railroad initially chose Tacoma ("City of Destiny") as its terminus in 1873. However, Seattle would eventually develop into the dominant city of Puget Sound, and in 1887, the Northern Pacific Railroad changed its terminus to Seattle. With more efficient rail service, Seattle quickly became a first class city.

[7] Seattle Parks and Recreation. *Military Historic Context Statement, NAS Seattle*. No date.
[8] Edward S. Meany Papers, Pioneer File. "William Goldmyer." University of Washington, Special Collections.
[9] Woodbridge, Sally and Roger Montgomery. *A Guide to Architecture in Washington State*. Seattle and London: University of Washington Press, 1980, p. 103.

As Seattle grew, Sand Point, initially called Pontiac in the 1880's, was a mix of scattered farms and a home to two industries. It was considered far away from Seattle's center and well outside city limits (about eight miles to the northeast). The earliest known road that reached Sand Point was the "Road from the Schoolhouse," platted in King County in August 1881.[10] It was a dirt road that connected to an existing road between Union Bay and Green Lake. The "Road from the Schoolhouse" began at this intersection and terminated at Pontiac Bay. The path of this early county road eventually became Sand Point Way NE, the main arterial leading to Sand Point today. Before the road was improved for the Naval Air Station, its dirt surface was relatively primitive, yet it functioned as a county highway named "Rd 101," as shown in an 1890 King County highway map. As late as 1920, maps still show it as a "County Road." By 1929, the road had been renamed Sand Point Way.

The establishment of the 1881 "Road from the Schoolhouse" gave land access to Pontiac Bay, paving the way for development. In 1886, Edward Lee (1840–1928) acquired property near Pontiac Bay to build a shipyard and establish a farm. The business built and repaired ships that plied Lake Washington and Puget Sound. Additional land access to Sand Point was through the Seattle, Lake Shore & Eastern Railway, completed in 1887. A portion of this railroad paralleled the "Road from the Schoolhouse" on the west side. This railroad provided a line from Seattle to Issaquah to the east; Pontiac (named after Pontiac Bay) was one of the stops. In 1892, the Northern Pacific Railroad acquired the Seattle, Lake Shore & Eastern Railway, giving the Northern Pacific Railroad a line to Sumas at the Canadian border. Railroad access made it possible for industry to develop successfully and for a village to form in Pontiac. The Pontiac Brick & Tile Company, incorporated on January 2, 1889 by Morgan J. Carkeek, J.A. Harrington, and Charles J. Fox, Jr., was established on property adjacent to the south of Edward Lee's property and west of the Seattle, Lake Shore & Eastern Railway.

With Lee's Shipyard and the Pontiac Brick & Tile Company in operation, Pontiac grew into a village populated by people who worked in the two industries and by those who farmed on Sand Point. In January 1890, the Pontiac Post Office opened, operating out of the brick company's building. Charles J. Fox, Jr. (one of the original founders of the brick company) distributed the mail until 1892 when Edward Lee was appointed Postmaster by the United States government. Lee served as postmaster until he retired in 1909. The Pontiac Post Office also closed at this time. The Pontiac Brick & Tile Company operated until 1914. Pontiac remained a small village in the 1910's, with a population numbering 100 in 1911, and was located three miles northeast of Seattle city limits. By 1914, the population expanded to 150 and Seattle city limits were about one mile to the south.[11]

A 1912 Kroll Map of King County shows land ownership patterns on Sand Point. At the time, the Ferry-Leary Land Company was by far the largest landholder with about 245 acres, with most of Mud Lake, located in the southeast portion of Sand Point, located on Ferry-Leary Land Company property. The company was established by two prominent Seattle pioneers—John Leary (1837–1905) and Elisha P. Ferry (1825–1895). John Leary was a lawyer, early Seattle mayor, businessman, real estate investor, and developer. He served on the Board of Directors of the Seattle, Lake Shore & Eastern Railway Company, which built a railroad line to Sand Point in 1887.[12] Elisha Ferry was also a lawyer, and was elected the first governor of Washington State in 1889. When John Leary married Eliza Ferry (a daughter of Elisha Ferry) in 1892, two influential Seattle families merged. Leary's previous real estate investment companies were called the Seattle Land & Improvement Company and the West Coast Improvement Company. When the Ferry-Leary Land Company was formed after the marriage of John and Eliza, the Sand Point property was transferred to the newly formed

[10] King County Archives. King County Plat Map of "Road from Schoolhouse," August 1881.
[11] Polk, R.L. City Directory, Seattle, 1888-1926.
[12] Bagley, Clarence. *History of Seattle*. Chicago: S.J. Clarke Publishing Co., 1916, p. 724-727.

company. John Leary served as President and Pierre P. Ferry, a brother of Eliza, served as Secretary. The substantial acreage had been purchased as a real estate investment in the late nineteenth century, but by 1920 (when King County acquired the property), the land remained uninhabited and unimproved. When John Leary died in 1905, Eliza Ferry Leary (1851–1935) became the new President of the Ferry-Leary Land Company. Her brother Pierre remained Secretary. Negotiations to sell the Sand Point property to King County in 1920 were made when Eliza was President of the company. Eliza was a prominent figure in Seattle society throughout her entire life and was active in charitable work.

The 1912 Kroll Map of King County also shows other owners of sizeable acreage in addition to the Ferry-Leary Land Company. Landholders included Caroline Lee (wife of Edward Lee who founded Lee's Shipyard); the Pontiac Tile & Brick Company; and Morgan J. Carkeek (1868–1952), one of the organizers of the Pontiac Tile & Brick Company. Carkeek was another prominent Seattle pioneer who helped build Seattle. As a contractor, he built many important commercial and public buildings in the city. He also served on the first board of trustees of the street railway in Seattle, was active in organizing industrial corporations, and involved in civic affairs. Carkeek's property on Pontiac Bay was a controversial acquisition for King County. In 1918, Carkeek had deeded twenty-three acres to the City of Seattle for use as a public park (Carkeek Park). The County enacted condemnation proceedings to acquire the property from Carkeek in 1926. It was the last piece of property the county needed before transferring ownership to the Navy. There were smaller plots of land (three to five acres) that were owned by various individuals or families in 1912. All of the properties would ultimately be purchased by King County for an airfield.

King County Acquisition of Sand Point

Located outside the northern limits of the City of Seattle, Sand Point remained mostly undeveloped by the late 1910's. The previous decade saw much physical change in the city. Between 1905 and 1910, eight small towns were annexed to the City of Seattle, nearly doubling the physical area of the city. The first decade of the twentieth century also saw the greatest population boom in Seattle, increasing from 80,671 in 1900 to 237,194 in 1910. The population continued to rise significantly and reached 315,312 by 1920. With its greater presence and growing stature as a gateway metropolis on the west coast, Seattle was an important city to the nation. The United States government saw the potential threat of attack on American soil, particularly with the use of aircraft as an agent of warfare during World War I. The need for an airfield in Puget Sound soon became evident to the United States government. The earliest known consideration of Sand Point as a site for an airfield was in May 1917. The Navy Yard Commission conducted an investigation into potential sites and found Sand Point's suitability as an operating base for both land and seaplanes unsurpassed. The investigation established Sand Point as the top site, based on topography and location, for a naval air station.[13] Located in unincorporated King County, the impetus to proceed with acquiring property and developing an airfield at Sand Point lay in the hands of the county. However, the county was not in a position to commit funds for such a project. In 1919, when a group of Army aviators came to Seattle on a liberty bond tour, no airfield existed in the city. The best option was for the group was to land on the Jefferson Park Municipal Golf Course in Seattle.[14] Public demand for an airfield quickly mounted. This event, along with the realization that the Pacific Northwest was vulnerable to air attacks, moved the King County Board of Commissioners into action.

[13] Hutchison, Jesse Edward. "History of the Sand Point Naval Air Station." Master's thesis, University of Washington, 1931, p. 12.
[14] Ibid, p. 13.

In 1919, a group of Army, Navy, and Marine veteran aviators called upon the Board of Commissioners to establish an airfield in or near Seattle. Led by Chairman Claude C. Ramsay, the board seriously pursued this initiative. After public hearings and months of discussions, the county engaged the services of civil engineer, George Walsh, to investigate potential sites and report on his findings. He investigated eleven sites. In a report dated June 1, 1920, Walsh outlined why Sand Point was the best choice for an airfield, both in his opinion and in the eyes of aviation experts who evaluated the site, including Lieutenant Leland W. Miller, who flew his de Havilland plane to Seattle in order to conduct an air survey and advise the Board of Commissioners.[15] The following were Walsh's findings:

- At 220 acres, Sand Point had sufficient area to meet the requirements of airfield development and growth for the next fifteen years.
- Landings and take-offs could be made from any direction because the site was situated well with respect to prevailing winds.
- The topography was well suited for an airfield. The land was relatively level, smooth, and well drained. There were no steep slopes or deep depressions.
- The highest point was 30 feet above lake level. Minimal site work would be needed to prepare for an airfield.
- There were no obstructions such as buildings, power lines, and large stands of timber that could not be removed.
- The dimensions of Sand Point would allow for sizeable development of structures and buildings.
- The significant water frontage (approximately 7,500 feet) on Lake Washington would allow for unobstructed landing or take-off.
- The ground itself was suited for aviation purposes. Outer areas were of sand and gravel composition, with some soil on the surface. Areas away from the lake and on the western border consisted of soft dirt, which would harden to grow sod, making a serviceable field.
- The site was accessible to Seattle by a railroad and hard-surfaced road.

On June 14, 1920, shortly after Walsh's report was submitted, King County purchased 220 acres at Sand Point, most of which was owned by the Ferry-Leary Land Company. Five days later, pioneer aviator Edward Hubbard made the first landing at Sand Point, bringing with him Claude Ramsay, who turned the first shovel on the site. On July 10, 1920, formal dedication ceremonies were held. Several thousand were in attendance, including the Secretary of the Navy and the Secretary of the Interior. At the time, King County's intention was to give the United States government the Sand Point property without cost, if the government would develop it and maintain it as a naval air station. The Navy Department found Sand Point desirable for a naval air station but wanted approximately 400 acres. The county airfield contained only 220 acres.[16] Recognizing the importance of having a naval air station at Sand Point, King County Commissioners worked to secure additional land

[15] *Seattle Municipal News*, May 31, 1930, p. 2-3.
[16] *Seattle Municipal News*, p. 2.

adjacent to the 220 acres previously acquired. Another forty-acre site was soon purchased, and a ten-acre property was condemned, but one hundred thirty acres were still needed. This proved to be more difficult because the parcels had various owners. Most of these properties were small farms. One property was a dahlia farm and nursery, and another had chicken coops. The additional land was acquired through condemnation in 1925 and 1926. However, the most challenging problem was Carkeek Park west of Pontiac Bay. Morgan J. Carkeek and his wife Emily had deeded the twenty-three acre property to the City of Seattle in 1918 for use as a public park. In 1926, King County acquired the Carkeek Park property through condemnation. However, the Seattle City Council had to return the property to the Carkeeks before the transfer could be made to King County.[17] With the Carkeek Park property, the Navy Department would have control of the shores of Pontiac Bay and control of the land necessary to obtain a suitable rail connection to the aviation base if needed.

Naval Air Station Seattle Development

In the intervening years between 1920 and 1926, King County and State officials worked to press the Navy into accepting the site for development of a naval air station as agreed. Funding to improve the land for the purpose of a naval air station had to be approved by Congress. However, the House and the Senate could not agree on the amount of funding to allocate. Rather than letting the site remain unused, in 1921 King County took action to clear and grade sufficient land to create an air strip that was 500 feet wide. Enough of the site was cleared of trees, brush, stumps, and other materials in order to provide an area for a primitive landing strip—essentially a dirt trail seeded with grass. While congressional leaders battled out the funding issue in Washington, D.C., Navy and Army officials worked with King County to make use of the site and improve it with what little funds were available locally. In December 1922, a steel hangar surplused by the Army in California was dismantled and shipped to Sand Point. The hangar was erected in early 1923 with King County paying for both the shipping and construction expenses.[18]

Significance in Aviation History

While the county was dealing with the United States government in its multi-year process to transfer the property to the Navy, the county put Sand Point to use as an airfield. The most important public event associated with county ownership was the first around-the-world flight, which is commemorated at Sand Point.[19] Four Douglas World Cruisers (two-seater biplanes) were built in Southern California and flown to Seattle separately by the pilots. In Seattle, each plane was fitted with pontoons to begin the first around-the-world flight, which took a year of planning and is considered by many to be the second most important event in aviation history, following Orville Wright's first flight. The planes were christened at the airfield with water from the various locations for which the planes were named (*Boston, Chicago, New Orleans,* and *Seattle*), since alcohol could not be used due to prohibition. All four planes took off from the site on April 6, 1924,[20] to complete the first leg of the journey, a flight across the Pacific Ocean, which had never before been crossed by plane. In India, the pontoons were removed for the flight across Europe, and then added again in England for the flight across the Atlantic. The five-and-a-half month, worldwide aviation "drama" made news around the globe and occurred three years before Charles Lindbergh's solo flight across the Atlantic. Aviation was still relatively new in 1924 and flight captured the interest of Seattleites and the nation. Only two of the original four planes returned on September 28, 1924. The other two planes crashed, but the pilots were not injured. Ultimately, three of the four pilots landed at Sand

[17] Hutchison, p. 29-30.
[18] Ibid, p. 35.
[19] *Seattle Post-Intelligencer* [Seattle] 4 April 1974: A3.
[20] Ibid: A3.

Point. The *Seattle* and its pilot and mechanic crashed near Dutch Harbor, Alaska, and after the week-long hike down from the mountains, they did not fly in the final landing. The *Boston* crashed during its homestretch off the East Coast, but the crew secured a replacement plane, the *Boston II*. This plane, along with the *Chicago* and *New Orleans*, performed a ceremonial "none will be first" flight over Sand Point before landing. The aviators returned home to a 21-gun salute and a crowd of almost 50,000 citizens. A total of 26,345 miles were logged on this historic trip.[21] A granite monument topped with a crown of bronze wings commemorating the historic flight was installed in September 1924 and installed at the south end of the airfield.[22] In the mid-1930's the monument was moved to the main entrance (at NE 74th St.) to the Naval Air Station and may be the earliest existing object at Sand Point.

After making his landmark cross-Atlantic flight in May 1927, Charles Lindbergh embarked on a national tour to promote air transportation. He included Seattle as one of at least eighty scheduled stops. On September 13, 1927, Lindbergh landed the *Spirit of St. Louis* at the Sand Point Naval Air Center.[23] Two years later, on October 17, 1929, a large Soviet plane landed at Naval Air Station (NAS) Seattle. The plane, a giant Tupolev ANT-4 twin-engine airplane, brought a four-person crew on a goodwill tour. The trip also tested the long-range capacity of the model. Seattle served as one of several refueling and repair stops across the United States.[24]

Sand Point Transfers to the Navy

Before Sand Point was finally deeded to the United States government, the Navy executed a ten-year lease in December 1922. The United States government was given the option of purchasing Sand Point for one dollar any time during the lease or renewing the lease annually, paying one dollar in rent each year. Sand Point would function as both a naval air station and Army air service field. Both Navy and Army personnel were allowed on site, but the Navy would control the lease. Congress passed an Act in March 1925 pertaining to Sand Point which stated, "That the Secretary of the Navy be, and is hereby authorized to accept on behalf of the United States, free from encumbrances with without cost to the United States, the title in fee simple to such as lands as he may deem necessary or desirable, in the vicinity of Sand Point, Washington, approximately four hundred acres, as a site for a naval air station, to be returned to the grantor if not used by the Government within five years…."[25] King County's condemnation proceedings with multiple property owners were completed in 1926, freeing Sand Point of any encumbrances. In April 1926, Secretary of the Navy accepted the Sand Point deed with clear title. Since 1920, the county had spent over half a million dollars total on the Sand Point property, including purchasing 413 acres, and making improvements on the land (clearing, grubbing, leveling, and creating an air strip).[26]

Significance in American Military History

The future naval air station in Seattle began in the early 1920's as a mixed-use aviation field, including military reserves training, and the Army's round-the-world flight. 1926 marked the beginning of official Navy ownership of the property and a period of over 44 years of naval aviation service before decommissioning of the site in 1970. The principal period of activity extends from

[21] *Seattle Times* [Seattle] 12 September 1924: A9.
[22] Ibid, p. 41.
[23] Ibid, p. 44.
[24] "Lindy Circles Over Seattle at 1:45 P.M." *Seattle Times* [Seattle] 13 September 1927.
[25] *Naval Station Puget Sound at Sand Point*. Seattle: U.S. Navy, 1993, p. 27.
[26] *Seattle Times* [Seattle] 8 March 1926: A9.

1926 through 1953, encompassing early planning and layout of the station, the evolution of aviation technology, the build-up and operation during World War II, and post-war operation until the Navy downgraded the station's status for the last time to a naval air reserve station in 1953. During this period, the site transitioned through the following names: 1926, Sand Point Field; 1927, Sand Point Naval Air Center; 1926–1928, Naval Reserve Air Station (NRAS) Sand Point; 1928-1931, Naval Air Station (NAS) Seattle; 1931–1937, NRAS Seattle; 1937–1953, NAS Seattle; 1953–1970, NRAS Seattle; 1970–1982, Naval Support Activity Seattle; 1982–1986, Naval Station Seattle; and, 1986–1995, Naval Station Puget Sound. The Naval Station was closed in 1995.

Ownership Transfer and Station Planning

Early in 1926, as the King County Commissioners struggled to transfer the property deed to the federal government, the Army and Navy continued to lease the field, then known as Sand Point Field. While the Secretary of the Navy formally accepted the 400-acre piece of property from the county in a letter dated March 8, 1926, legal obstacles delayed the transfer.[27] The governor resolved the issue by signing new legislation, allowing transfer of land to the federal government. By the end of April, the ownership transfer was finalized and Congress received a request for base development funding for what would become Naval Reserve Air Station Sand Point.[28]

With the start of the Naval Reserve Air Station (NRAS) Sand Point, military use of the field increased, as did the amount of investment towards improving the field's infrastructure. Early development, however, lacked substantial funding and proceeded slowly. The Navy erected a shed-roofed temporary hangar for training planes in 1926. In addition to the function of training reserve pilots, the station supported various other missions. According to a *Seattle Times* feature article, NRAS Sand Point served as the starting point for an air-based expedition to Alaska in May 1926. Aviation facilities there prepared Navy seaplanes for a summer mission of creating aerial maps for southeastern Alaska.[29] The Naval Reserve Air Unit at the station requested and received its first vehicle, a three-quarter ton truck from the Bureau of Yards and Docks in May 1926. The aviation site needed the truck due to the remote location; Seattle lay eight miles away, and the field had no communications system in place.[30]

In October of 1926, a local meeting about the use of NRAS Sand Point and future improvements was scheduled. The site was primitive, with two small hangars and farm buildings for the Naval Reserve Unit administration and housing, and without a hard-surface landing strip. Less than forty acres of the 400-acre site had been cleared at that time. Immediate needs of the airfield were identified to include the clearing of additional land, and the erection of hangars and machine shops.[31] Progress occurred in March 1927, when the United States House of Representatives approved funds to build a steel seaplane hangar, which could also accommodate land planes as needed. The hangar would house six patrol and six torpedo planes, and the structural design would allow for future building expansion if station operations grew. This funding received approval separate from general Navy budget legislation because of the push for air defense resources. The station served as a training facility for reservists and a location for aircraft repair and maintenance.[32]

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[27] Squire, Clark. "Sand Point, Where World-Flight History Was Made." *Seattle Times* [Seattle] 13 January 1957: p. 1-3.
[28] Ibid.
[29] National Archives and Records Administration, Pacific Alaska Region. Record Group 71.
[30] "Development of Sand Point Field to Be Promoted." *Seattle Times* [Seattle] 28 October 1926: A9.
[31] "Sand Point Base Is to Get Early Start." *Seattle Times* [Seattle] 1 March 1927: A9.
[32] "Work on Sand Point Development Begins." *Seattle Times* [Seattle] 7 July 1927: A9.

The development of NRAS Sand Point began in earnest in July 1927. The Bureau of Yards and Docks at the Puget Sound Navy Yard, Bremerton undertook the priority project of surveying and clearing land in order to add 950 feet of cleared space to the site.[33] Earlier in 1927, the *Seattle Times* published a list of building projects for the station awaiting appropriations, including hangar construction ($120,000), barracks/mess hall ($225,000), officers' quarters ($130,000), power plant and roads ($140,000), dispensary and administration building ($55,000), railroad connections ($80,000), engine overhaul shop ($70,000), and aircraft repair/overhaul shop ($60,000), as well as runways, storehouses, and miscellaneous structures, for a total cost of $1.051 million.[34]

Naval Air Station Seattle, 1926-1953

On November 22, 1928, the official Navy order changing the station's name from Naval Reserve Air Station Sand Point to Naval Air Station (NAS) Seattle took effect.[35] This signified a transition to active status and more attention to planning the station's growth. Farm buildings, which belonged to the property west of the original flying field, became Navy property in 1926. One of these, the Embree House, served as the first administration building. Although useful in the early reservist period, these buildings became obstacles to the station's master plan. The house remained in or near the original location until 1930, when the Navy finally relocated the former residence away from the landing field area.[36] The landscape, Denny Hill and Mud Lake in particular, also posed difficulties for expanding the landing field.[37] Lt. Commander Campman of the United States Navy wrote to the Seattle chapter of the National Aeronautic Association in March 1928 regarding the importance of leveling the hill south of the flying field (Denny Hill) and extending the flying field to at least one mile in length.[38] Pontiac Bay (along the north side of the site) had not yet been filled in. Transportation access posed another limiting factor to station growth. Deficient road conditions on what is now Sand Point Way NE caused at least one editorial to be written, urging that the gravel road receive paving.[39]

In 1929, San Diego had the only other naval air station on the West Coast. NAS San Diego had 2,000 men and a field, triple the size of NAS Seattle's flying area. The Navy wanted 150 more acres at NAS Seattle, additional barracks, and six more hangars added to the one hangar already existing. With the increased use of land planes by the Navy, NAS Seattle needed a larger landing field and runways with hard surfacing. The peninsula had been a fine location choice for seaplanes but was quickly falling behind in naval aviation needs.[40]

The first new, permanent building erected as part of the facilities expansion, a steel seaplane hangar (Building 1), occupied the northeast corner of the core-building district from 1929 until it was demolished in later decades for enlarged runways. To the north of this hangar, the Navy constructed two seaplane ramps into Lake Washington by laying granite-paving blocks in the late 1920's.[41] Several building projects broke ground in 1929, including the first permanent hangar, enlisted barracks, a railroad spur from the Northern Pacific line across Sand Point Way NE to the storehouses,

[33] See note 11 above.
[34] See note 9 above.
[35] *Naval Station Puget Sound at Sand Point*. Seattle: U.S. Navy, 1993, p.16, 22.
[36] The Denny Hill property south of the station at that time is separate from the better known Denny Hill, which became the Denny Regrade, in Seattle's Belltown neighborhood.
[37] See Note 9 above.
[38] "Paving to Naval Air Base Urged." *Seattle Times* [Seattle] 23 April 1929.
[39] Ibid.
[40] *Naval Station Puget Sound at Sand Point*. Seattle: U.S. Navy, 1993, p. 22.
[41] *Naval Station Puget Sound at Sand Point*. Seattle: U.S. Navy, 1993, p. 24-25.

repair shops, and an improved road to Seattle. A turf landing strip 300 feet wide and 900 feet long also augmented the existing flying field.[42]

In 1928, the Boeing Company continued its ties with the airfield through contribution of several NB-1's to the Navy. The company shipped the crated planes straight from the production line on the Duwamish to Sand Point where they were assembled and first took flight. The Boeing Company also delivered a Model 40 to the airfield for assembly and flight. The Sand Point airfield continued this vital role for nearly a decade until the completion of Boeing Field. The airfield's legacy as one of the first airports in the area developed strong ties with the regions aviators and aviation industry that served the airfield well in its transition to a naval air station.

Throughout the site's history, other branches of the armed forces besides the Navy have utilized the air base, and it was during the 1920's and 1930's that this collaboration is most prominent. In 1929, Marine aviators formed the first Marine air unit at NAS Seattle, which went on to train pilots and aviation personnel for World War II. The Marine aviation contingent formed two squadrons, one for observation/scouting and the other for aircraft repair and maintenance. Annual summer training for reservists from various military branches occurred at NAS Seattle, with men bunking in Army tents.[43] The Army presence at the field in the mid-1920's continued through the 1930's but lessened with the development of McChord Field at Fort Lewis between 1938 and 1940.[44] In these early days of aviation, the use of aircraft in the military brought different disciplines and divisions together in the spirit of experimentation and sharing of scarce resources. NAS Seattle exemplifies this early period of military aviation through the mixed site use by the Army, Navy, and Marine Corps.

The *Seattle Municipal News* dedicated the May 31, 1930 issue to reporting on NAS Seattle. At that time, the station owned 416 acres and hoped to acquire 100 more on the southern end in order to extend runways and accommodate the larger planes being flown at the time. Contributors to the paper deemed development of the air station vital for regional security and defense. Aerial warfare strategies had grown out of World War I, and the Pacific Northwest was felt to be vulnerable from sea attacks. According to the newspaper, NAS Seattle had unique qualities for a naval air station, including its location on fresh water. Proximity to water was important at the beginning of the airfield's existence because the Navy used seaplanes more frequently than land planes, a fact that would change by 1930. Seaplanes were still used on scouting missions by the military in 1930, but land planes had grown in size as well as usefulness. Larger planes required longer and better landing facilities. Ironically, the city of Seattle outpaced the intended growth of the air station. While the city was eight miles removed from the station in 1926, that gap had been reduced to a mere half-mile distance by 1930.[45]

President Hoover authorized 30 acres on the south edge of the station to be condemned and converted to a south exit. Although the bill was signed June 26, 1930, the Navy did not acquire the title for the land, including Mud Lake, until the late 1930's.[46] The Great Depression restricted military funding for the station's further development. The original five-year improvement program, begun in 1927, remained unfinished in 1931. Only $855,000 had been spent of the $1.225 million estimated total cost, but the new Enlisted Barracks (Building 9) and Administration Building (Building 25) had been

[42] *Naval Station Puget Sound at Sand Point*. Seattle: U.S. Navy, 1993, p. 25.
[43] McCroskey, Lauren. McCord Field Historic District National Register Nomination. U.S. Corps of Engineers, February 2008.
[44] *Seattle Municipal News*, Sand Point Edition: 31 May 1930.
[45] See Note 7 above.
[46] "Naval Air Base Important to Pacific Coast Defense." *Seattle Times* [Seattle] 22 February 1931: A9.

dedicated by 1931, and the access road had been upgraded by the local government, making the station easier to reach from Seattle.[47]

Great Depression Era

The Great Depression affected military installations, including NAS Seattle, by reducing funds for new construction and non-essential spending. President Hoover ordered fiscal economy for the nation, and in October 1931, NAS Seattle transferred back to the Naval Reserve as a Naval Reserve air station. Operations at the Naval Reserve Air Station (NRAS) Seattle continued, with the aim of training reservist pilots and acting as a temporary base for Navy aviation forces within the Thirteenth Naval District, however, expansion plans were halted. Prior to the transfer, the Navy had five naval air stations across the nation located in Lakehurst, New Jersey; Hampton Roads, Virginia; Pensacola, Florida; Seattle, Washington; and San Diego, California. In addition, there were ten naval reserve air stations, with the only West Coast Naval Reserve aviation base in Oakland, California.[48] Following the transfer of NAS Seattle to the Naval Reserve, San Diego continued as the primary West Coast naval air station.

In the absence of military funding, the Federal Emergency Relief Administration (FERA) developed the station's facilities between 1933 and 1934.[49] According to naval historian Paolo Coletta, the FERA and Civilian Conservation Corps (CCC) provided funds and workers to clear trees on the site from 1932 to 1935.[50] A photo from 1933 shows trucks in the landing field, with workers laying drainage tiles in a grid pattern on the cleared land.[51] In 1935, the CCC and Emergency Relief Navy continued improvements begun by the FERA. Naval records indicate, "By July 1935, construction and development expenditures had climbed to approximately $1,301,000, of which $250,000 had come through the Relief Administration. On the last day of 1935, there were seventeen buildings on the station."[52]

Rapid Expansion

Effective July 1, 1937, NRAS Seattle reverted back to the status of a full naval air station. The station retained a Naval Reserve aviation base command, separate from the naval air station. NAS Seattle came under the command of Lt. Comdr. Arthur W. Radford, who, over the next three years, revamped plans to build more permanent facilities and acquire modern aviation training equipment.[53] In an August 6, 1937 memo, Cmdr. Radford informed his Navy supervisors in Washington, D.C. of the station's activities, which were "Furnishing facilities to fleet squadrons assigned; selecting and giving preliminary training to aviation cadets of the Naval Reserve; basing and furnishing training facilities for one Naval Reserve squadron, one Marine Reserve squadron, and one Marine service company; and major overhaul of planes and engines for Naval Reserve aircraft."[54]

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[47] "Navy Pledges No Curtailment for Sand Point Base." *Seattle Times* [Seattle] 20 October 1931.
[48] *Naval Station Puget Sound at Sand Point*. Seattle: U.S. Navy, 1993, p. 33.
[49] Coletta, Paolo Enrico. *U.S. Navy and Marine Corps Bases, Domestic*. Westport, CT: Greenwood Press, 1985, p. 586.
[50] Image 2002.71.5, Washington State Historical Society.
[51] *Naval Station Puget Sound at Sand Point*. Seattle: U.S. Navy, 1993, p. 35.
[52] See Note 7 above.
[53] *Naval Station Puget Sound at Sand Point*. Seattle: U.S. Navy, 1993, p. 36.
[54] WPA press release #626. October 27, 1938. Washington State Library.

During the pre-World War II build up the Progress Works Administration (PWA) and the Works Progress Administration (WPA) exercised a critical role in infrastructure development. Isolationist interests prevailed despite the escalation of conflict abroad. Both the PWA and the WPA provided a means for significant infrastructure development without direct military spending appropriation. Both programs contributed to the construction of hangars and associated facilities at the site. The collection of these remaining structures provides an important catalog of this Depression-era work and flurry of pre-war development that proved so crucial once the United States entered the conflict.

In 1938, the station included thirty-eight buildings and structures, either completed or under construction. This total also included a couple of small-scale features, such as gasoline storage tanks. The main northern core had taken shape, with four hangars (Buildings 1, 27, 32, and 33) in place or underway. Storage facilities, shop buildings, offices, and separate living quarters for enlisted men and officers were in place. Magazines stored explosive materials on the eastern part of the peninsula, away from the station core. Pontiac Bay, along the north side of the site, had been filled in and a bulkhead constructed. Construction continued with funding and workers from the Works Progress Administration (WPA), a federal work relief program during the Great Depression. The new hangars were part of a $900,000 effort to expand the air base, including new buildings and remodeling existing facilities.[55] Don G. Abel, state administrator for the WPA in Washington, claimed the agency "practically built" the NAS Seattle and exemplified the excellent construction work by WPA crews.[56] According to a press release from the WPA dated October 5, 1938, planned improvements to NAS Seattle included "the construction of a one-story steel-frame and brick addition to existing storehouse #5 (Building 5) and 2 two-story lean-tos to landplane hangars (Buildings 32 and 33)." The project, which would be completed by June 1939, provided employment to 163 people over five months and cost $160,000.[57]

According to a WPA press release, the NAS caused such an increase in traffic and activity along Sand Point Way NE that the Thirteenth Naval District elevated the road's status. Rear Admiral Freeman certified that Sand Point Way NE had become an important transportation route for national security and that road improvements should be funded with WPA resources. As such, the road would be graded and paved. Between the fall of 1935 and May 1941, the WPA had built more than 10,533 miles of roads in Washington State, with priority given to roads near military installations.[58] The WPA continued with improvement projects at NAS Seattle through 1941.[59] The recreational facility (Building 47) was dedicated in December of that same year.[60]

World War II

During World War II, NAS Seattle experienced the highest level of operations, and thus the quickest expansion of facilities, in its history. NAS Seattle continued to serve as a major seaplane overhaul and repair facility during the war, and new functions were added.[61] During the war years, the military had an increased presence on the West Coast, for defense of the region and also as a staging ground for units being trained or sent on missions. According to the WPA Guide to Washington State, "Fort Lawton and the Sand Point Naval Air Base [*sic*, NAS Seattle], among others, drew thousands of

[55] WPA press release #627. October 26, 1938. Washington State Library.
[56] WPA press release. October 5, 1938. Washington State Library.
[57] WPA press release #1298. May 4, 1941. Washington State Library.
[58] "Ground Broken for Sand Point Radio Station." *Seattle Times* [Seattle] 14 February 1941: N4.
[59] "Air Base Opens 'Rec' Building." *Seattle Times* [Seattle] 16 December 1941: N4.
[60] Stockly, Tom. "Sand Point's High-Flying Past." *Seattle Times* [Seattle] 9 August 1970: 16-19.
[61] Corning, Howard McKinley, ed. *Washington, A Guide to the Evergreen State.* Portland, OR: Binfords & Mort, 1950, p. 221.

sweethearts, wives and families… to visit loved ones in the armed forces before deployment to Alaska, the Aleutians, and the Pacific Islands."[62] Changes to the station's facilities reflect the elevated threat to military installations on the West Coast after the December 1941 attack on Pearl Harbor. In 1942, the station's boiler plant received added protection from bombs, including sandbags and post-and-beam shield walls around the outside.[63] Increased concern about aerial attacks on the West Coast may have also prompted the commissioning of NAS Whidbey Island in 1942.

The year 1943, the peak of the United States war effort, saw even more changes at NAS Seattle. Women played an increased role in the war effort not only in the industrial and manufacturing sectors, but also in the armed forces. The first Women Accepted for Volunteer Emergency Service (WAVES) arrived at NAS Seattle in January 1943, and their numbers grew to 358 by March 1945.[64] On June 24, 1943, the United States Navy commissioned the first ever Naval Air Transport Squadron (NATS) for Seattle, based at NAS Seattle. According to a report in the *Seattle Times*, the purpose of the squadron would be "to conduct intensive aerial transport, with land planes, into the Alaskan area, carrying both passengers and freight." The first such flight occurred in 1942, from Seattle to Kodiak, with three NATS planes.[65]

In 1943, the Austin Company of Seattle won a $1.088 million building project contract at the station. The program included eight new barracks (to house 1,856 personnel), a new mess hall, and four new junior bachelor officers' quarters (to house 240 officers). The buildings were to be wood frame buildings. A wooden overpass connected the barracks and mess hall, sited west of Sand Point Way NE, with the main station. Until the Presidential order in 1949, enlisted African American personnel were not integrated into any of the armed services. When these barracks were opened, segregation between the races was the rule. One map indicates that African American personnel were housed here, instead of Building 9. The new officers' quarters were planned for the south end of the station. Public Works Officer Lt. Cmdr. W.N. Thompson estimated the work would be completed in three months. Some of the new barracks would specifically house 224 enlisted and 58 officer WAVES.[66] All of these new buildings were demolished by 1949, a fact perhaps explained by their rapid construction and temporary nature.

When the station site plan was updated in June 1944 (see Figure 46), there were at least 213 buildings and structures, including some small-scale features like gasoline storage tanks. The Enlisted Barracks (Building 9) and Bachelor Officers' Quarters (Building 26) occupied footprints approximately twice as large as in 1938. Between 1938 and 1944, Mud Lake had been filled in, runways added, and existing landing strips improved with extensive fill material pulled from the gravel pit off the east side of the former Denny Hill (current day Promontory Point). By 1944, the station had reached the peak of its development, with only minor changes to the buildings for the duration of the military's occupancy.[67] The record number of people serving at NAS Seattle occurred in 1945, with 4,625 Navy or Marine personnel and 2,834 civilians.[68]

Post-War Era

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[62] Original architectural drawings. Seattle Department of Parks and Recreation. Sand Point Office.
[63] *Naval Station Puget Sound at Sand Point*. Seattle: U.S. Navy, 1993, p. 56.
[64] "Sand Point Made NATS Base." *Seattle Times* [Seattle] 24 June 1943: N4.
[65] "$1,088,000 Job at Sand Point." *Seattle Times* [Seattle] 30 March 1943: N4. "$1,129,900 for Naval Station." *Tacoma Daily Ledger* [Tacoma] 1943. (Clipping missing month, day and page number.)
[66] 1944 site plan. Seattle Department of Parks and Recreation files.
[67] "County Broke Sand Point Ground in 1920." *Seattle Post-Intelligencer* [Seattle] 13 December 1953: A6.
[68] "Personnel Cut for Sand Point." *Seattle Times* [Seattle] 4 February 1949: N4. "Cain Advised of Plans for Air Station." *Seattle Times* [Seattle] 22 April 1949: N4. Johnson, Alice Frein. "Sand Point Will Be Cut to Reserve Status." *Seattle Times* [Seattle] 16 March 1950: N4.

Following the end of World War II, NAS Seattle declined in multiple ways. Personnel and land holdings were cut back. Although originally intended to serve as a supplemental facility to NAS Seattle, NAS Whidbey Island took over some of the former's functions in the post-war era. Although the station was slated to be reduced to a naval air reserve station early in 1949, the status change to NAS Seattle and reduction in personnel was delayed until 1953. In the intervening years, the Navy delayed on the transfer back to reserve status due to the importance of aircraft repair and overhaul operations, and the aviation supply depot at NAS Seattle. However, funding reductions and the encroachment of Seattle after World War II did not allow for further station growth.[69] In April 1953, the Navy ordered NAS Seattle to essentially close except for reserve activity, and gradually dismiss the 1,613 civilian employees. The aircraft repair and maintenance function was to shift to another air base. By the fall of 1953, active duty station personnel had been reduced to 479 military personnel, and 125 civilians.[70]

After the sharp reduction in operations and staff in 1953, Naval Air Reserve Station Seattle had an uncertain future. In 1955, Acting Chief of Naval Operations Adm. D.B. Duncan claimed, "The Seattle field is one of several reserve training bases which cannot handle modern aircraft because of inadequate landing facilities."[71] In the past, the station had been relied on as an aircraft repair and overhaul facility, as an aerial supply base, and a training center for pilots. By January 1957, the principal functions were as training grounds and headquarters for the Thirteenth Naval District, which relocated from Pier 91 near downtown Seattle in May 1956. Other site tenants included the General Services Administration and reserve units of the four military branches (Navy, Air Force, Marine Corps, Army).[72]

Decommissioning and Division of Ownership

Ownership of NAS Seattle commenced a gradual shift from military to public sector beginning with the downgrading of the station's status from active to reserve in 1958. As the station's role diminished, the United States Navy removed peripheral facilities, which included a majority of buildings west of Sand Point Way NE, by the early 1960's. On June 30, 1970 the United States Navy ended all flight operations to the station and renamed the facility Naval Support Activity Seattle. Over the next twenty-five years until official closure in September 1995, the facility provided logistical support for Puget Sound and Pacific naval operations.

By the 1970's, the United States Navy engaged the General Services Administration to begin releasing property from Navy ownership. With the support of United States Senator Warren G. Magnuson, the National Oceanic and Atmospheric Administration (NOAA), which was created in 1970, received 151 acres for development of their Western Regional Headquarters (now the Western Service Center). In 1972, the City of Seattle received 196 acres for use as a park. Originally named Sand Point Park, the city renamed the park Warren G. Magnuson Park in honor of the senator, and

[69] "Navy Renews Closure Order for Sand Point." *Tacoma News Tribune* [Tacoma] 8 April 1953. "Sand Point Issue to Delay Langlie." *Seattle Times* [Seattle] 5 April 1953. "Sand Point Order Will Be Reconsidered." *Tacoma News Tribune* [Tacoma] 11 April 1953. "Sharp Cut at Sand Point." *Tacoma News Tribune* [Tacoma] 28 March 1953. "County Broke Sand Point Ground in 1920." *Seattle Post-Intelligencer* [Seattle] 13 December 1953: A6.

[70] "Sand Point is Problem." *Tacoma News Tribune* [Tacoma] 10 March 1955.

[71] See Note 7 Above.

[72] Established in accordance with General Order No. 128, and modeled after existing lighthouse districts following coast and lake shores; did not include the country's interior.

opened officially on May 29, 1977. The United States Navy retained 153 acres for continued Naval Support Activity Seattle facility operation.

The *Base Closure and Realignment Act of 1990* prompted planning for the closure of the Naval Support Activity Seattle facility. In September 1995 United States Navy operations officially ended. In October 1997 a Programmatic Agreement among the Department of the Navy, the Advisory Council on Historic Preservation, and the Washington State Historic Preservation Officer set forth stipulations for the transfer of property and accompanying covenants pertaining to the last divestiture of United States Naval ownership. The City of Seattle, University of Washington, National Park Service, and the U.S. Department of Education participated in the consultation. The current ownership divisions stemming from this process includes the National Oceanic and Atmospheric Administration, the City of Seattle (Department of Parks and Recreation, the Seattle Department of Housing and Human Services, the Seattle Department of Transportation, and the Office of Sand Point Operations within the City of Seattle Office of Management and Planning), Sand Point Community Housing Association, the University of Washington, and the Department of the Interior. In 1998 the deed transferred for the last remaining 90 acres of former naval facilities.

During the subsequent property transfer, the City of Seattle engaged in master planning and development of reuse strategies for the site in coordination with stakeholders and interested neighborhood groups. On June 16, 1997 the Seattle City Council, after six years of planning, adopted a reuse plan for the site defining uses, access, and the six activity areas: 1) educational and community, 2) arts community and culture, 3) Magnuson Park open space and recreation expansion, 4) residential, 5) federal institutional uses, and 6) infrastructure development and site management. This plan included a *Physical Development and Management Plan*,

Comprehensive Plan Amendments, and a *Zoning Overlay*

Subsequent to the Reuse Plan the city formed the Sand Point Blue Ribbon Committee in 1998 to review plans and recommend future goals for the site. The Committee's work resulted in a *Concept Design* adopted on November 1, 1999. Ongoing planning work completed a *Final Master Plan* for the site, adopted by the Parks Board and City Council in June of 2004. This plan works to facilitate the wide range of activities at the site including the 2006 volunteer led restoration of Promontory Point, creation of a community garden in the park, a *Wetland Compensation Plan* to create athletic fields for community use while enhancing and creating wetland and upland habitats, operation of the Magnuson Outdoor Learning Lab (a science education and restoration program for urban middle school students in partnership with Seattle Parks and Recreation Department, Seattle Public Schools, EarthCorps, and the Burke Museum of Natural History and Culture), development of the Northshore Recreation Area, and preparation in 2001 of a *Vegetation Management Plan*. Adaptive reuse and rehabilitation per the *Secretary of the Interior's Standards for the Rehabilitation of Historic Properties* have gained increasing importance for merging new uses within the existing buildings and campus.

Comparative Sites

NAS Seattle presents a unique and important resource amongst the Thirteenth Naval District's aviation facilities in terms of period of operation, scale, and operational status. The Thirteenth Naval District fulfilled an important coastal defense, aviator training, and equipment repair function during World War II. Within this district, NAS Seattle was the first naval aviation facility established (1926) and, with the exception of Coast Guard Air Station Port Angeles (1935), the only Thirteenth Naval District facility established prior to World War II. During World War II, NAS Seattle served as one

of only five naval air centers (reorganized as naval air bases in 1944) in the nation. Naval air centers, and their predecessor the naval air base, commanded all naval air facilities within their district. By the close of World War II, the naval air base administrative oversight for the Thirteenth Naval District encompassed seven naval air stations, four naval auxiliary air stations, one naval auxiliary air facility, six outlying fields, one Marine Corps air facility, and one Coast Guard Air Station. Compared with these other facilities within the Thirteenth Naval District, NAS Seattle maintained the only integrated facilities for both sea and land planes; employed the highest number of enlisted men, Women Accepted for Volunteer Emergency Service (WAVES), officers, and officer WAVES; and was second only to NAS Whidbey Island in the number of buildings constructed by 1944. NAS Seattle resided within the overall jurisdiction of the Thirteenth Naval District, which included broader responsibilities of coastal defense, ship construction, and maintenance. Additionally, the Thirteenth Naval District operated as a naval reserve air station by 1925, with the establishment of Naval Reserve Air Station Sand Point, and as a naval air station by 1928, when the United States Navy promoted NRAS Sand Point to NAS Seattle. The following comparative study provides background on the Naval District system and national aviation facility development overview, focusing exclusively on the aviation facility development within the Thirteenth Naval District during World War II. It excludes the naval bases, shipyards, naval hospitals, submarine stations, and other operations in order to provide context for NAS Seattle's role within the Thirteenth Naval District.

May 7, 1903 marked the establishment of the Naval District system with thirteen districts for the purpose of coordinating and improving the development of the nation's naval coastal defense.[73] This district encompassed Washington, Oregon, Idaho, Montana, Wyoming, and Alaska (including the Aleutian Islands). On April 15, 1944, Alaska was removed from the Thirteenth Naval District and became the Seventeenth Naval District. Headquartered originally out of the Puget Sound Navy Yard in Bremerton, Washington, the Navy transferred the Thirteenth Naval District headquarters to Seattle, Washington in 1926.[74] The Navy disestablished the district on September 30, 1980. During the Thirteenth Naval District's seventy-seven years of operation, its role, and consequently the type and extent of infrastructure developed within the district, changed and expanded to include naval air facilities for defense, training of both land and carrier based aviation units, and logistics. The organizational hierarchy of the district placed the Commandant in command of all military and administrative coordination within the Thirteenth Naval District. The Commandant was qualified to command at sea and served as the local representative of the Secretary of the Navy, the Chief of Naval Operations, the Sea Frontier Commander, and other Navy Department bureaus and offices.[75]

Nationwide, naval aviation assumed increasing importance following World War I, though remaining for the Navy secondary in value to the traditional role of ships and the fleet. During the 1910's and 1920's, the Navy maintained few aviation facilities, with the two principal training sites consisting of NAS Pensacola (primary training station since 1914), and NAS San Diego (established 1917, supporting Pensacola, and providing Marine Corps aviator training).[76] By the late 1930's, as entry

[73] The majority of command offices resided in Seattle's Exchange Building, including but not limited to the Office of the Commandant, District Operations Office, Office of the Port Director, N.T.S., District Communication Office, District Ordinance Office, District Personnel Office, District Intelligence Office, District Supply Office, District Disbursing Office, District Accounting Office, District Medical Office, District Civilian Personnel Office, District Public Works Office, District Domestic Transportation Office, District Property Transportation Office, and the District Public Relations Office.

[74] Furer, Julius Augustus. *Administration of the Navy Department in World War II.* US Government Printing Office, 1959, p. 520-523.

[75] NAS San Diego is known today as NAS North Island (since 1955) and was officially recognized as the birthplace of naval aviation by the House Armed Services Committee in 1963.

[76] *Building the Navy's Bases in World War II: History of the Bureau of Yards and Docks and the Civil Engineer Corps, 1940-1946.* Department of the Navy Bureau of Yards and Docks, 1947.

into World War II became imminent, the Navy started improving existing facilities and adding operational bases, including augmenting existing West Coast stations (such as NAS Seattle) with new stations at Alameda, California and San Pedro, California. The Navy also added eight additional naval reserve air stations at Squantum, Massachusetts; New York, New York; Miami, Florida; Grosse Isle, Michigan; Glenview, Illinois; Minneapolis, Minnesota; St Louis, Missouri; and Oakland, California. [77]

The critical strike capacity potential of aircraft demonstrated in the Pearl Harbor attack and at the battles of Coral Sea and Midway, promptly led to the expansion of the Navy's air arm and corresponding support infrastructure of naval air stations. The Navy's aviation facilities jumped over 700 percent from just eleven air stations and eight reserve bases in 1939 to almost eighty naval air stations, as well as the associated auxiliary stations and outlying fields.[78] These new stations provided training and operating facilities for both land- and carrier-based aircraft and lighter-than-air aircraft.

The 1940's, with the United States entry into World War II, marked a period of unprecedented national mobilization and urgency of expansion for the Navy, and in particular the Navy's air arm. The Navy set a wartime goal of 27,000 aircraft, which required a commensurate level of shore training, overhaul, and storage facilities.[79] The Thirteenth Naval District likewise experienced the same rapid growth during the 1940's, with the Navy establishing the majority of naval aviation facilities between 1940 and 1944. On August 10, 1944, the Navy established Naval Air Bases (NAB) Thirteenth Naval District, which previously had been known as Naval Air Center Seattle.[80] The NAB command provided the administrative framework headed by the Commander Naval Air Bases that encompassed oversight for all naval air stations, naval auxiliary air stations, naval auxiliary air facilities, Coast Guard air stations, outlying fields, and Marine Corps air facilities within the Thirteenth Naval District (see operation descriptions below). The NAB command was headquartered at NAS Seattle, and by the close of World War II, the NAB administrative oversight for the Thirteenth Naval District encompassed seven naval air stations, four naval auxiliary air stations, one naval auxiliary air facility, six outlying fields, one Marine Corps air facility, and one Coast Guard air station (see table). Air operations within the thirteen naval districts included the following:

- Naval Air Center (NAC), known as Naval Air Base by 1944, comprised a largely administrative definition that entailed command role over all of the following subgroups listed below.

- Naval Air Station (NAS) provided operating, testing, overhaul, training, and personnel facilities per Naval Aeronautical Organization standards and coordinated and oversaw broader operations among naval auxiliary air stations, naval air facilities, and outlying field sites.

- Naval Auxiliary Air Station (NAAS) afforded expanded capacity for a naval air station through similar, though less extensive, training, repair, and overhaul facilities. These stations relied upon the logistic support of the naval air station.

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77. Hagan, Kenneth J. *This People's Navy: The Making Of American Sea Power.* New York, NY: The Free Press, 1991.
78. See Note 8 above.
79. As of 1944, when this transition to Naval Air Bases occurred, only five Naval Air Centers existed in the nation: NAC Seattle, WA; NAC Hampton Roads, VA; NAC Hawaii; and NAC San Diego, CA.
80 The C signifies carrier and V means heavier than air in reference to the airplanes.

- Naval Auxiliary Air Facility (NAAF) operated as an auxiliary to the naval air station with a similar, though less extensive, operational function to that of a naval auxiliary air station, and required more logistical support from the naval air station than a naval auxiliary air station would.

- Naval Air Facility (NAF) often served unique or specialized functions and was occasionally administered separately from other aviation activities. The extent and depth of services at the facility depended upon its mission.

- Outlying Field consisted simply of landing and servicing facilities without a larger support complex. The naval air station supported these logistically.

- Marine Corps Air Facility (MCAF) served the specialized needs of the Marine Corps with administrative control of the facility residing with the Marine Corps.

- Coast Guard Air Station (CGAS) served the specialized needs of the Coast Guard.

These facilities collectively handled Navy Heavier-Than-Air (HTA) airplanes, which included sea and land planes; Navy Lighter-Than-Air (LTA), which included blimps; and Marine Corps Heavier-Than-Air airplanes. The following presents a brief overview of the aviation facilities under command of the Thirteenth Naval District by 1945.

NAS Astoria, Oregon

Established in 1944, NAS Astoria consisted of a seaplane base with land planes based out of the NAA facility Clatsop County Airport. An outlying field at Moon Island, Hoquiam, Washington provided additional capacity for the station. Activities housed at the station included Registered Publication Sub-Issuing Office, Astoria; Steward's Mates School; and Marine Barracks, Naval Air Station, Astoria. The land plane base at Clatsop County Airport provided facilities for the Advanced CIC Team Training Center and Carrier Aircraft Service Unit Fifty-FIVE (headquarters). This station furnished facilities to support and train naval seaplane units and aviation personnel, however, as of 1944, no aircraft units were based at the station. Instead, the station served as a supply center and operated as a training school for receiving ship and CVE (escort carriers) crews.[81] The station also served as a supply center for the naval hospital under construction and NAAS North Bend, Oregon.

NAS Klamath Falls, Oregon

Established in 1944, NAS Klamath Falls station provided assembly and class "C" repair facilities.

NAS Pasco, Washington

Established in 1942, NAS Pasco provided training and support facilities for naval aircraft units and aviation personnel. The station maintained an outlying field at Vista.

NAS Seattle, Washington

[81] Following World War II, the station enjoyed a brief respite under operation status of caretaker, until reopening in 1949 and assuming the role of the largest naval aviation center in the Thirteenth Naval District.

Established in 1926 as a naval air reserve station, this station soon became a naval air station in 1928 and provided centralized command and support facilities for the Thirteenth Naval District. The station included provisions for an outlying field at Bremerton, Washington. The station housed the following activities: Naval Air Bases, Thirteenth Naval District, headquarters; Fleet Air, Seattle (headquarters); Carrier Aircraft Service Unit SEVEN (headquarters); Air Transport Squadron FIVE (headquarters and terminal facilities); Navy Weather Central, Seattle; Overseas Air Cargo Terminal, Seattle; Naval Training School (Link Celestial Navigation Trainer-Class "C"); Steward's Mates School; and, Marine Barracks, Naval Air Station Seattle.

The maintenance and operation of facilities and providing services for training naval aircraft units and personnel formed a core operation for the station. Logistical support was provided by the supply department, which furnished aviation equipment and materials for other facilities within the Thirteenth Naval District, as well as ships designed to carry aircraft. Onsite facilities allowed crews to undertake major overhauls and repairs to engines and aircraft. This operated in conjunction with an in-depth training program for naval personnel. Weather forecasts and the broadcasting of these and storm warnings to facilities, ships, and aircraft within the Thirteenth Naval District operated through Navy Weather Central at NAS Seattle. Naval Air Transport Service, Air Squadron FIVE provided important logistical support along the West Coast with operation routes running between San Diego and Attu. This squadron was under command of the Commander, Naval Air Transport Service, West Coast based at NAAS Oakland.

NAS Tillamook LTA, Oregon

Established in 1942, NAS Tillamook provided training, as well as land planes and lighter-than-air facilities.

NAS Whidbey, Washington

Established in 1942, NAS Whidbey consisted of both a seaplane station at Oak Harbor and a land plane base at Ault Field.[82] Outlying fields at Mount Vernon and Coupeville provided additional support. The seaplane base served as the headquarters for NAS Whidbey. The station housed the following activities: Steward's Mates School; Marine Barracks, NAS Whidbey Island, Fleet Air Wing SIX (headquarters); Naval Air Gunners School; and, the Advanced CIC Team Training Center. A core part of the station's original function was that of a torpedo-rearming station. Over the course of World War II, the station developed as a center for equipping planes with rocket launchers and rocket firing training.

NAAF Lakeview, Oregon

Established in 1944, NAAF Lakeview operated under the command of NAS Klamath Falls, and provided assembly and class "C" repair facilities.

[82] *Historical and Architectural Overview of Military Aircraft Hangars: A General History, Thematic Typology, and Inventory of Aircraft Hangars Constructed on Department of Defense Installations.* Prepared by the United States Army Construction Engineering Research Laboratory for the United States Air Force Air Combat Command, 1999 (Rev. 2001), p. 7-3, 7-4.

NAAS Arlington, Washington

Established in 1943, NAAS Arlington provided maintenance, repair, and training facilities for naval aircraft units.

NAAS North Bend, Oregon

Established in 1943, NAAS North Bend provided maintenance, assembly, and repair facilities for land planes and lighter-than-air craft.

NAAS Quillayute, Washington

Established in 1944, NAAS Quillayute provided maintenance, assembly, and class "C" repair facilities for naval aircraft units.

NAAS Shelton, Washington

Established in 1943, NAAS Shelton provided maintenance, repair, and training facilities for naval aircraft units.

CGAS Port Angeles, Washington

Established in 1935, the CGAS Port Angeles, near the end of Ediz Hook, provided support facilities for coast guard operations under the command of the District Coast Guard Officer and the Commander Naval Air Bases Thirteenth Naval District (headquartered at NAS Seattle). This station featured an outlying field at Port Angeles that had not been activated by 1944.

MCAF Corvallis, Oregon

Established in 1944, the MCAF Corvallis provided maintenance, repair, and training facilities for Marine Corps aircraft and personnel. The facility was under administrative control of the Marine Corps, with overall military direction coming from the Commander Naval Air Bases Thirteenth Naval District (headquartered at NAS Seattle). Marine Corps aviation provided specialized support for Marine Corps ground forces and, as such, required separate training facilities for Marine Corps aviators.

Throughout the duration of World War II, NAS Seattle served as the premier center coordinating naval aviation activities within the Thirteenth Naval District. In addition to this immense administrative responsibility, the station operated the only integrated facilities for the aviator training, as well as repair and operation of both sea and land planes.

Architectural Significance

The district is also of historical significance for its architecture. Its collection of buildings and structures was constructed for the purpose of supporting and maintaining the overall function of a naval air station. These resources are good examples of Art Deco/Art Moderne and Colonial Revival styles. The utilitarian structures are good examples of industrial vernacular and military architecture. The district retains an important collection of the Public Works Administration and Works Progress Administration funded structures and buildings stemming from the Nations pre-war infrastructure expansion.

The overall building and organizational character of the district maintains a consistent theme of spatial hierarchy reflecting the status of rank and operations within the district evident in contemporary installations such as McChord Field Historic District (United States Air Force) and Fort Lewis Garrison Historic District (United States Army). The three principal organizational areas – operations, administration, and residential – provided a consistent organizational grouping of historic functions throughout the district. Architectural design and stylistic influences drew from both contemporary tastes and mandated forms to progress through Colonial Revival, Art Deco, and Art Moderne. Vernacular utilitarian designs within this progression responded to unique functional needs and often reflected a lesser role for the structure within the naval air station operation. The landscaping complemented and reinforced the visual impact of these styles through setting and framing view corridors.

Colonial Revival stylistic influences dominated in the district's south residential area. This stylistic treatment provided a more intimate presence and echoed national patterns within military establishments for reinforcing traditional associations and providing for quality of living. The style transitioned well from modest married officer quarters to massive enlisted personnel barracks (Building 9). Within the district, Building 9 established the precedent for this style repeated in subsequent officer and enlisted personnel housing construction through the 1930's. Characteristic features include gable roofs, dormers, and rhythmic fenestration; multi-lite windows with exterior trim; decorative entrance surrounds and multi-paneled doors; use of brick cladding and horizontal wood siding with stone reserved for decorative applications (such as entrance surrounds); roof/wall juncture and roofline trim; and classically inspired proportions and scale. Notable exceptions to the residential use of the Colonial Revival stylistic influences arise in Buildings 11, 20, and 12, operations related buildings. The Colonial Revival influences in multiple-lite windows, brick cladding, classically inspired proportions and scale compliment the overriding utilitarian, vernacular character of these buildings.

Art Deco stylistic influences dominated the district's administrative areas, providing a more imposing, monumental stature. This stylistic treatment echoed national patterns employed through the Works Progress Administration projects in military and civic establishments. The style continued essentially neo-classical design values while reducing and concentrating decorative ornament. This style continued Colonial Revival material precedents and introduced new material substitutions, such as aluminum for wrought iron, mahogany for oak, and cast stone for sand stone. Some stylistic detailing carried over to the more utilitarian operational facilities, typically on front facades at entrances and along rooflines. Examples of this include the parapet of Building 2, hangar south, and the west entrance to Building 67. Characteristic features include cast stone trim and sill elements; entrance canopies with curved profiles, aluminum lettering, and decorative elements; aluminum electric light fixtures; multiple-lite windows; use of brick cladding; rhythmic fenestration; decorative entrance surrounds; and flat roofs with parapets.

Art Moderne stylistic influences provided the principal architectural characteristics for infill construction and additions beginning in the late 1930's and continuing through the 1940's. This stylistic treatment endeavored to maintain the essential classical values while reducing ornament, smoothing surfaces, and emphasizing horizontal massing and lines. Examples include Buildings 18, 47, and 224, and the Building 25 penthouse addition. These infill buildings occurred throughout the district and complemented the overall stylistic progression. Characteristic features include horizontal window lites, horizontally emphasized massing, projecting flat roofs with enclosed soffits, and rhythmic fenestration.

Vernacular, utilitarian buildings dominated within the operations area. Their designs respond directly to the functional requirements of their use. Massive, vaulted enclosures for aircraft and partially below-grade hi-explosive magazines with blast walls opposite their doors all speak to the evolution of designs concurrent with material and functional advances. The massive steel spans within the hangers coupled with the extensive use of windows provided open, well daylighted spaces for working on aircraft. Likewise, distances served an important functional role, in particular with munitions storage, requiring distance both from one another and from the administration, operations, and residential activities.

A national inventory of active military aircraft hangars in 1999, and revised in 2001, found that approximately 9 percent of surveyed hangars were constructed between 1919 and 1938, with only 1 percent of hangars built prior to 1919. According to this report, "Hangar construction during this period was dominated by a few standard designs, all of steel construction."[83] The existing Naval Air Station Seattle hangars (Building 2 addition – 1941, Building 27 – 1937, and Buildings 30, 32 and 33 – 1939) are steel-framed and constitute rare surviving examples of an early period of military aviation. With integrity of location, materials, workmanship, and design, these hangars have a high level of significance for military architecture and the evolution of the use of standard designs for aviation facilities developed by the Department of the Navy, and the Bureau of Naval Yards and Docks. These hangar designs are notable due to their demonstration of designs and materials bridging the transition from the Interwar Years (1919-1938) to World War II (1939-1945).

Building 2, north section (1929), was constructed amidst the chronic funding shortages of the Navy's Five-Year Program for shore installations that plagued the intervening years between the First and Second World Wars as the Navy focused on aircraft and fleet development. Building 2's masonry and steel construction highlights two notable exceptions. The building was the second of the core aircraft and engine overhaul facilities built at the Naval Air Station, which had been established in 1928, and was the only station established during this period as part of an effort to increase the Navy's shore facilities. Building 2 was also notable as this period had an acute shortage of hangars and associated repair facilities to serve the growing fleet of aircraft.[84] Building 1, a seaplane hangar and the only other hangar built at the Naval Air Station during this period, no longer exists, as it was demolished in the 1970's for NOAA. Building 1 utilized a modified version of Seaplane Hangar Design A, and had only two 110 x 160-feet bays, instead of the original three portrayed in the design.

During the 1930's, despite the Vinson-Trammell Expansion Program and the Emergency Appropriations Act of 1934, the Navy focused on ship and aircraft development, with minimal shore establishment.[85] Naval Air Station Seattle, however, provided a notable exception with completion of Building 27 in 1937. This massive seaplane hangar overshadowed the then existing Building 1, located immediately east. In 1936, the Puget Sound Naval Ship Yard in Bremerton, Washington had prepared a location plan for the building and construction funds were provided by the Public Works Administration. The design and date of construction suggests that planning and funding for this hangar may have come from the Vinson-Trammell Navy Act, however specific appropriation language has not been identified to date.

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[83] United States Army Construction Engineering Research Laboratory for the United States Air Force Air Combat Command. *Historical and Architectural Overview of Military Aircraft Hangars: A General History, Thematic Typology, and Inventory of Aircraft Hangars Constructed on Department of Defense Installations.* 1999 (Rev. 2001). p. 7-3, 7-4.

[84] United States Army. p. 3-32 to 3-49.

[85] United States Army. p. 3-42.

Following the 1937 completion of Building 27, the next several years marked a significant expansion of hangar facilities for Naval Air Station Seattle commensurate with the facility's role as one of the three major stations serving the West Coast. The Naval Expansion Act of 1938 and the Hepburn Board, which convened in 1938 to develop and assess naval infrastructure, as the outbreak of the World War II appeared inevitable, led to the expansion of naval shore installations. The Hepburn Board recommended the United States employ six major stations, three on each coast, with associated secondary and designated training stations. Naval Air Station Seattle, along with San Diego and Alameda, served the West Coast. Seattle and its associated auxiliary stations (offloading air traffic from the major station) supported a carrier group, three patrol squadrons (with capacity for up to six), provided support services for squadrons servicing Alaska, and the training and facilities necessary for complete aircraft and engine overhauls. [86]

Since the development of hangars in particular had not kept pace with aircraft fleet growth, their construction was a critical first step. Naval Air Station Seattle immediately added an office and hangar (Building 30), and seaplane hangars (Buildings 32 and 33) in 1939. Works Progress Administration and Public Works Administration funding enabled construction of Buildings 32 and 33, and additions to other facilities at Naval Air Station Seattle. To expand the overhaul and repair facilities, the station built a hangar addition on the south side of Building 2 (1941), designed and built by the Austin Company. Design of Building 30 incorporated a hangar on the south facade with access from the airfield and offices, and an Art Deco style west facade fronting the station's core roadways. The Puget Sound Navy Yard provided drawings for the building by 1937. The hangar features a single flat gable, buttressed by masonry structures with parapets. The main front entry features cast stone surrounds and prominent aluminum exterior lighting. A flat parapet runs along the roofline hiding the gable hangar roofline. By 1940, the Austin Company had already designed an east addition for this building.

Design of Buildings 27, 32 and 33 at Naval Air Station Seattle is notable for the use of late 1920's era designs, rather than the new B-M Landplane and B-M Seaplane hangar designs developed by Albert Kahn for the Navy. Hangar designs at Naval Air Station Seattle share more design attributes with the Seaplane Hangar Design A consisting of a pair of flat gables over a massive interior volume. Essentially the designs of Buildings 27, 32 and 33 represented a larger version of Building 1. The Puget Sound Naval Ship Yard and the Navy Department Bureau of Yards and Docks provided design drawings for these hangars. The most notable difference between the Seaplane Hangar Design A and the B-M Seaplane Hangar designs is the more pronounced gable form in the older design, and the use of paired gables while still keeping a main open volume, rather than paired hangar with a dividing wall between the bays. Designs of the station's hangars provide an important transitional link between the designs of the intervening years between the two world wars and World War II.

The addition to Building 2 represents the most recent hangar addition on the site. While sharing similarities with older designs, such as the 1928 design used for Naval Air Station Hampton Roads, Virginia as a Hangar and Shop Building, it also incorporated newer design elements, such as a front parapet. Older features are most prominent from the rear facade and include a more pronounced slope to the gable roof and the masonry shed roof side spaces. The front facade in contrast employs massive concrete buttresses and a concrete parapet complete with stylized Art Deco inspired design elements spanning the front hangar entrance. This parapet hides the gable roof and part of the central gable roofed clerestory.

[86] United States Army. p. 4-29.

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The features of the Landmark to be preserved include:
The site and the exteriors of all of the buildings, structures and objects within the proposed district boundaries as illustrated in the Sand Point Naval Air Station Landmark District Site Plan, attached, **excluding the following**:

Site #3 NOAA Guardhouse
Site #4 NOAA Overpass
Site #15 Mountaineers Building, Historic name: Building 67
Site #18 Historic name and number: Inflammable Stores Building, Building 299
Site # 20 Historic name and number Hazardous Waste Storage Building 407
Site #25 Historic name: Tank Truck Loading Rack
Site #33 Storage Shed
Site #39 Overhead Walkway
Site #46 Historic name and number: Respiratory Training Building, Building 141
Site #47 Historic name and number: Low-Pressure Training Building, Building 192
Site #48, Mechanical Building
Brettler Family Place Apartments Buildings, completed in 2011 (two buildings)
Lowry Family Community Building, completed in 2011."

Note: site numbers on the list above and on the attached District Map refer to the Site Numbers used in the Seattle Landmark Nomination for the Sand Point Naval Air Station Landmark District.

Issued: March 29, 2011

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