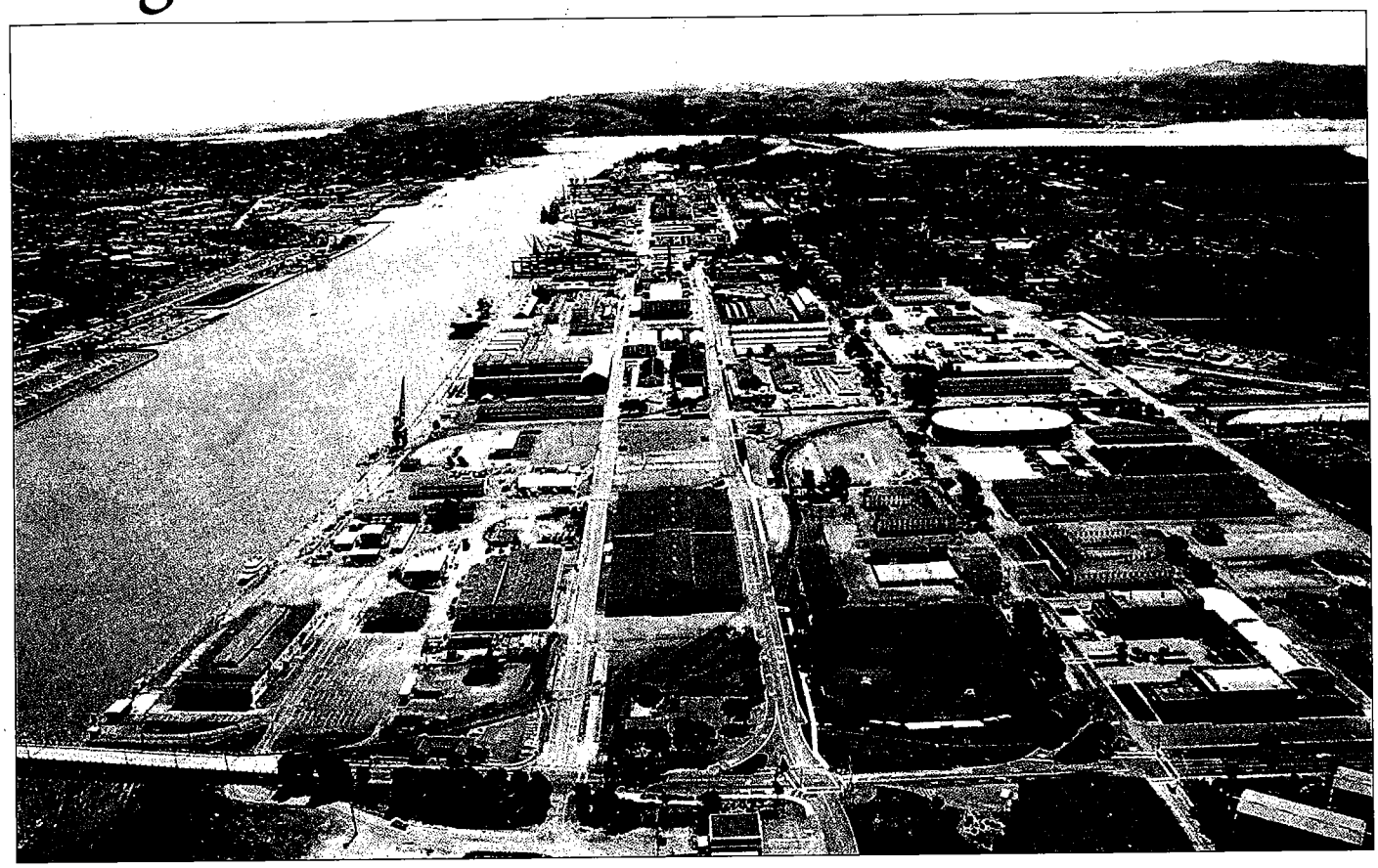
Appendix B.4

Design Guidelines



Mare Island Historic District

Vallejo, California

Winter & Company
Final: June 2005

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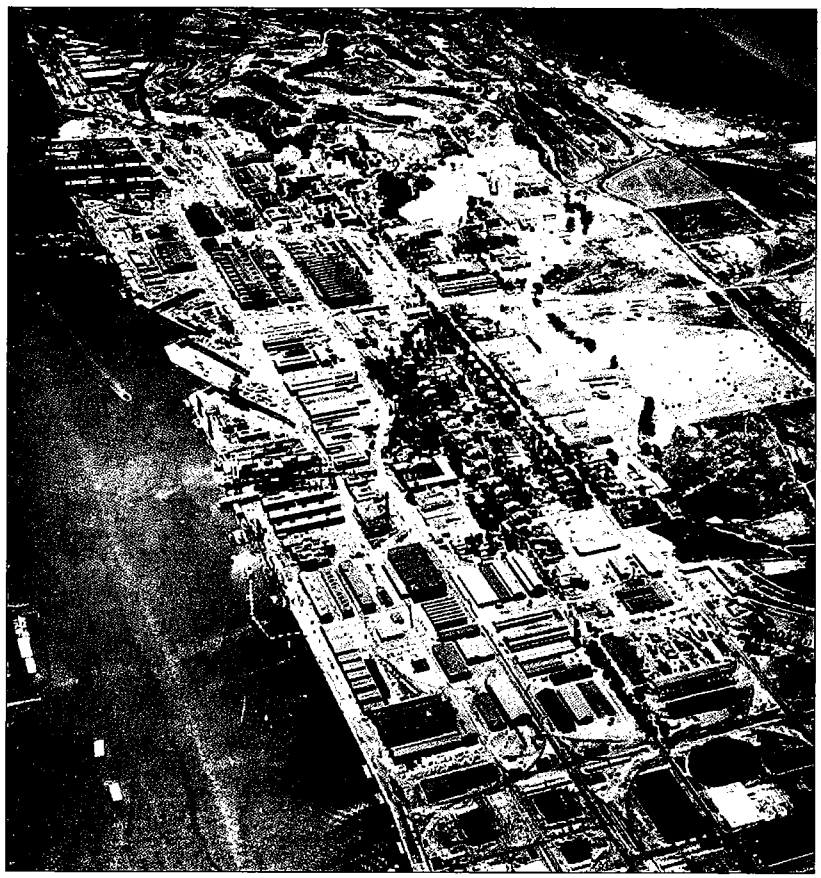
INTRODUCTION

The Mare Island Historic District encompasses approximately sixty-five percent of what was the Mare Island Naval Shipyard in Vallejo, California. The district covers an area of about 980 acres, which contains buildings, structures and sites relating to military history, industrial history, architecture and engineering and historic archeology from the period of significance (1854-1945). This rich collection represents nearly a century of naval activities at the oldest shipyard and naval facility on the West Coast of the United States.

At the district's core are some of the oldest shipyard buildings anywhere in the United States, as well as huge shop buildings from the 20th century. The district also is dotted with buildings, structures and sites that reflect properties associated with a wide range of military missions, including a large ammunition depot, a major naval hospital, a Marine barracks and, during the 20th century, a submarine base. Buildings, including warehouses, public works facilities, residences, recreational amenities and administrative uses, that supported these diverse military missions also survive.



The Mare Island Historic District is dotted with buildings, structures and sites that reflect properties associated with a wide range of military missions, including shipyards, a major naval hospital, a Marine barracks and, during the 20th century, a submarine base. (Photo: c. 1963, National Archives and Records Administration)

The historic district also includes historic archeological features that document the earliest American military occupation of the Island, the industrial technology associated with shipyard activities, and cultural geography and layout. Finally, the historic district includes several impressive landscape architectural features, such as parks, allees and gardens.

In recognition of the significance of this place, the City of Vallejo has adopted a series of policies and regulations to promote preservation in the Mare Island Historic District. These design guidelines are a tool to facilitate implementing the City's preservation objectives for the area.

The design guidelines reflect a recognition that the uses are changing and that as work is planned, it must be guided in a manner that protects the integrity of the historic district while accommodating new functional requirements.

The design guidelines convey community policies about the treatment of historic resources and of construction within the historic district. They provide a basis for making decisions about changes that may affect the appearance of individual properties or the overall character of a district. However, they do not dictate solutions. Instead, the guidelines define a range of appropriate responses to a variety of specific design issues.

Policy Base for the Design Guidelines

Several policy documents, plans and agreements address preservation and the general design character of the historic district. Among these are the City's *General Plan* and the *Mare Island Specific Plan.*

General Plan

The City's *General Plan* provides guiding policies for the future of Mare Island that focus on protecting the character of the historic district. There is an acknowledgment and understanding that adaptive reuse of both the buildings and the district of the historic naval base will be the chief means of protecting the future of the district.

Historic Preservation Goal: Preserve and improve historically and architecturally significant structures and neighborhoods.

Mare Island Final Reuse Plan

A *Reuse Plan* was approved in 1994 by the Vallejo City Council as the guiding document for reuse activities on Mare Island. It established a vision for a mix of uses, including residential, commercial and industrial in a series of neighborhoods, or "Reuse Areas."

Mare Island Specific Plan

The *Specific Plan*, adopted March 30, 1999, provided goals that focus on the replacement of jobs and economic activity. Amendments and restatements to the *Specific Plan* provide detailed recommendations for treatment of properties as well as an amended land use plan and a development plan. It also provides basic design guidelines and clarifies the vision for the reuse of Mare Island. Further information on the history of the reuse process, the relationship to other agencies and regulations and a detailed explanation of all implementation elements are also in the *Specific Plan.*

The *Specific Plan* includes these preservation statements:

- *Significant adverse impacts on landmarks shall be avoided. Any alteration, relocation or demolition of existing individual structures shall be conducted in a manner that does not significantly impact the historic district or landmark structure. Any new construction shall be conducted in a manner that does not significantly impact the historic district or a designated landmark.*

Preservation Ordinance

The City of Vallejo Architectural Heritage and Historic Preservation Ordinance, Municipal Code Section 16.38.30, the Mare Island Amendment, includes the following redevelopment goals:

- *Implement the goals and policies of the Vallejo General Plan as they pertain to Mare Island and the goals, standards and procedures of the Mare Island Specific Plan;*
- *Recognize the significance of Mare Island's role in the history of Vallejo, California and the United States;*
- *Incorporate contributing resources on Mare Island into the City's regulations and procedures so that these resources will be preserved and protected, and thereby continue to contribute to the City's cultural and aesthetic heritage;*
- *Encourage adaptive reuse of contributing resources which is critical to meeting the needs of the community, including economic development, job creation, and additional cultural, educational and recreational opportunities;*
- *Integrate preservation of contributing resources into public and private development.*

The City's preservation ordinance (Section 16.38.27) requires that property owners first secure a Certificate of Appropriateness before engaging in any work within the historic district. This includes:

- Construction of a new principle or accessory structure
- Alteration of an existing structure that affects the exterior architectural appearance of the structure
- Moving or demolition of an existing primary or accessory structure
- Interior alteration of a structure designated as a City landmark

The Secretary of the Interior's Standards for the Treatment of Historic Properties

The Secretary of the Interior has adopted standards for treatment of cultural resources, which apply when federal actions are involved with properties listed in the National Register of Historic Places. They also are used by numerous local governments across the nation.

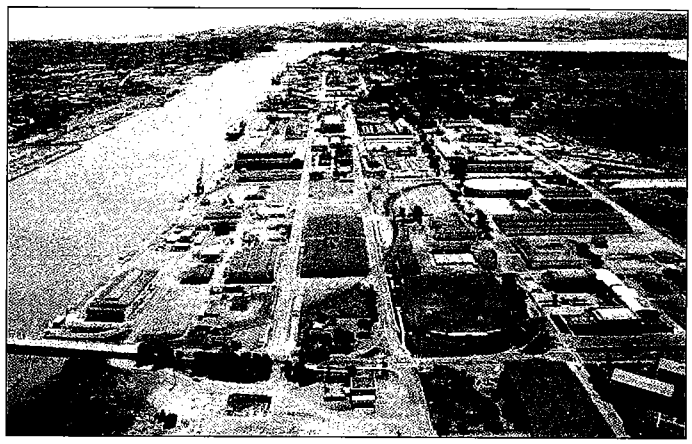
Indeed, the Secretary of the Interior's Standards for the Treatment of Historic Properties provide the foundation for the City of Vallejo's preservation guidelines. These City guidelines expand on the Secretary's Standards and provide guidance about how they apply specifically to Mare Island. Note that the City also employs the Secretary's Standards themselves in the course of a design review in addition to these guidelines when needed.

National Historic Landmark Designation

Select portions of properties within the district were designated as National Historic Landmarks on May 15, 1975. National Historic Landmark (NHL)

designation is an official recognition by the Federal government of a historic property's national significance. In 2004, approximately 2,500 historic places in the nation bore that distinction (in contrast to almost 76,000 entries in the National Register of Historic Places, which includes resources of national significance, but also of state and local significance).

NHLs are places where significant historical events occurred, where prominent Americans worked or lived, that represent those ideas that shaped the nation, that provide important information about our past, or that are outstanding examples of design or construction. The historic district guidelines recognize these areas as places of special significance.



Throughout Mare Island the context varies, from areas that are predominantly industrial in nature, to others that are residential. Still other parts have a more institutional character. These varying contexts reflect differing functions, periods of development and influences of the land.

National Register Designation

A larger portion of the Island was listed as a historic district in the National Register of Historic Places on January 21, 1997. A report supporting that nomination provides background information for the guidelines. This includes a listing of individual properties and survey forms describing their key features.

How the City will use the guidelines

The guidelines are for property owners planning work on historic properties. They also apply to the alteration of existing structures without historic significance, as well as the design of new buildings and infrastructure work within the historic district. The City's staff and its commissions will use the guidelines in determining the appropriateness of work proposed.

The Architectural Heritage and Landmarks Commission

The Architectural Heritage and Landmarks Commission is a City-appointed board which reviews certain work requiring a certificate of appropriateness, as defined in its ordinance. This design review process is "reactive," in that it applies to actions proposed by a property owner. While it guides an approach to certain design problems by offering alternative solutions, the design review process does not dictate a specific outcome nor does it require a property owner to instigate improvements that are not contemplated.

Character areas

Within the historic district, the context varies, from areas that are predominantly industrial in nature, to others that are residential. Still other parts have a more institutional character. These varying contexts reflect differing functions, periods of development, and influences of the land. In response to these differences, the district is organized into a series of subparts, termed "Character Areas." These help to differentiate differences in context that should be respected when making alterations in the district, especially for new buildings, landscapes and infrastructure improvements.

The concept of these character areas was first set forth in the National Register nomination. That document mapped seven subdivisions within the proposed district. The subareas within this document are similar, but reflect changes that have occurred since the nomination as well as new information provided through additional research about the historic development patterns of the area. The organization of the character areas is explained in Chapter 9.

Organization of the document

This book is organized in three sections:

Section I. Design Character of Mare Island

The first section establishes a base of information relevant to the early development of the shipyard and related uses. It contains two chapters:

Chapter One provides an analysis of historic development patterns on Mare Island. This overview of development draws upon research of a series of historic maps of the Island, early photographs and a description of development provided in the National Register nomination. This discussion is important in

understanding the key features that make up the historic district.

Chapter Two summarizes many of the architectural styles and building types in the historic district. These descriptions should be used when considering treatment that may affect key features of historic properties and also when considering the context for new construction. In general, the style names used here reflect those in the National Register nomination although, in some cases, a term was used that appears in a description of historic resource types that is an appendix to the *Specific Plan.*

Section II. Guidelines for Historic Properties

The second section provides guidelines for treatment of historic properties. First, general preservation principles are set forth. These are followed with guidelines for categories of treatment, which are also the ones used in the Secretary of the Interior's Standards. The chapters in this section are:

Chapter 3. General Principles for Historic Properties
These apply to all historic properties.

Chapter 4. Preservation of Historic Properties
These guidelines apply to resources that are in good condition and should be maintained in their current state.

Chapter 5. Restoration of Historic Properties
These guidelines apply to resources that have lost some of their historic features or have deteriorated, and returning them to their historic state is planned.

Chapter 6. Reconstruction of Historic Properties
This chapter would apply to a situation in which a building, structure or site feature that once existed during the period of historic significance, is to be reconstructed.

Chapter 7. Rehabilitation of Historic Properties
This addresses an approach that mixes compatible alterations and adaptive reuse with preservation and restoration treatments. Of the chapters addressing historic properties, this is the most extensive, because, in most cases, the "Rehabilitation" approach will be the most practical on Mare Island.

Chapter 8. Interim Maintenance of Contributor Properties
This is a special chapter, directed at short-term actions intended to prevent deterioration or to improve appearance of historic properties that are rated as "Contributors" in the adopted historic survey, until other appropriate treatments can be determined.

Section III: Guidelines for New Construction

This section addresses new construction within the historic district. Erection of new buildings, landscapes and infrastructure are among the types of work addressed. It contains these chapters:

Chapter 9. General Infill Design Principles
These apply throughout the district.

Chapter 10. Guidelines for Industrial Character Areas
This includes additional guidelines that apply to all of the Industrial Character Areas as well as more specific descriptions of key features and design goals for each of them.

Chapter 11. Guidelines for Institutional/ Administrative Character Areas
This includes additional guidelines that apply to all of the Institutional/Administrative Character Areas as well as more specific descriptions of key features and design goals for each of them.

Chapter 12. Guidelines for Residential Character Areas
This includes additional guidelines that apply to all of the Residential Character Areas as well as more specific descriptions of key features and design goals for each of them.

Chapter 13. Guidelines for Ammunitions Character Areas.
This addresses treatment of a part of the Naval Ammunitions Depot that lies within the historic district.

Structure of a Design Guideline

Each design guideline in this document includes several components that constitute the material upon which design review decisions will be made.

Background Information and Policy Statements

Guidance for a particular design topic begins with a brief discussion of the issues typically associated with it. This may include technical information as well as other relevant preservation theory. This discussion generally concludes with a policy statement that explains the City's basic approach to the treatment of that topic. In cases where the detailed design guidelines do not appear to address a situation, this general policy statement shall serve as the basis for determining the appropriateness of the work proposed.

Design Guideline Statement
Specific design guidelines are numbered in order to reference them during the design review process. The numbering system does not reflect a prioritization of the design guidelines.

Additional Information
The design guideline statement is followed by supplementary information that may include additional requirements, or may provide an expanded explanation. The supplementary information is listed as bulleted (•) statements.

Illustration
The design guidelines are further explained with photographs and sketches. In some cases, these illustrate an appropriate method of meeting the guideline, while others depict an inappropriate response. Still others help clarify the context for design of the specific design topic.

This format is designed to provide a degree of clarity about appropriate treatments while also affording some flexibility to respond to individual circumstances. In many cases, language provided in a guideline statement and the bullets that follow will give specific direction for determining appropriateness. However, when a differing condition exists that is not specifically addressed, then the broader policy statements should apply. If even those statements do not provide sufficient guidance, then the broader principles outlined in the more general chapters, as well as the Secretary of the Interior's Standards themselves, may be consulted.

Historical names and references
Most of the buildings in the historic district were assigned numbers by the Navy, and these numbers have been used consistently over the years. This facilitates reviewing historical information about these properties in maps and photographs. However, in some cases, building names have changed. In general, the building number that was used during the period of historic significance is the one employed in this document.

Street names
While building numbers have been relatively constant, street names have not. Many have been given new names recently. The names used in the 1940s, which are the predominant historic names, are used in this document, in order to facilitate referencing historic documents. The historic names and the contemporary equivalents of some key streets are as follows:

Historic Name c. 1944	*Contemporary Name c. 2004*
Cedar Ave.	Azuar Ave.
California Ave.	Nimitz Ave.
12th St.	Bagley St.
13th St.	Sundance Ave.
5th St.	Kansas Ave.
C St.	Pintado St.

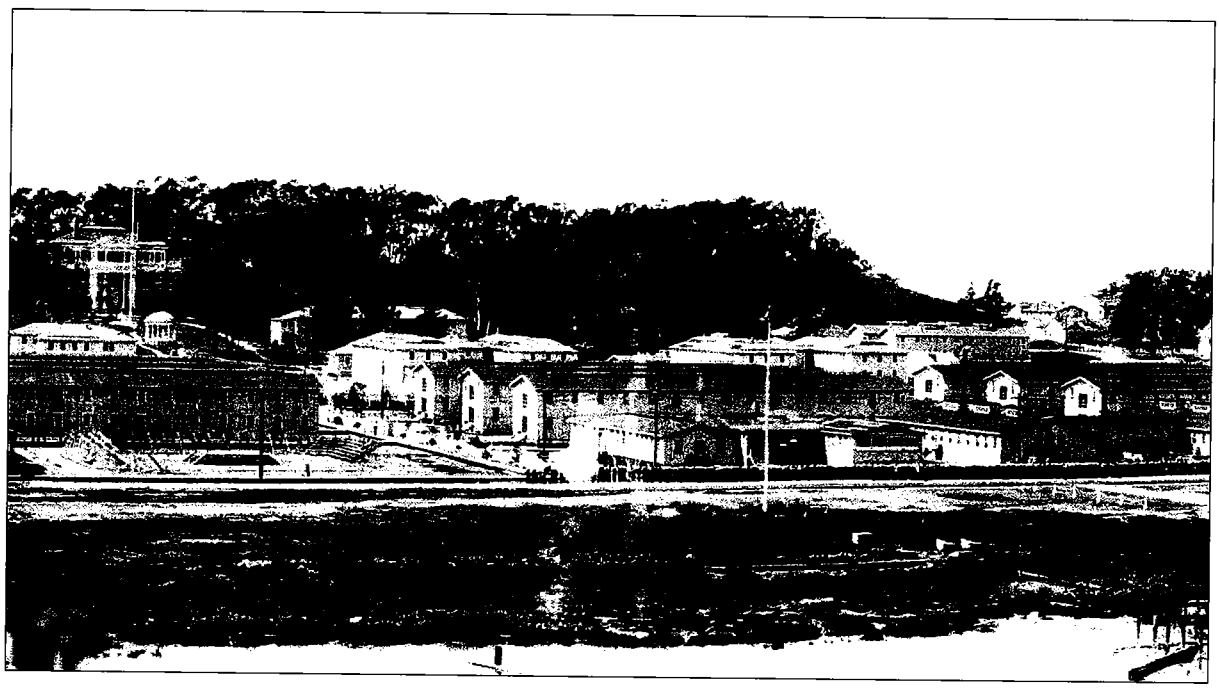
Which Design Guidelines Apply to a Specific Project?

Use the chart below to identify the chapters that apply to the work being considered.

Proposed Work	Use These Chapters: Introduction	1. Design Character of Mare Island	2. Architectural Styles and Building Types	3. General Principles for Historic Properties	4. Preservation of Historic Properties	5. Restoration of Historic Properties	6. Reconstruction of Historic Properties	7. Rehabilitation of Historic Properties	8. Interim Maintenance of Contributor Properties	9. General Infill Design Principles	10. - 13 Guidelines for Specific Character Areas
Preservation of a historic resource	✓	✓	✓	✓	✓						✓
Restoration of a historic resource	✓	✓	✓	✓		✓					✓
Reconstruction of an earlier resource	✓	✓	✓	✓			✓			✓	✓
Rehabilitation of a historic resource	✓	✓	✓	✓				✓	✓		✓
Alteration of a noncontributing resource	✓	✓	✓							✓	✓
New construction	✓	✓	✓							✓	✓
Site improvements	✓	✓	✓	✓						✓	✓
Infrastructure improvements	✓	✓		✓						✓	✓

This chart indicates those chapters that typically will be useful for general categories of work within the historic district. In some cases, however, a different set of chapters will be relevant. Always consult with the City to determine which chapters will apply to a specific project.

CHAPTER 1
THE DESIGN CHARACTER OF MARE ISLAND



An image, c. 1918 documents the shoreline of the Mare Island Strait. Fifteenth Street lies perpendicular to the shore and connects the main hospital, Building H1, with the waterfront. Young palm trees are evenly spaced along the street. (Photo: National Archives and Records Administration)

HISTORY OF MARE ISLAND

(adapted from Mare Island Specific Plan, 2003)

At the time of the first European contact in 1775, Mare Island was occupied by the Patwin, descendents of the Miwok-Costanoans. Native Americans may have frequented Mare Island up to 2000 years before European conquest. In 1852, Comm. John Sloat recommended Mare Island to President Fillmore as the site for the first Pacific naval installation, which was established by Comm. David Farragut in 1854.

The first ship built on Mare Island was launched in 1860. Early development included a Marine Base, which was responsible for security, and a hospital. In all, 513 vessels, ranging from wooden sailing ships to nuclear-powered submarines, were constructed and as many as 1,227 were repaired and/or overhauled at the Shipyard facilities. The majority of this activity was during the five years of World War II, making the Shipyard one of the busiest in the world, with a peak employment of over 41,000. In the 1950s, the Navy designated the facility as a building and overhaul yard for submarines, which remained its primary use until the base was closed in 1996.

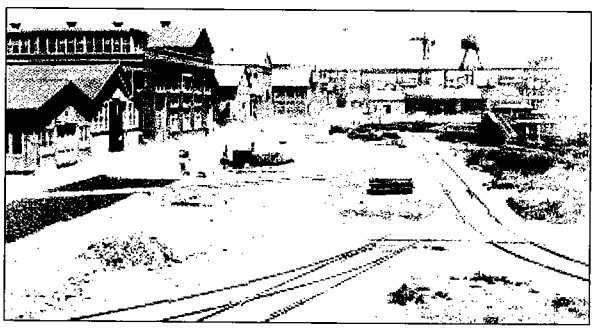
Important periods in the development of the Mare Island Naval Base* are as follows:

- 1854-1865: Founding of the Navy Base through the Civil War
- 1866-1897: Civil War to the Spanish-American War
- 1898-1918: Spanish-American War through World War I
- 1919-1938: The Interwar Years
- 1939-1945: World War II
- 1946- Present

**Additional information regarding specific activities on Mare Island can be found in the Revised Predictive Archaeological Model for Mare Island, Vallejo, Solano County, California: October 2000*

In 1989, there were approximately 10,000 employees on Mare Island. The downsizing of the Shipyard workforce began in 1989 due to a number of factors. Defense spending was cut to reduce the national deficit, newer naval vessels required less maintenance, and the end of the Cold War reduced the need for defense facilities and operations. When Congress confirmed closure in October 1993, Shipyard employment was limited to approximately 5,800 civilians.

The BRAC Commission, in its June 1993 report to President Clinton, recommended the closure of Mare Island. President Clinton approved the Commission's recommendations in July 1993, and the 103rd Congress accepted the decision. The Navy completed its scheduled work by the spring of 1995, and the Shipyard was closed on April 1, 1996.



California Avenue (Photo: 1926, National Archives and Records Administration)

Note that maps exist documenting many years at Mare Island. One of those from 1951, is included at the end of the document.

DEVELOPMENT PATTERNS OF MARE ISLAND

Changes in the development patterns of Mare Island directly impacted the character exhibited both inland and along the waterfront. To better understand the existing context of the Island, it is important to interpret the significance of historical resources and the relationship of specific elements within the built environment to the landscape. Development patterns are a result of the configuration of buildings and streets and the interface of such elements with the existing and modified landscape. Historical maps and photographs indicate that development patterns on Mare Island were dictated by four primary factors:

- **Industrial Uses**: In the 1996 Mare Island Historic District Nomination, the National Park Service (NPS) cites industrial uses, specifically shipworks, as the primary force shaping development on the Island.

- **Topography:** Locations of specific functions were initially influenced by the topography of the Island. Munition storage was confined to the south end and buffered from active uses by cliffs and hillsides. The shipyard was constructed on flat lands adjacent to Mare Island Strait. Alden and Irwin Parks were physically separated from the shipyard by a change in elevation.

- **Circulation and Access:** Accessibility by both land and water also dictated development patterns. Access from San Pablo Bay and Mare Island Strait required that buildings be aligned along the shorefront. Internal circulation on land was initially dictated by rail accessibility along major rail lines and also along shorter spurs connecting individual buildings. As development expanded, internal road networks developed that linked different subareas of the Island.

- **Range of Military Missions**: The NPS Historic District Nomination also cites the variety of uses required by the Navy and that the varying missions were more "comparable to a municipality than to a military base." Dating from the mid-1800s, Mare Island exhibited diverse land uses including residential, industrial, medical/office, and designated parks and open lands.

These factors resulted in a diverse mix of uses, building types, densities, and circulation systems. The effects of these key influences can be seen when reviewing historical maps of the area.

The following observations are based on review of a series of historical maps dating back to 1898, which depict uses and road networks for the entire Island. Each map has a confirmed date and offers detailed information regarding locations of buildings, roads, and railroad tracks as well as open space and park features. Historic photographs dating back to 1857, as well as current aerials photos, were also used to confirm development patterns.

Mare Island Circa 1850 - 1898

The original plan for Mare Island, generated by William P. S. Sanger in the mid-1850s, created five (5) central north-south axes:

- the wharf or quay wall along Mare Island Strait;
- Dock Street, later renamed California Avenue;
- Railroad Avenue;
- Walnut Avenue; and
- Cedar Avenue.

These axes established the primary orthogonal grid of the Island, which is oriented to the Mare Island Strait shoreline. The first four streets provided access to the various locations within the shipyard area and supporting residential use areas, while Cedar Avenue served as the primary approach to the Marine base and hospital areas. Additional routes across the Island were dictated by topography and/or marshlands. *(Footnote 1: National Park Service, 1996)*

These roads established a basic framework for land uses that were segregated according to intensity. These uses were separated into a three-tiered system, based on proximity to the waterfront:

- Tier 1 contained industrial uses associated with the shipyards and access to Mare Island Strait.
- Tier 2 included two major parks, Alden Park and Irwin Park as well as the original administration building occupied by Comm. Farragut.

- Tier 3 was reserved for residential uses, including the original Marine Parade Grounds and barracks.

This original tiered grid was limited to the center of the Island on the eastern shore and the streets terminated over to the west at the edges of early development and blended into the existing natural topography and native vegetation.

Initially, in 1898, access to the Island was limited by dredged channels linking San Francisco Bay with

Looking from the top of Dublin Hill southwesterly (Photo: 1857, National Archives and Records Administration)

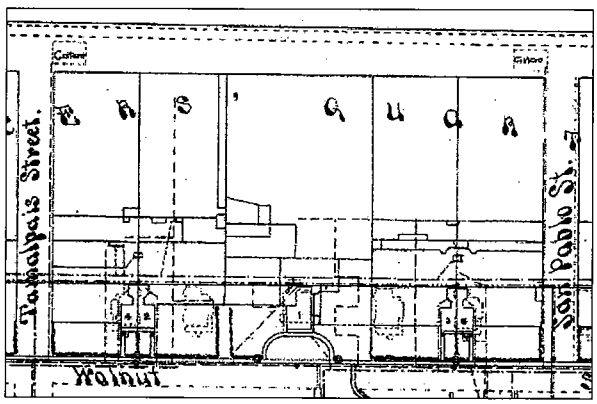
Mare Strait. Causeway Street appears on maps dated from 1917 and connects the City of Vallejo to Mare Island at A Street. By 1944, a new causeway had been constructed further to the north, at G Street, allowing for additional expansion of industrial uses along the waterfront.

Several historic photographs indicate that, prior to 1898, naval shipyard activity and associated industrial uses were limited to the south central shoreline. Supplemental uses, such as officer's residences and the hospital, were located inland. Even at this early stage of development, land uses were somewhat segregated. Residential uses (in Tier 3) were separated from the industrial development (in Tier 1) by two major parks, Alden Park and Irwin Park (Tier 2), as well as by Walnut Avenue, one of the primary north-south connectors. During this period, there were six primary areas of development based on function:

- Gunnery and munitions storage;
- Lighthouse reservation;
- Hospital and associated housing;
- Marine housing and parade grounds;
- Naval housing and support services; and
- The shipyards.

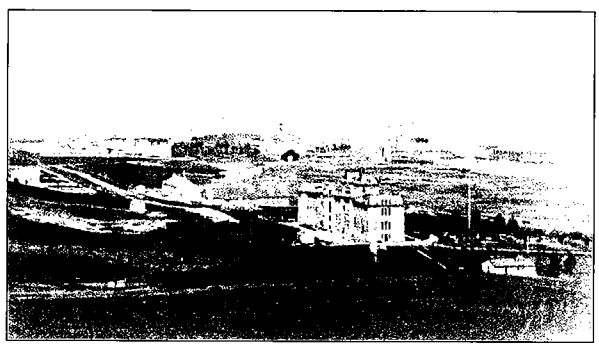
Based on the 1898 map, each specific use appears to be confined and separated by either undeveloped lands and/or designated parks. At this early stage, it is interesting to note that all residential uses, including officer's apartments and civilian residences, flank Walnut Avenue.

Historic photographs indicate that residential development was divided into individual plots, denoted by fence lines and internal access roads, and that single-family residential development was set back from the street, with expansive front lawns and rear yards that were large enough to accommodate outbuildings, gardens, and livestock. Walnut Avenue appears to include some mature street trees that would have acted as an additional buffer and visual screen



1898 Walnut Avenue, with Officer's Quarters

to adjacent industrial development and created a distinct character for this particular area that is quite different from other roads.



Hospital (Photo: 1870s, National Archives and Records Administration)

The hospital includes a large landscaped yard and a formal approach to the front facade. The hospital had its own dock and the entrance road was originally lined with palm trees. *(Footnote 2: State of California Historical Survey)*

Mare Island Circa 1923

Based on the 1917/23 Historical Map, between 1898 and 1923 (a span of 40+ years), significant expansion of Naval and Marine operations occurred, as evidenced by additional dry docks and industrial buildings abutting Mare Island Strait. The number of east -west roads had increased and were now numbered; 1st Street was adjacent to and paralleled the causeway. Subsequent streets divided both the industrial and residential areas into blocks, culminating with 10th Street, just north of Chapel Park.

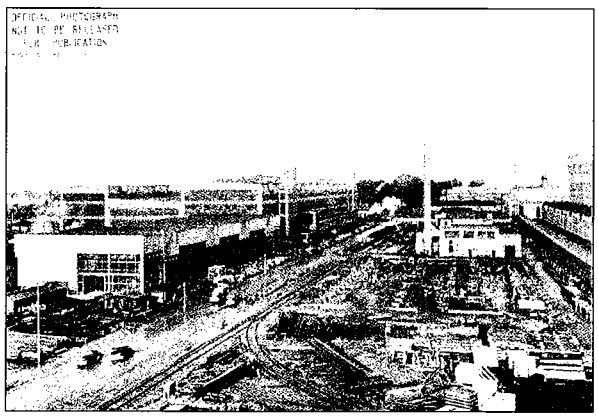
As munition supplies and ordnance types increased, their storage facilities expanded. The location of these buildings appears to be dependent upon rail accessibility and safety concerns. Although several new buildings aligned with the original munitions storage facilities, the majority of new development in this area followed topographic contours and wove around the base of the hill at the southern end of the Island.

Hospital expansion reflects a campus-like layout with several supplemental and supporting buildings flanking the entrance road, creating a formal lawn or quadrangle. To the south, the buildings aligned along Railroad Avenue; smaller units were sited perpendicular to the topographic contours of the hills. The layout of this development represents the first orthogonal grid that is not oriented toward the Mare Strait shoreline. Expansion appears to extend out from the original facility along an orthogonal network of secondary streets that bisect topographic contours and provide views back to the shipyard and waterfront.

During this time, industrial development expanded to both sides of the original core. Between 13th and 16th Streets, narrow industrial buildings aligned with the original Sanger Grid. Additional industrial buildings were constructed along California Avenue. These long and narrow structures varied in length, but by-and-large, aligned along the southern edge of California Avenue, creating a very dense industrial neighborhood. Additional railroad tracks crisscrossed the street and connected these buildings to the dry docks.

Historic contributor buildings in the Shipyard (Photo: National Archives and Records Administration)

Security fencing separating industrial uses from adjacent residential and administrative development is indicated on both historical maps and also in historic photographs. Although security fencing was not applied consistently throughout the Island, fencing was used to differentiate exterior storage yards from public right-of-ways and rail access.



Industrial uses generally included outdoor areas for storage of equipment. (Photo: National Archives and Records Administration)

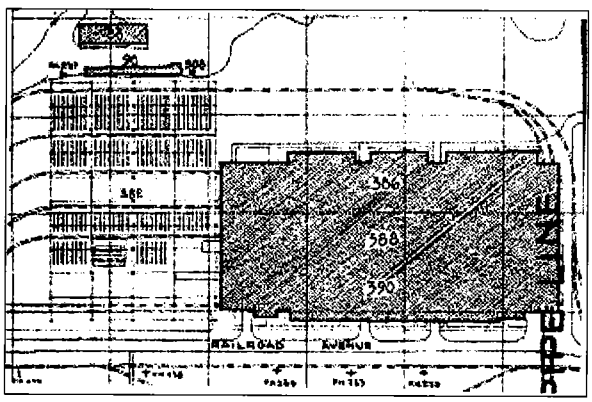
Historic photos from this period indicate that rail lines, storage facilities, and vehicular access mandated curbless streets in most parts of the shipyard area. A few exceptions did have sidewalks, generally along the numbered streets that would link to the neighborhoods to the west. Virtually all industrial sites were individually serviced by rail. This allowed for direct access between the waterfront and exterior storage areas and inland industrial buildings.

During this time, California Avenue was extended and connected munitions storage with the shipyards. Outdoor storage yards became more abundant as evidenced by the new lumber and plate storage facili-

The original portion of Mare Island officer's housing, M2-5, looked south into the early parade grounds. (Photo: National Archives and Records Administration)

ties, as well as additional storage yards directly adjacent to new buildings.

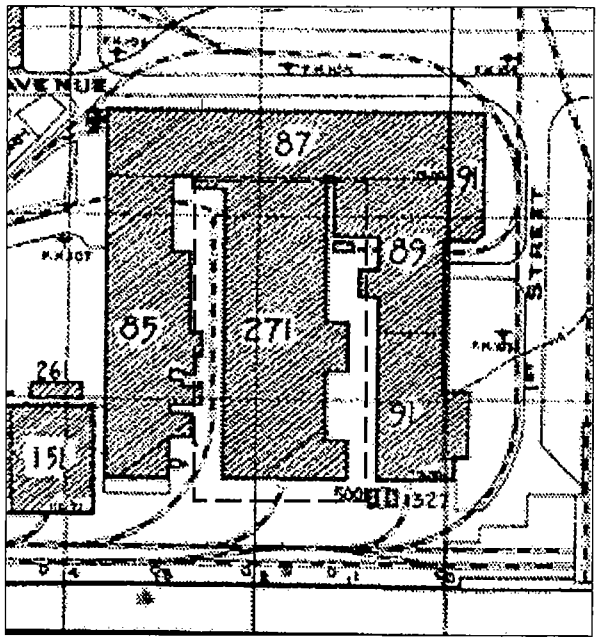
The Marine Base expanded south to Mare Island Strait during this time, directly east of the Hospital and south of the shipyards. These buildings were or-



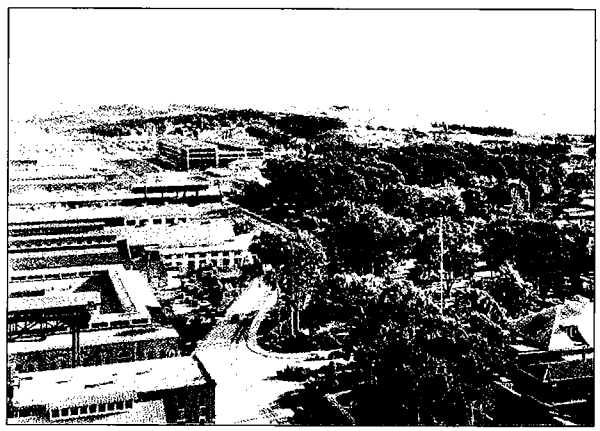
Map portion - 1917/1923

ganized around an internal street grid and building sizes reflected residential use.

One of the largest buildings on the Island constructed during this time is the Structural Shop (Buildings 386, 388 and 390). This building is situated just east of the original Marine Parade Grounds and numerous rail lines lead through external storage yards into the buildings. The amount of land necessary for rail access and outdoor storage created a significant area of influence for this particular building and others of its type follow.

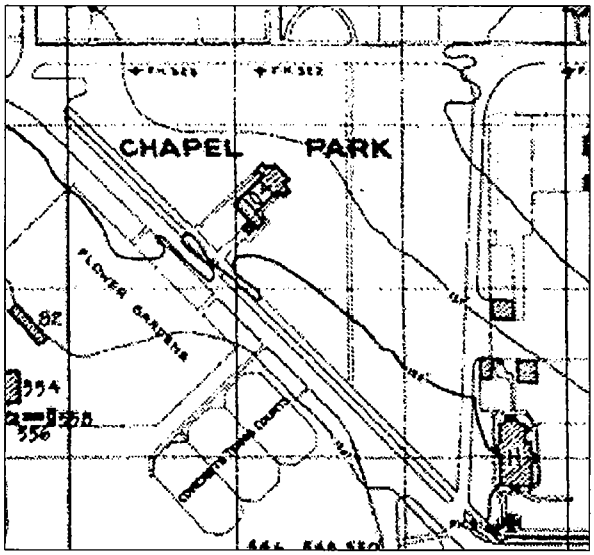


There is evidence that existing buildings had been renovated and expanded. The complex of Buildings 85, 87, 89 and 91 now contains a new wing (Building 271). - 1917/1923



A view looking south shows Railroad Avenue as it angles around Building 116. Alden Park is to the right. A sidewalk frames the park. (Photo: National Archives and Records Administration)

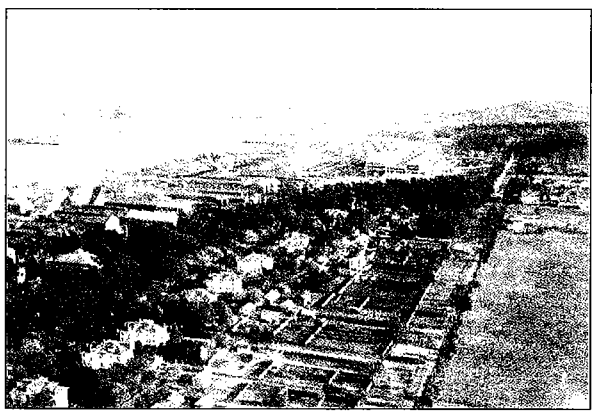
In response to the expansion of the shipyard, original buildings were demolished and replaced and/or altered. There is evidence that existing buildings had been renovated and expanded. The complex of Buildings 85, 87, 89 and 91 now contains a new wing (Building 271). In addition, several buildings were demolished and replaced by larger structures: Building 75 was replaced by Buildings 141-165; Buildings 18, 37, and 65 were replaced by Buildings 101,



The Chapel faces flower gardens in this map detail. A walkway along the northern edge of the park links Walnut and Cedar Avenues (1917/1923).

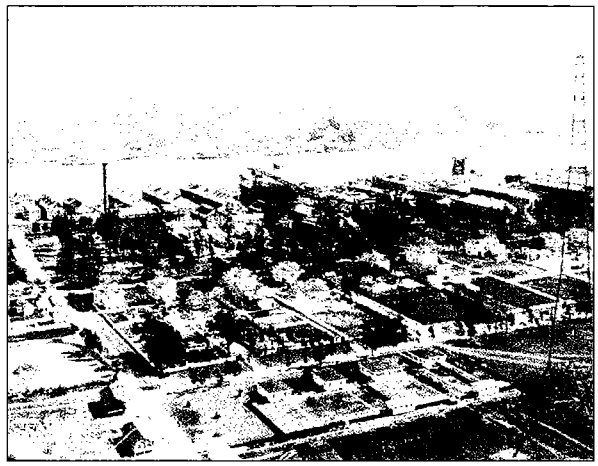
105, 165, and 273. As buildings expanded and areas redeveloped, external uses and access combined to increase the areas of influence associated with each structure.

By 1923, residential development had expanded north of Cedar Avenue. Although the newly introduced single-family homes were not as stately and large as



Large residential structures align along Walnut Avenue (Photo: National Archives and Records Administration)

those originally constructed along Walnut Avenue, the setbacks reflect residential use. In addition, fence lines and internal access roads have clearly defined individual lots, as exemplified on a historic map dated 1917-1923. The lot sizes vary based on the type of housing constructed. Although informal "lot lines"



Some yards were defined by fences and tree rows. (Photo: National Archives and Records Administration)

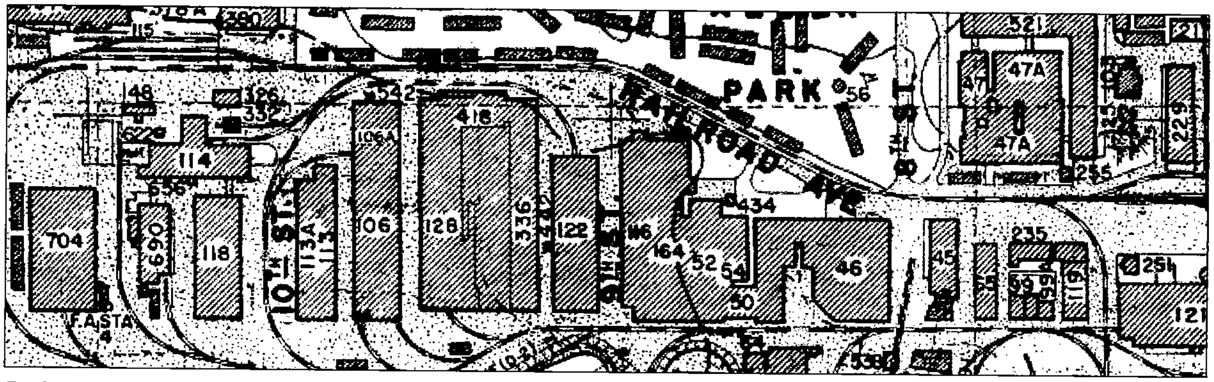
were established as early as 1989 for officer housing along Walnut Avenue, expanded residential neighborhoods between Walnut and Cedar Avenues and 3rd and 10th Streets also used fence lines to create individual, uniform lots.

Additional designated open space and park lands include Chapel Park, the southernmost terminus of the formal, residential officer's housing neighborhood. A number of smaller recreational facilities were created, including a children's playground, baseball diamond, and numerous tennis courts. Although formal parks were not included in areas undergoing expanded development, recreational facilities such as tennis courts were seen in all areas of residential use.

Mare Island Circa 1944

Between 1923 and 1944, Mare Island witnessed a period of rapid, major expansion especially during World War II. New development included the construction of two additional dry docks and four ways. This resulted in the conversion of the original, undulating shoreline to a hard edge, or quay wall, that extended from "I" Street (located north of Causeway Street) south to approximately 18th Street, where munitions storage facilities began.

In response to the new dry docks and ways, large industrial uses expanded to the north and south. The majority of this new development responded to the established orthogonal grid and buildings aligned along established streets. Weaving throughout this new development were expanded rail lines.



Rail access to individual buildings along Walnut and Railroad Avenues (1944)

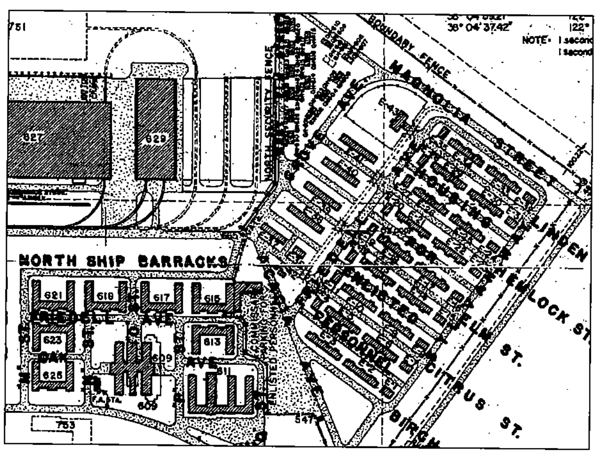
Extensive expansion occurred along the east shoreline. Building footprints were now larger and the majority of these buildings were accessed by rail. While expansion to the southern shoreline included industrial buildings and rail access associated directly with the new ways and dry docks, development to the north appear to be oriented towards external storage and lumberyards.

A tradition exhibited in the original Sanger Plan led to distinct building alignments along specific streets as well as the expansion of the orthogonal grid. Although there is no evidence of property lines, parcel lines and/or public right-of-way boundaries, the primary facades of industrial buildings aligned along both California and Railroad Avenues. This alignment resulted in clearly defined access routes for rail, automobiles, and pedestrians, as well as directed view corridors down major streets.

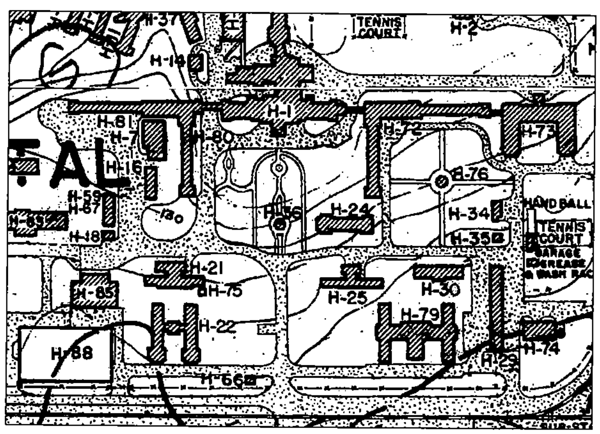
During this period, Fremont Pier was constructed adjacent to Causeway Road. Development in this area was labeled "Submarine Repair Base," indicating a new use.

Waterfront expansion and development included extensive new development on vacant lands and replacement of some older buildings.

New residential development appeared along Sears Point Road, far north of the core shipyard area. Tightly spaced housing (labeled "Enlisted Personnel Housing") was sited along a unique orthogonal grid based on the alignment of existing roads at the north end of the Island. A North Ship Barracks and Commissary were constructed at the far north end of Walnut Avenue. Overall, residential density increased significantly during this period, primarily in the form of housing for enlisted personnel.



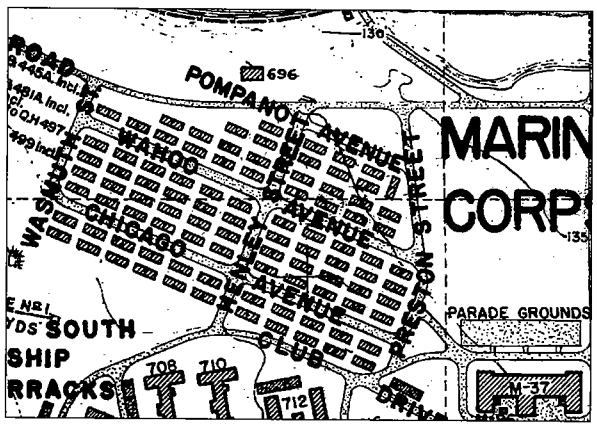
North Ship Barracks and housing near Sears Point Road (1944)



Hospital Complex (1944)

Also located at this end of the Island was the newly introduced Radio High Frequency Transmitting Station. This area occupied the far northeast corner of the Island and access roads aligned on the original grid, creating three large "parcels." One building (505) was centrally located in the middle parcel.

The original hospital expanded during this time and was flanked by two symmetrical wings, which established a formal entrance quadrangle. Immediately adjacent to the hospital, land was designated for tent sites, which indicated the need for flexibility in order to serve the expanding residential population.

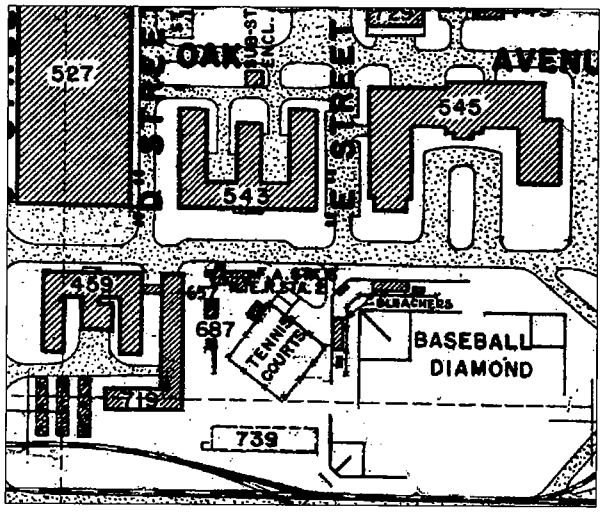


Housing near Marine Parade Grounds (1944)

The Marine Base also expanded to include quanset huts that were sited on a grid independent of established development patterns. Based on historic maps dating from 1944, it appears that the primary element dictating the location of this tightly spaced residential development was the existing topography. A small, prominent knoll rises sharply to the south of the current Marine Parade Grounds and the grid is tucked into the eastern base of this knoll. This may have provided protection from the prevailing winds as well as helped to create a safe haven from the busy industrial district.

Historical photos reveal an active Naval shipyard. As the number of dry docks increased, new and expanded services and facilities were required. The width of major intersections was dictated by railroad track turning radii.

A Naval Prison was sited adjacent to the Marine Base, which included a number of outbuildings and agricultural lands, most likely vegetable gardens. Other



Recreation facilities included a baseball diamond and tennis courts (1944)

new facilities include formal Administration Offices, which were constructed directly adjacent to industrial development and aligned with the original orthogonal grid at the intersection of Causeway Street and Walnut Avenue.

Despite the lack of new formal parks, recreation facilities were introduced in most residential areas. It is interesting to note that the construction of recreational facilities (baseball diamond, bleachers and tennis courts) during this period marks the first time recreational facilities had been introduced to nonresidential use areas.

By 1944, Walnut Avenue was no longer limited to residential uses. Infill industrial development combined with extended rail access to the eastern part of the Island has altered the development pattern along this primary connection to Causeway Street.

Atop the hill to the south, a series of curvilinear roads was introduced. These roads parallel existing topographic contours and link munitions storage and bunkers, which were nestled into the hillside.

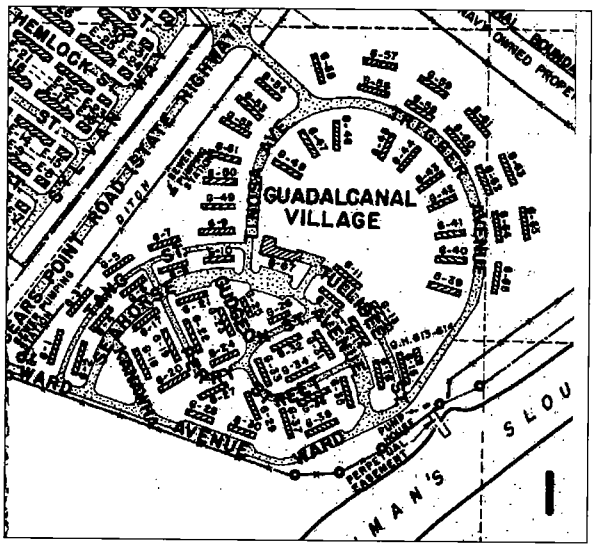
Mare Island Circa 1950

The period between 1944 and 1950 saw the addition of two major residential communities:

- Iwo Village, located just north of the Marine Base, was a series of quanset huts. Although the street grid accessing the huts aligns with the original orthogonal grid, it is interesting to note that

this is the first residential development where individual units were offset from one another, as opposed to being sited in aligned rows.

- Guadalcanal Village was located at the far north of the Island, beyond Sears Point Road (now State Highway 37) and Dutchman's Slou (sic). This housing development (quanset huts) was the first development on the Island to contain a hierarchy of concentric access roads.



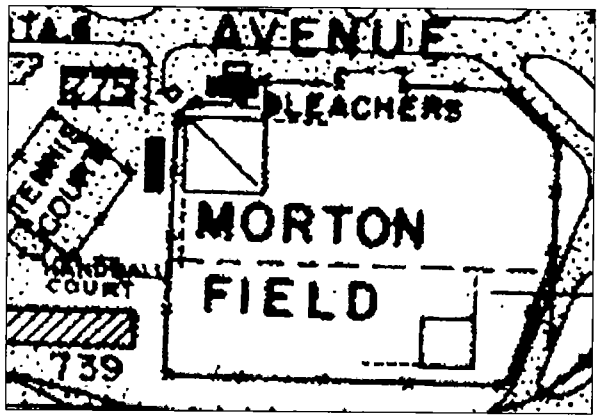
Guadalcanal Village, with its curving streets, is seen in this 1950 map detail.

During this time, open space and recreational facilities were expanded to include new athletic and softball fields at the north end of the Island. To the south, uplands overlooking munitions receiving and storage, as well as the hospital, also had golf holes. Small bridges over the reservoir indicate the existence of pedestrian trails.

The 1950 plan denotes the formal introduction of designated parking lots to serve industrial and residential development as well as supplemental services. Landscaped islands were used to both screen parking from adjacent roads and to establish internal access routes related to specific buildings (H86 and the Marine Parade Grounds). In addition, pull-in parking lots were integrated into new housing developments.

Mare Island Circa 1971

By 1971, the entire eastern shoreline had been converted to either wharf, pier, dry dock or quay wall.



Open space and recreation areas (1950)

Although development and/or redevelopment associated with these improvements was minimal, accessibility to these elements was vital and required ongoing dredging to maintain clear and unobstructed maritime access.

At this time, the most noticeable change to Mare Island involved housing redevelopment. Iwo Village and Homoja Huts had been demolished. Primary and internal access were reconfigured. Neither individual housing units nor the associated road networks correspond to the original orthogonal grid. Both housing developments (Farragut and Coral Sea) contain curvilinear streets and some cul-de-sacs.

SUMMARY

Street patterns

The original street grid was established to provide direct connections between buildings and the shipyards. The physical configuration of the Island and the long, unobstructed shoreline ensured direct, multiple routes between the water's edge of Mare Island Strait and the naval facilities. Initially, several east-west streets were constructed at regular intervals to allow for direct links to the waterfront. Other streets ran the length of the Island and parallel to the waterfront, creating a strong orthogonal street grid that became the primary organizing element for development: the original Sanger Grid.

At the southern end of the Island, a change to natural topography resulted in a winding, curvilinear road that linked the shipyards to munitions storage. The road hugs the base of the hill and continues around the Island, paralleling the shoreline and connecting to munitions storage facilities on the southeastern end of the Island.

Because of issues associated with the rail line and the industrial nature of the shipyards, most of the streets linking the industrial neighborhoods do not contain streetscape elements typically associated with development. Historic photos indicate few, if any, utility poles. Railroad access limited the installation of curb and gutters; these occurred in residential developments and are evident in historical photos of the hospital and administrative and/or office building development. Street trees were also installed in those areas exhibiting more formalized landscapes: Walnut Avenue, the Hospital and associated buildings and the Marine Base. Small pockets of vegetation are visible in historic photos east of Railroad Avenue, in areas containing recreational facilities.

By 1950, residential densities were increasing and older established internal grid networks were supplemented with new concentric and curvilinear streets, most likely reflecting emerging master planning and urban design principles. Although the curvilinear streets did not reflect established development patterns, they responded to the nearby undulating shoreline. Three high density residential modern developments (Coral Sea Village, Farragut Village and Guadalcanal Village, appeared between 1944 and 1971) used curvilinear streets. It is interesting to note that all major streets aligned with the original orthogonal grid established by the Sanger Plan, with the exception of South Railroad Avenue, which wound through the munitions receiving and storage areas. Streets and avenues accessing major administrative facilities and larger-lot residential development also aligned on the Sanger Grid.

Although the automobile was not the primary force in early development patterns, several important intersections include traffic islands or medians. These landscape features may be important contributors to the character of these neighborhoods, as well as necessary traffic calming devices and ideal locations for landscape elements and directional signage. The following intersections utilized these elements:

- Intersection of "O" Street with Walnut Avenue at the North Gate;
- Intersection of Walnut Avenue with 10th Avenue at Chapel Park; and
- 8th Street Plaza with Walnut Avenue.

Property Lines and Parcelization

Because Mare Island was under single ownership, individual parcel lines and public right-of-way boundaries were not established. However, the 1898 Sanger Plan depicts separate and distinct residential lots along Walnut Avenue, and historical photos dating from 1921 indicate that fences and internal access roads were used to distinguish residential lot lines of the Officer's Quarters residential development.

Open Spaces and Views

The need for designated park lands was acknowledged by the number of parks included in the original Sanger Plan. Historic maps dating from this time period include four open space/park elements that contributed to the overall character of the Island:

A **nursery** was established between the Marine Base and Officer's Quarters; nurseries, flower gardens and greenhouses continue to appear on historic maps up until 1950.

A **cemetery** was designated at the southeastern end of the Island; the cemetery appears on all maps and has remained the same size and configuration since 1889.

Parade Grounds were sited in conjunction with the Marine Base. The original parade grounds transitioned into active recreational facilities that included ball fields and tennis courts. As the Marine Base expanded to the west, the parade grounds were eventually relocated and no longer served as the primary organizing element for the base. In 1953, Building 866 was constructed on this site and both the building and associated storage and surface parking utilized the entire grounds. New parade grounds were designated adjacent to the Marine Headquarters Building (M-37), which became the focal point of this area. The parade grounds were flanked by historic marine housing (NPS).

Two original, formal parks, **Alden Park** and **Irwin Park**, were rectangular and occupied entire blocks of the Sanger Grid, as depicted in the 1898 Sanger Plan. When development expanded and densities increased, the edges of the parks eroded as new buildings and uses were introduced around the perimeter of both parks. Alden Park, now triangular in shape, contains remnants of bunkers and an impressive mature eucalyptus grove. By 1923, a number of buildings had been constructed on the western edge of Irwin Park, alongside Railroad Avenue. Additional buildings were added over time and by 1971, Irwin Park consisted of a small strip of land flanking Walnut Avenue. Current maps indicate the western edge of this park has been paved to provide on-street parking.

As housing expanded, additional recreation facilities were introduced. Historic maps contain the following elements:

- Tennis courts
- Baseball diamonds (some include bleachers)
- Softball fields
- Children's playgrounds
- Volleyball courts
- Swimming pools and wading pools
- Basketball courts

By 1917, one additional park had been designated. Chapel Park was located at the southern end of Walnut Avenue and buffered the historic Officer's Quarters housing development from encroaching industrial development along Railroad Avenue.

In 1944, Morton Field, located at the intersection of Causeway Road and Walnut Avenue, was established. At this time, expansion of the industrial uses extended to Sears Point Road. It was during this time that active recreation facilities were introduced into industrial areas as well. These facilities may have been considered acceptable substitutes for dedicated passive park lands, which remained limited to the three aforementioned Alden, Irwin and Chapel Parks.

Orientation to the Street

Most building orientation arrangements on Mare Island reflect the historic Sanger Grid. The majority of buildings align with street edges, resulting in view corridors down major streets. There are three notable exceptions to this rule:

- Bunkers and munitions storage facilities located atop the hill at the south end of the Island were sited along topographic contour lines;
- Historic residential housing (the Watchman's House) located atop the knoll overlooking munitions storage and also followed contours; and
- Some industrial buildings flanked railroad tracks that do not align with the Sanger Grid.

Building Setbacks

As would be expected, building setbacks varied according to land use. In the industrial areas, the majority of buildings align to create a distinct development edge along the street. The primary factors in determining industrial building setbacks were:

- The amount of exterior storage as dictated by building function and/or land use; and
- Access requirements: rail access and any turning movements and associated radii for the railroad tracks. There were several very long and narrow buildings whose setbacks allowed for rail access between the buildings. Individual rail spurs required additional space to ensure adequate turning radii.

Residential setbacks varied according to housing type, density, location and date. The historic Officer's Quarters along Walnut Avenue was set back from the street to allow for expansive front lawns, street trees and sidewalks with landscaped parkways. Smaller single-family homes flanking Cedar Avenue were also set back from the street, although the setbacks were not as pronounced. Despite the difference in setbacks in residential development, increased setbacks result in a distinct street character that readily differentiates areas of residential development from other parts of the Island. Vegetation located in these setbacks

created both physical and visual buffers between the streets, buildings, and adjacent land uses. Trees also help give character to the street itself, particularly in the north-south streets.

Landscape Features

The geology and local climate of Mare Island was based on the tidal fluctuations of San Pablo Bay. Native grasses and shrubs are visible in historical photos that include images of undeveloped lands. Formal landscape features such as street trees, lawns and foundation plantings were targeted to specific uses. Historic photos reveal that these elements were confined to areas of residential and/or office use. Administration buildings, including Building M1 and the Hospital, had formal entrances that included expansive lawns and associated gardens. Designated parks also contained deciduous shade trees and recreation facilities. Historical maps dating to 1944 depict flower gardens and greenhouses.

Industrial and Military Artifacts

Industrial artifacts contribute to the historic character of Mare Island. The following list highlights specific industrial artifacts that contribute to the character of Mare Island:

- Bunkers
- Shipyard cranes
- Gantry cranes
- Smokestacks
- Piers and/or wharfs
- Gatehouses
- Bulkheads, jetties, levees

CHAPTER 2
ARCHITECTURAL STYLES & KEY FEATURES

The building types that are described here are categorized by building use, followed by styles classifications. These reflect the uses of these buildings during the period of historic significance.

Over time, some buildings changed use and change in use may have prompted an alteration to the building as well. A building may even have been moved from its original site perhaps to make way for other buildings or activities. In some cases, a building may have lost an original character-defining feature from its particular style; this may be noted in some of the style descriptions.

The following style descriptions cover the majority of building types found on Mare Island, although the list is not all inclusive. The purpose is to note key architectural features that make up each building style. Those features that are listed may describe a particular building's features or, in some cases, recognize several buildings' features under the same heading. Next to the styles types are building numbers (as assigned in the Mare Island Historic Survey) noted in parenthesis. These buildings are representative of the style type, but are not the only buildings that represent that type.

The styles classification is predominantly that used in the *Historical Survey of Mare Island Naval Complex 1994 - 1995;* however, in some cases, similar styles were grouped together.

Prototypical structures are also illustrated in this section to highlight the key features of the following building types: Single-Family Residential, Duplex and Multi-Family Residential (low density), Barracks (high density), Industrial, Administrative/Office and Institutional.

Classical Revival (U)

Colonial Revival (A)

Single-Family Residential

Single-Family Residential buildings range from very small (a few hundred square feet) vernacular structures to elaborate residences (over 10,000 square feet). There are quite a few single-family residential resources in the middle range, neither large nor small. They ranged from modest single story houses with simple, painted wood siding, rectangular in plan, some featuring full-length front porches, to hip roofed cottages, numerous two and one-half story Colonial Revival, and some three story Queen Anne style officer's quarters. Their plans vary from completely square to elaborate, irregular shapes. Roof forms also vary among the many hip-roofed examples, to side-gabled and jerkinhead rooflines. Single-family residences were built between 1870 and 1941, with most (24 residence) appearing between 1898 and 1918.

Classical Revival (U)

Architectural Features:

- Primary volume is a simple rectangle, two-story, wood-frame building.
- Gable roof
- Portico with classical columns and balustraded porch above
- Shiplap siding
- Large 3-part windows on first floor; square lights in upper sash, single light in lower sash
- Two-story bay window on front

Colonial Revival (B, C, D)

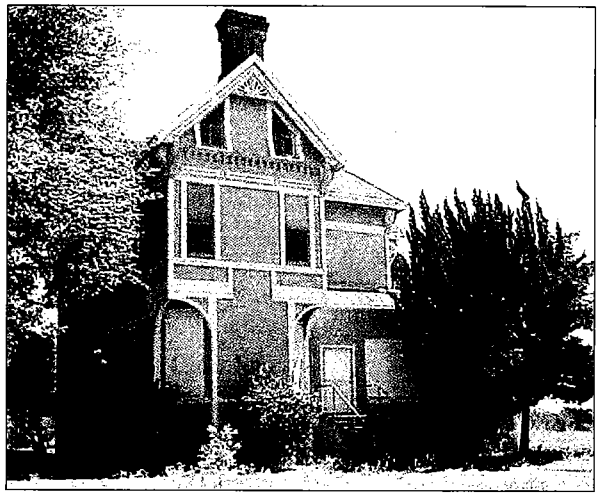
Architectural Features:

- Primary volume is a simple rectangle, two-story, wood frame building.
- Hip roof
- Wood frame with painted flush horizontal board siding, with simple entablature, dentil course and crown molding at the eave
- Raised one-story porch with paired ionic columns that support a simple entablature with a dentil course. The entrance is emphasized by a parapet turned spindle and pier railing on the porch roof, limited to the second story recessed bay.
- Centrally located, recessed bay ornamented by two ionic columns on second floor
- Hipped dormer centered over recessed bay with tripartite double-hung windows; has similar rail as the recessed bay.
- A two-story half octagon bay adorns the side elevation; plain panels are ornamented with gesso or molded wood.
- A hood or architrave accents the openings for double-hung windows and doorways.

Queen Anne - Eastlake (M2, M5)

Architectural Features:

- Irregular, asymmetrical volume, one to two-story wood frame building on a raised foundation
- Multi-gable roof with predominate front gable; gable ends are shingled; gabled dormers penetrate the roof.
- Walls are clad in vee-groove wood siding with flat corner boards.
- Porch at entrance; in several cases this has been enclosed.
- Eaves have a flat fascia board and gable barge boards, turned wood gable ornament at the apex, decorative wood brackets at eaves. Variation: belt course of wood at the second floor window line.
- Double-hung wood sash windows in tall narrow openings. Variation: slant corner windows are sheltered by the square upper story supported by wood brackets.
- Tall brick chimneys with heavily corbeled caps



Queen Anne - Eastlake (M2)

Italianate (M1)

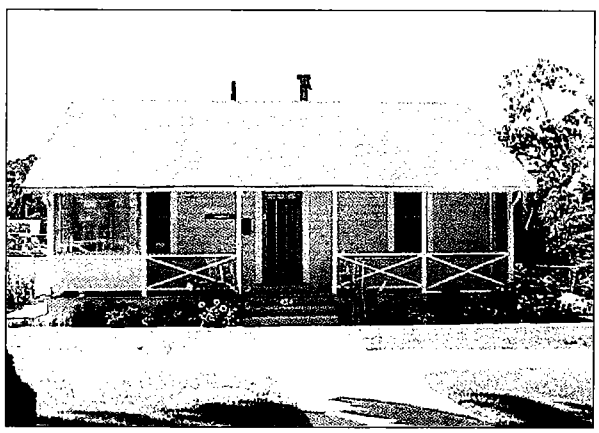
- Primary volume is a simple rectangle, two -story, stucco plastered masonry building.
- Hip roof
- Wall is capped with a cornice supported by modillions.
- Raised one-story porch glazed with casement sash, square columns supporting a classic cornice and parapet railing of balusters and piers.
- Entrance facade is accented by a projection of the central section and a classically detailed one-story portico supported by doric columns and a semi-circular hood.

Italianate (M1)

Type I - Vernacular (17, 19, 21, P)

Architectural Features:

- Primary volume is a simple rectangle or L shape, one or two-story wood frame building on a raised foundation, typically with a one-story shed or flat roof addition to the side or rear.
- Gabled or hipped roof
- Walls sheathed in horizontal tongue and groove siding
- Primary porch variations: the porch may project from the front and wrap around the side, may extend along the front facade or may be a smaller projecting porch at the entrance with simple square columns.
- Wood double-hung windows, variations include: one over one, two over one, and two over two windows.
- Louvered vents occur in the gable ends.
- Brick chimney



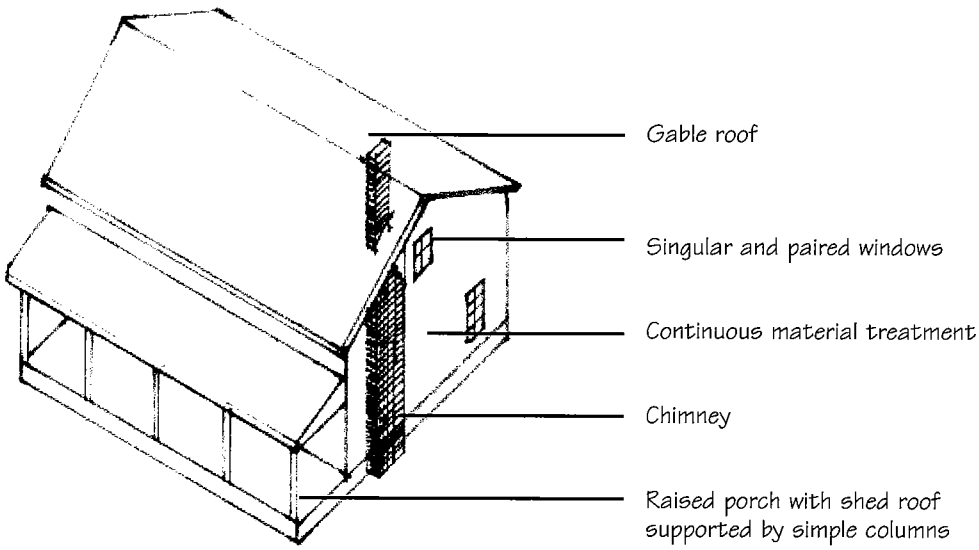
Vernacular (17)

Type II-Vernacular with classical detailing (6)

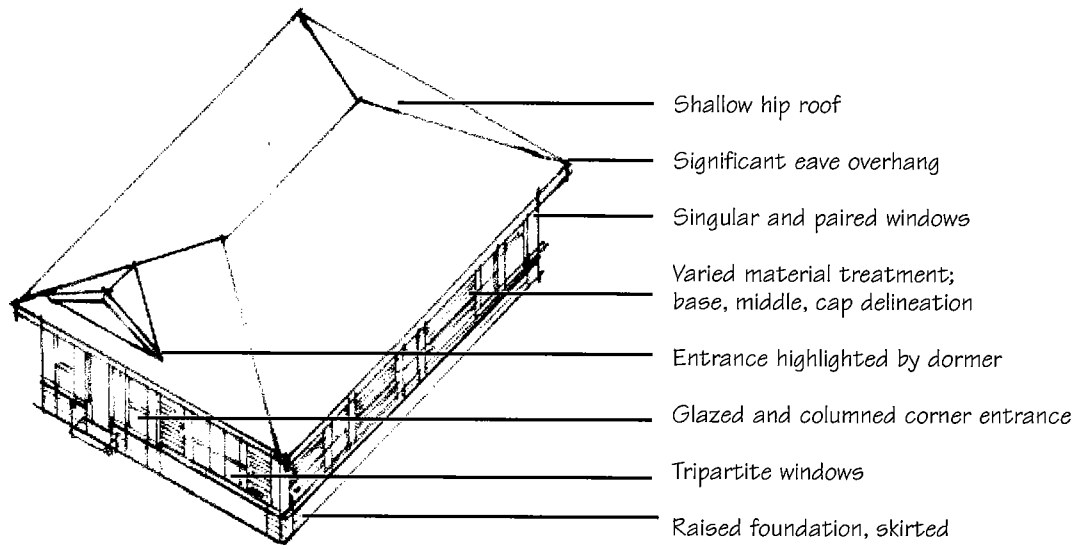
Type II-Vernacular with classical detailing (6)

Architectural Features:

- Primary volume is a simple rectangle, one-story, wood frame building with side additions.
- Hip roof with boxed eaves and extended cornice return; secondary hip roofs extend from the primary roof and cover the porch and bay window, maintaining the eave line.
- Walls are sheathed with painted flush horizontal wood, false bevel siding.
- The entrance is emphasized by a one-story raised porch supported by columns.
- Bay windows of different widths project out at both ends of the buildings.
- One over one double-hung windows



A.



B.

Form:

Primary volume is a simple rectangle, one or one-and-half story structure.

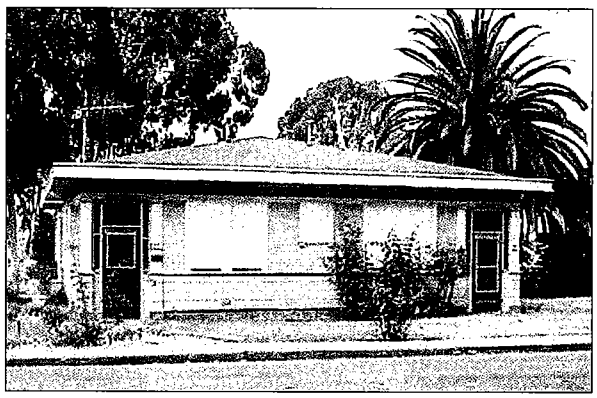
Fenestration:

Singular, paired and tripartite repetitive window types

Alterations:

An addition that steps down to the side or rear may occur on these building styles.

Queen Anne - Eastlake (M3)



Prairie School (411)

Duplex and Multi-Family Residential (Low Density)

The Duplex and Multi-Family Residential buildings range from very small, vernacular buildings to a distinctive, Queen Anne example. The buildings in this category vary from one to three stories in height. Examples range from the pair of identical Queen Anne style Officers' Quarters to modest vernacular buildings constructed at the turn of the century, to the mid-century Contemporary, International-influenced duplexes. The duplex and multi-family residential buildings were built between 1888 and 1942, with the majority constructed from 1939 to 1945.

Queen Anne - Eastlake (M3)

Architectural Features:

- Irregular, asymmetrical two-story wood frame building on a raised foundation with one-story elements
- Multi-gable roof with predominate front gable; gabled dormers penetrate the roof.
- Vee-groove wood siding with flat corner boards
- Enclosed porch at entrance
- Gable ends are shingled; the eaves have a flat fascia board and gable barge boards; turned wood gable ornament at the apex, decorative wood brackets at eaves, frieze band with multiple brackets and panels at the base of the gable, belt course of wood at the second floor window line.
- Double-hung wood sash windows in tall narrow openings; tripartite windows are sheltered with a pent roof supported by wood bracketing.
- Tall brick chimneys with heavily corbeled caps

Prairie School (411, 420)

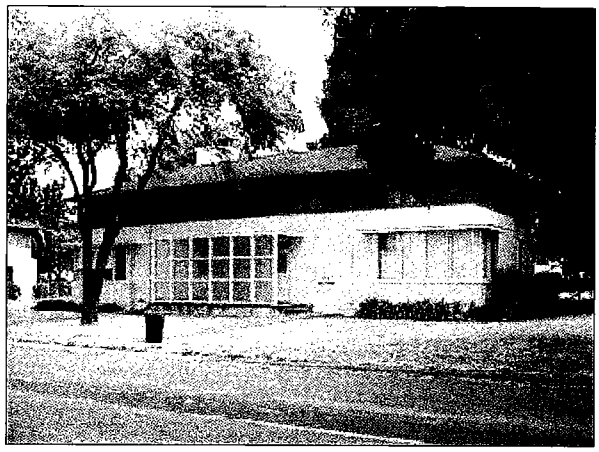
Architectural Features:

- Primary volume is a simple rectangle or square, two-story, wood-frame building.
- Low pitched hipped tar and gravel roof, with substantial overhanging eaves
- Wood clad walls are divided into a base of wide horizontal siding with vee grooving up to the window sills, followed by a narrow horizontal bull-nosed wrap and capped with an architrave of smooth wood.
- Paired, double-hung windows with six over one configuration, trimmed with flat casing
- Doorways enter for a square columned screened porch.

Contemporary with International influence (Q 1-20)

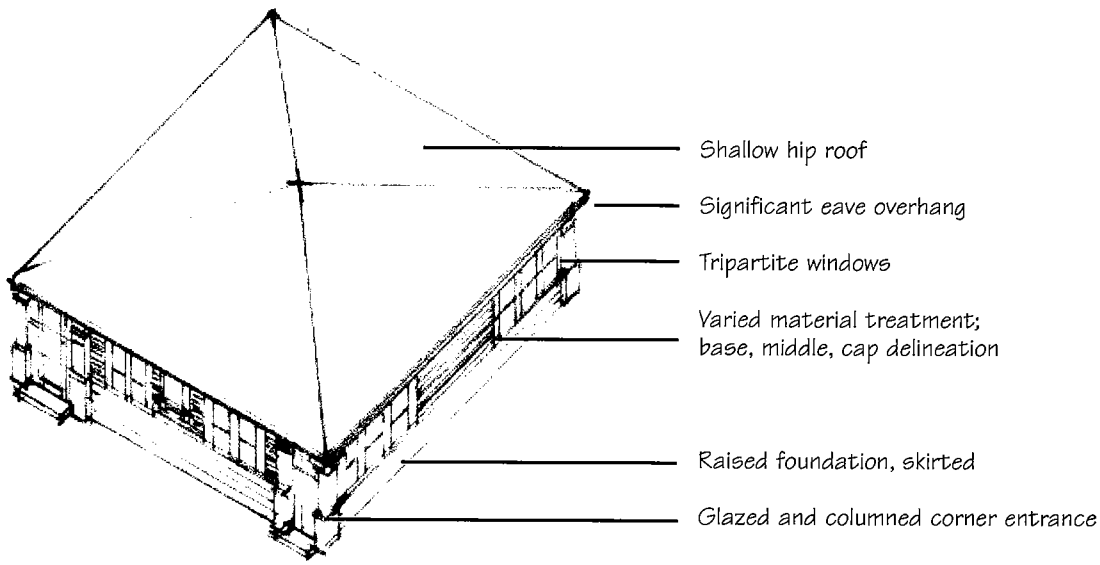
Architectural Features:

- Primary volume is a simple rectangle, two-story, wood-frame building.
- Hipped roof is covered in composition shingles and has boxed, overhanging eaves.
- Exterior walls are clad in sand-finished, light colored stucco at the base and horizontal, painted, flush shiplap, jointed wood above the 2nd floor windowsills.
- Entrance doors are located behind a stepped out, obscure glazed, 18-light vertical screen that blocks direct views to the shared, raised front porch.
- At either end of the front elevation, a ribbon of four large, casement windows wraps around the corners, continuing with two identical windows on the side elevation. The windows are visually unified by slightly projecting, flat lintels that enhance the horizontal orientation of the building. The 2nd floor composition includes four sets of equally spaced, identical groups of three, one-over-one, wood sash windows.



Contemporary, International style-influenced duplex residence. (Q-01)

MULTI-FAMILY RESIDENTIAL PROTOTYPE



Form:

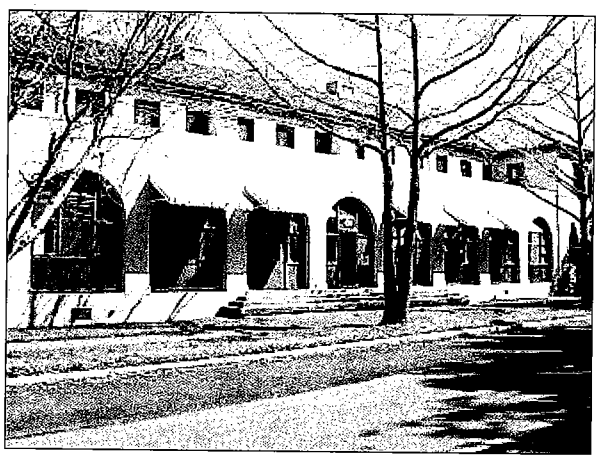
Primary volume is a simple rectangle, one story structure.

Fenestration:

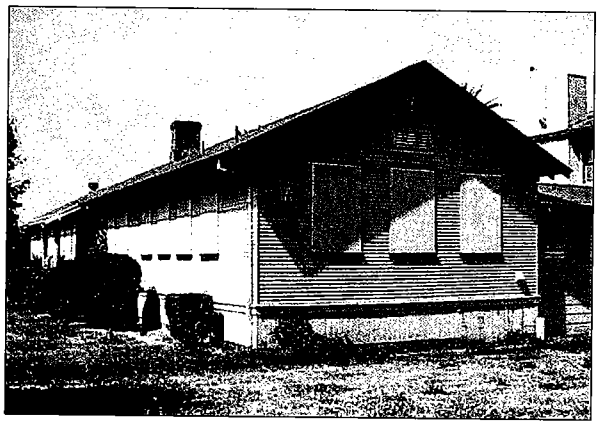
Singular, paired and tripartite repetitive window types

Alterations:

An addition that steps down to the side or rear may occur on this building type.



Spanish Eclectic (459) - before rehabilitation



Vernacular/Utilitarian (376)

Barracks (High Density)

The buildings within the barracks group range from one to three and one-half stories in height and the plans range from rectangular to E, U, and F shapes. Architectural types range from vernacular and utilitarian to Spanish Eclectic and Classical Revival. Exterior finishes include concrete, stucco and painted wood. Roof shapes are predominately hipped with a few examples of intersecting side gables and nearly flat side gables. The barracks buildings were constructed between 1920 and 1943, and most were built during 1939 and 1945.

Spanish Eclectic (459, 543, H79)

Architectural Features:

- Simple geometric volumes including rectangular, E, U and F shapes.
- One to three and one-half stories in height
- Hip and moderate pitch gable roofs are clad with red tiles.
- Reinforced concrete, painted or concrete with stucco
- Arched arcades
- Door styles include rounded archways, steel doors (replacements) and three-light one panel wooden doors.
- Aluminum frame, double-hung windows (replacements) and six over six double-hung windows with concrete sills
- Decorative grilles at roofs
- Variation: rusticated base, molded architraves, square surface rainwater conductors with prominent leader header boxes make vertical accents on the facades.

Vernacular/Utilitarian (376, 930)

Architectural Features:

- Primary volume is simple rectangle.
- Hip roof or gabled roof
- May have second floor balcony extending the length of the main building.
- Double-hung windows; original windows wood double-hung, some replacement aluminum windows exist.

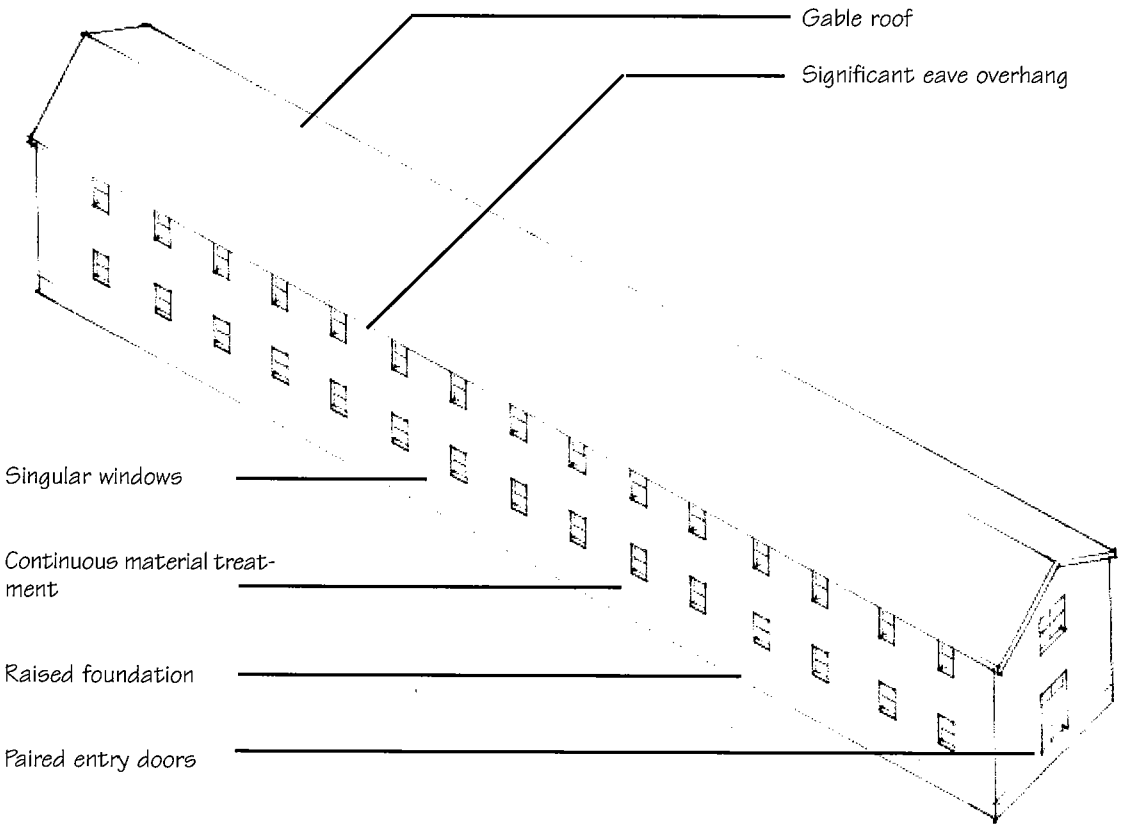
Beaux Arts (M37)

Architectural Features:

- Primary volume is a three-story, E shape building.
- Hip roof, penetrated by hip dormers
- Concrete construction; the basement and first floor are formed with deep horizontal grooves to give it a rusticated base.
- Cornice molds of concrete project to support the eaves.
- Facade between the wings is glazed with horizontally paned windows that are separated by piers of paired flat columns.

Beaux Arts (M37)

BARRACKS

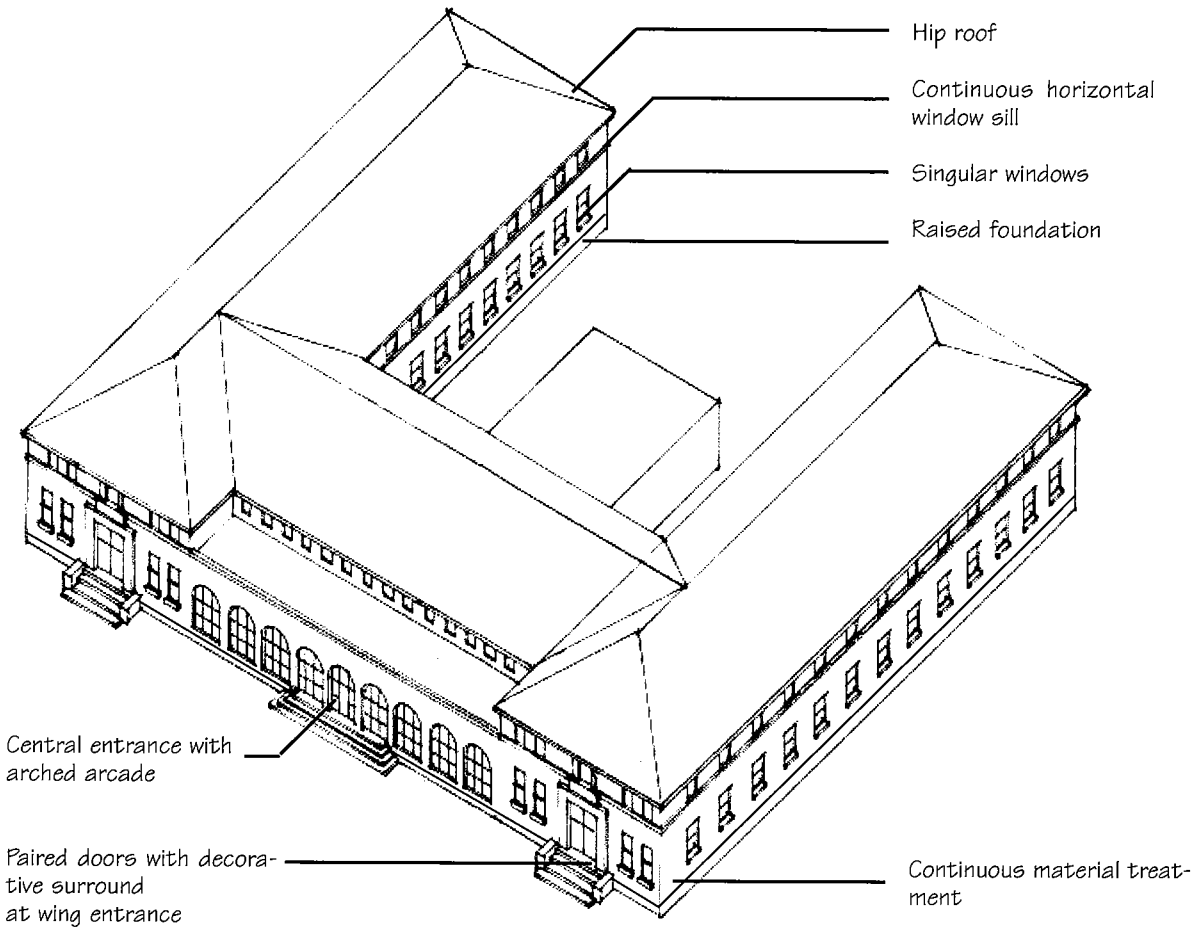


Form:
Primary volume is a simple rectangle, two story structure.

Fenestration:
Repetitive window types

Alterations:
This is an example of a historically prominent barracks style building that was removed.

BARRACKS



Form:

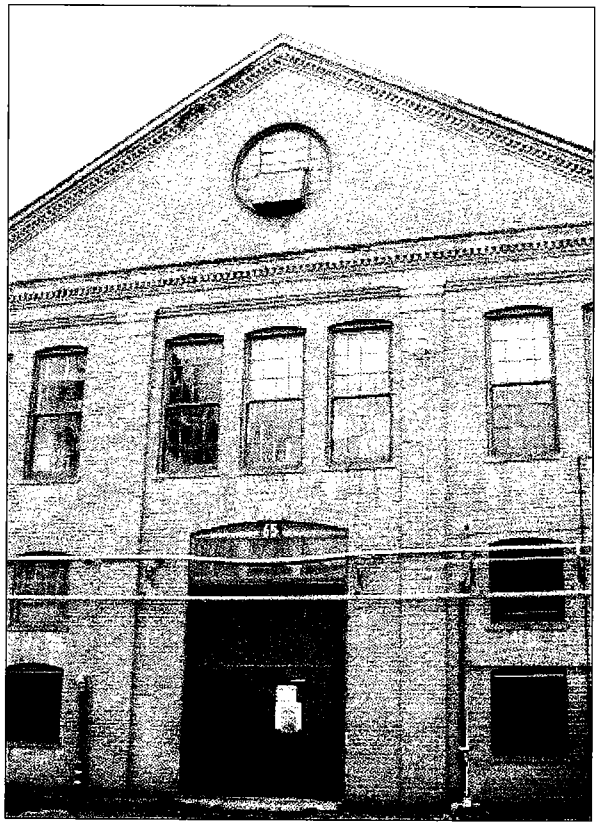
Primary volume is a simple U-shape, two-story structure.

Fenestration:

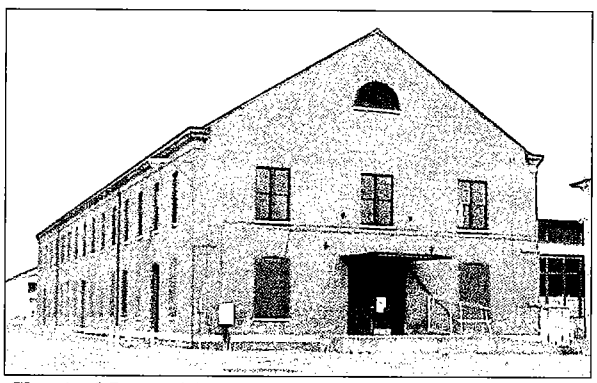
Arched front arcade with repetitive window types. Side entrances are highlighted with enhanced architectural surrounds.

Alterations:

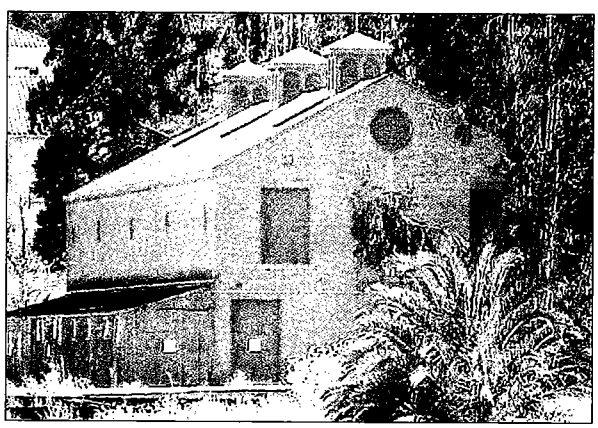
An addition that steps down to rear may occur on this building style.



Classical Revival (65)



Classical Revival (77)



Classical Revival (88)

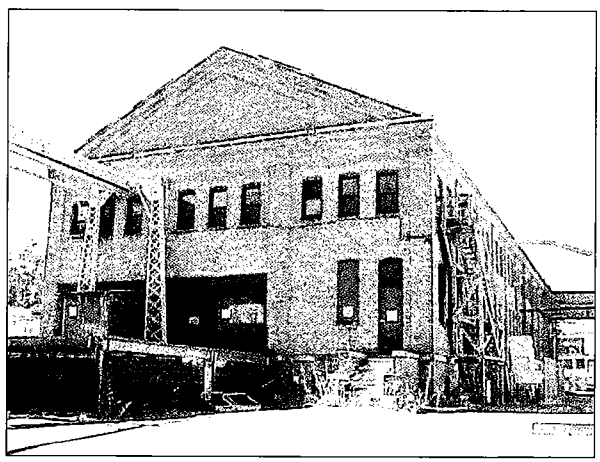
Industrial/Ordnance Storage or Warehouse Storage

The buildings within the Industrial/Ordnance Storage or Warehouse group range from small, simple, single-story utilitarian buildings to distinctive brick two-story buildings with front-facing gabled roofs. While most are rectangular in plan, some have irregular rectangular shapes. Roofs are predominantly medium pitched gables, with a few examples of flat roofs (one variant has a monitor). Nearly all of the buildings have large industrial doors (sliding and hinged), usually on the end walls. The buildings were constructed between 1858 and 1942, with most built from 1898 to 1918.

Classical Revival (65, 77, 88, 114)

Architectural Features:

- Primary volume is a simple rectangle, two-story, brick building.
- Some examples include walls capped with a brick frieze and cornice with returns against a gable end; elaborate brick cornice with bracket-like projections and dentils as well as a belt course of corbelled bricks at the second floor.
- Pilasters supporting brick frieze and cornice, with pediment form closing the end of a gable roof
- Gable roof may have cupola ventilators at the gable end loft level, sawdust collectors in open steel frames, or an end fenestrated with a fan light, semicircular or circular window.
- Double-hung windows, some six over six, others twelve over twelve
- Windows may have segmental arch head and projecting brick sills.
- Large opening occurs at the ground level with pairs of doors.



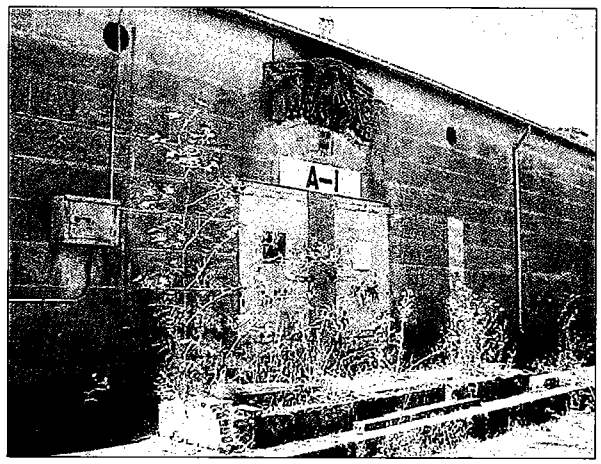
Classical Revival (114)

Type I - Vernacular/Utilitarian; Stone (A1)

Architectural Features:

- Primary volume is a simple rectangle, one-story, buff sandstone building.
- Walls are coursed ashlar set on smooth watertable with quoins at the corners; stones are pick faces and toothed chisel edge.
- Roof supported with metal trusses
- Pair wood doors faced with one-half inch iron plate cinched with strap pintle hinges
- Wreathed eagle astride an anchor, sculpted in grey sandstone adorns the central doorway.

Note: Original building had a single opening trimmed with quoins and a brick lining with vaulted brick ceiling with a wood framed slate covered roof.

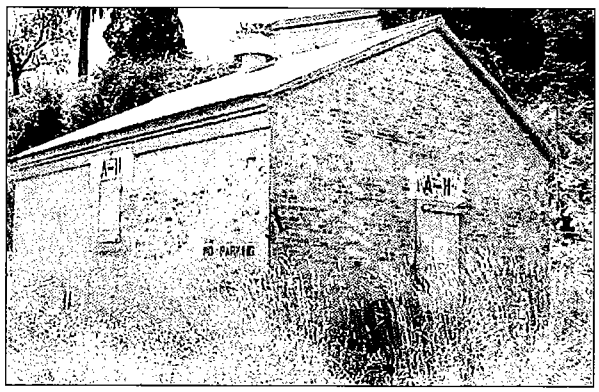


Vernacular/Utilitarian; Stone (A1)

Type II - Vernacular/Utilitarian; Brick (A-11)

Architectural Features:

- Primary volume is a simple rectangle, one-story, brick building.
- Corbeled cornice and brick dentils
- Gable roof supported by metal trusses and covered with corrugated metal
- Square port openings in end walls closed by planked blinds with strap pintle hinges
- Some of the ports have had sash set in the interior openings.

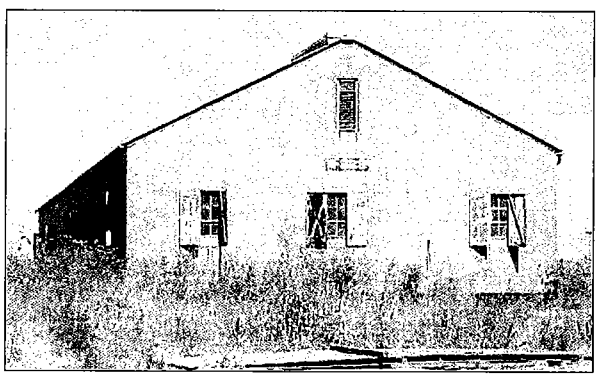


Vernacular/Utilitarian; Brick (A-11)

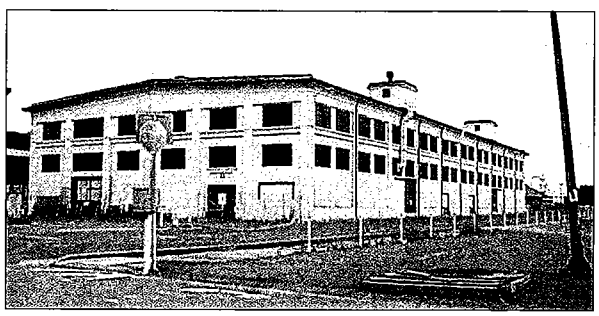
Type III - Vernacular/Utilitarian; Reinforced Concrete (A-242, 207)

Architectural Features:

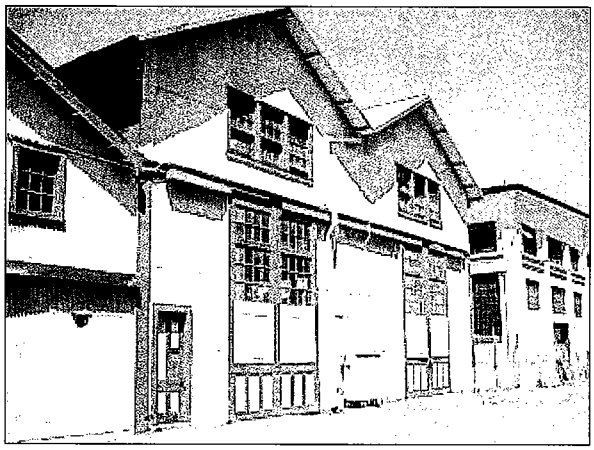
- Primary volume is a simple rectangle, one-story, concrete building.
- Gable roof with industrial vents in open steel frames
- Concrete loading dock runs the length of the facade.
- Door openings are covered in steel shutters.
- Window are covered in steel shutters.



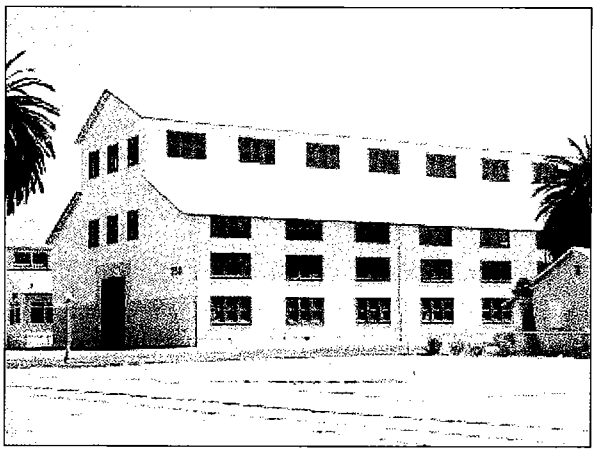
Vernacular/Utilitarian; Reinforced Concrete (A-242)



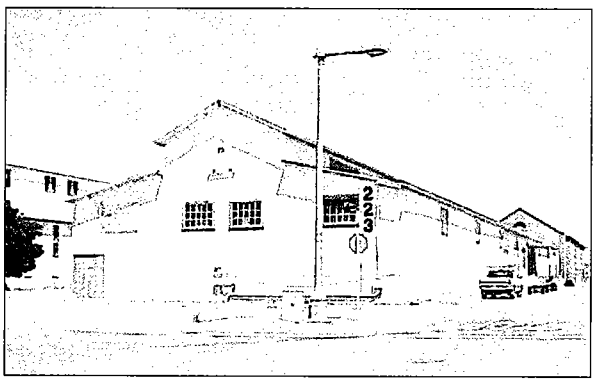
Vernacular/Utilitarian; Reinforced Concrete (207)



Vernacular/Utilitarian; Metal Frame (111)



Vernacular/Utilitarian; Heavy Timber Frame (253)



Vernacular/Utilitarian; Wood-frame (223)

Type IV - Vernacular/Utilitarian; Metal Frame (111)

Architectural Features:

- Primary volume is a simple rectangle, one-story, steel frame building.
- Frame is covered in corrugated metal.
- Gable roof is covered with corrugated metal; wide eave overhangs and industrial vents. Variation: double gable roof form.
- Steel sliding panel doors and swing-out hinge doors. Variation: bi-parting glazed wood doors in each gable end section.
- 54 light fixed industrial sash with steel security screens. Variation: double-hung wood sash windows with six over six light paired windows.

Type V - Vernacular/Utilitarian; Heavy Timber Frame (227A, 253)

Architectural Features:

- Primary volume is a large building with a central four-story gable structure, with three-story shed roof wings on either side that run the entire length of the building. Variation: primary volume is a simple rectangle two-story, post and beam construction with shed wings.
- Heavy timber frame construction clad in narrow corrugated sheets of metal.
- Roofs are covered with corrugated metal with eave overhangs.
- The building has tripartite, six over six double-hung windows at each floor level; the gable end has a large pair of wooden doors at grade. Variation: fixed nine light windows on the gable ends with a centrally located large wood sliding door.

Type VI - Vernacular/Utilitarian; Wood-frame (223, 417)

Architectural Features:

- Primary volume is a large building with a central one and one half story structure, with a gabled monitor and long shed roofs on either side.
- Light wood frame construction clad in corrugated sheets of metal
- Sliding doors
- Awning extends the length of a front loading dock.
- Three over three double-hung wood windows with heavy sills, recessed continuous bands in the monitor

Industrial Shops

The buildings in the Industrial Shops category range from Classical Revival to utilitarian in style. Their plans vary from narrow to wide rectangular and irregular rectangular shapes. Exterior materials include brick, reinforced concrete and metal. Nearly all of the brick buildings were built before the turn of the 20th century and most are Classical Revival in style. There are many roof forms including gable, flat roofs, and hipped roofs. Nearly all of the buildings have large industrial doors; these are typically located on the end walls. The buildings were constructed between 1856 and 1945, with most built from 1939 to 1945.

Renaissance Revival (87, 89/91)

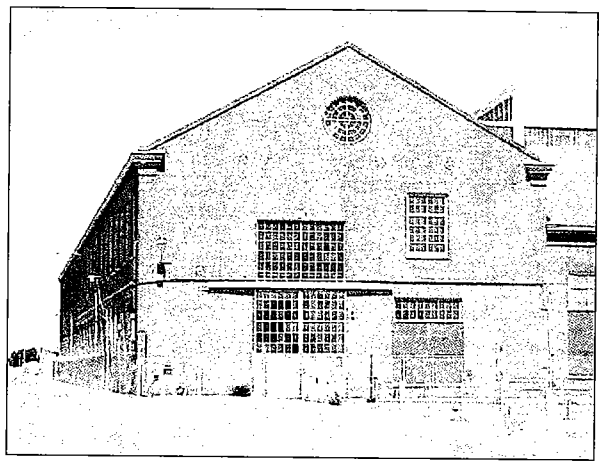
Architectural Features:

- Primary volume is simple rectangle, one or two-story brick building.
- Seamed metal roof
- Brick building built on roughly dressed hard sandstone with dressed bluestone and a granite drip course
- Walls capped with a plan brick frieze and cornice with dentils. The cornice return is carved sandstone and wood.
- Paired doors of diagonal boarding and iron strap surface hinges
- Large rectangular openings are headed with a splayed soldier coursed flat arch, house twelve over twenty-one steel sash windows; several are operational. Variation: awning ventilators, end wall with circular window.

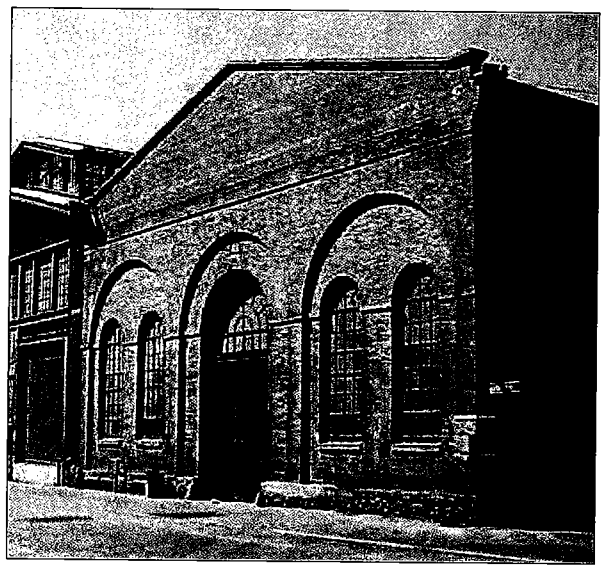
Classical Revival (46, 85, 114)

Architectural Features:

- Primary volume is a simple rectangle, two-story brick building; may have a wing at mid-section.
- Walls are capped with cornice and brick frieze.
- Roof may be metal seam or gable roof.
- Gable roof may include sawdust collectors in open steel frames or cupola ventilator.
- Windows vary; twelve over twenty-one steel sash or double-hung, six over six; other features such as awning ventilators with circular window may also be found.
- Some structures include two-story recessed panels with semi-circular arches along the side of the building, between which are louvered circular openings.
- Large openings occur at the ground level with pairs of doors or loft doors.

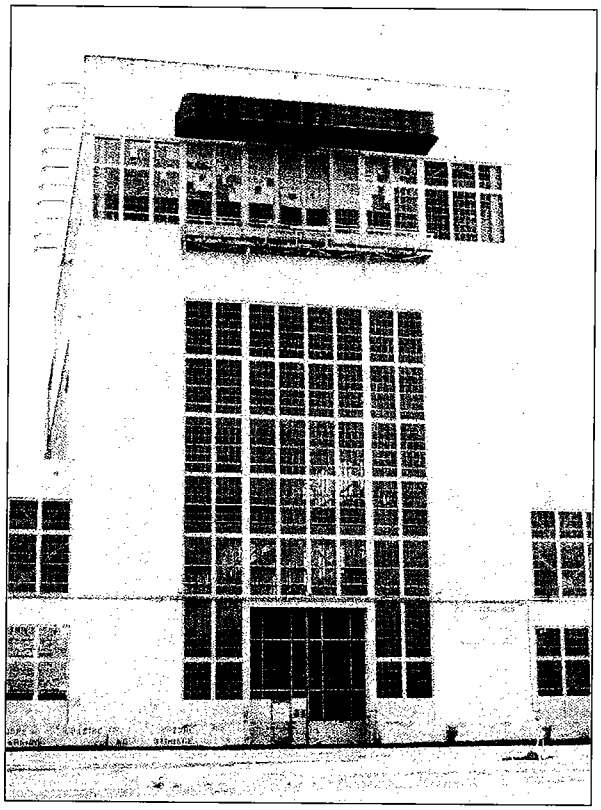


Renaissance Revival (87)

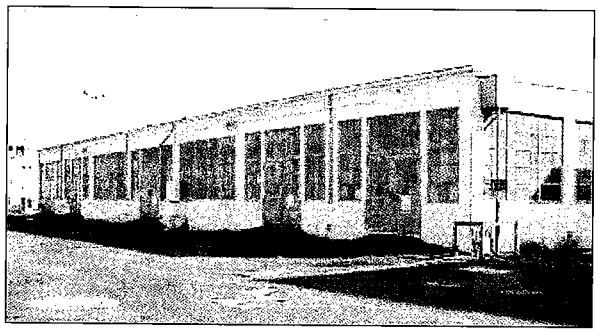


Classical Revival (46)

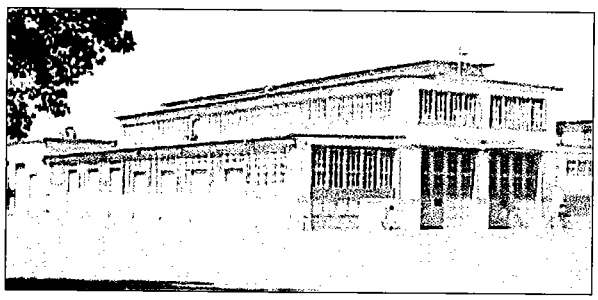
Classical Revival (85)



Modern (680)



Vernacular/Utilitarian; Reinforced Concrete/Steel Frame (672)



Vernacular/Utilitarian; Metal/Wood Frame (637)

Modern (680, 678)

Architectural Features:

- High central volume with flanking wings that run the entire length of the building, up to ten stories in height
- Steel frame, curtain wall with bases, spandrels, piers and parapets of cement plaster
- Strong modular patterning in window mullions; portion of windows is pivoted.

Type I - Vernacular/Utilitarian; Reinforced Concrete/Steel Frame (670, 672, 674)

Architectural Features:

- Volume varies: high central volume with flanking wings that run the entire length of the building, one to three stories in height, or volume is a simple rectangle, two stories in height.
- Combination of concrete and steel frame construction
- Roof shape varies: flat and shallow gable.
- Roof ventilators
- Continuous bands of steel industrial sash, some with operable swing openings; also a variety of light configurations
- Doors vary: large industrial steel roll-up doors, double-swing two panel doors with lights in upper panel.
- Metal awnings are occasionally found over windows.

Type II - Vernacular/Utilitarian; Metal/ Wood Frame (637)

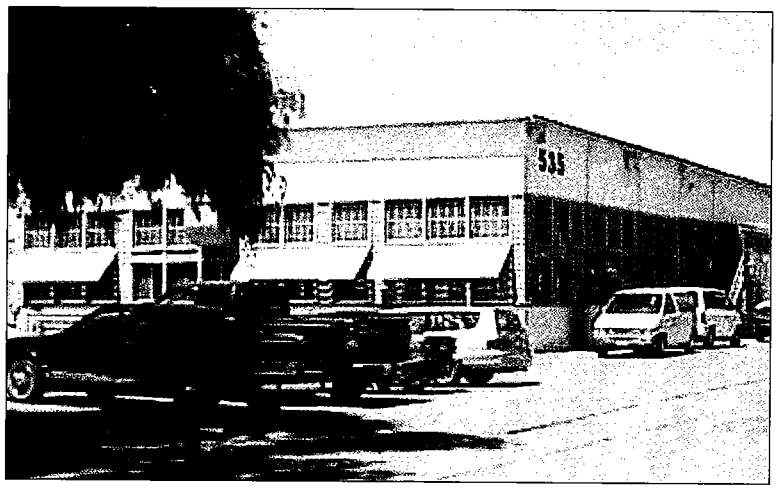
Architectural Features:

- Primary volume varies: simple rectangular shape or series of steps off of a primary rectangle, one to three stories in height.
- Frame is wood and steel; rests on a concrete foundation with four foot concrete walls in most locations.
- Flat roof, clerestory monitors
- Wooden industrial sash windows
- 54 light fixed industrial sash with steel security screens. Variation: double-hung wood sash windows with six over six light paired windows.

Type III - Vernacular/ Utilitarian; Wood Frame (535)

Architectural Features:

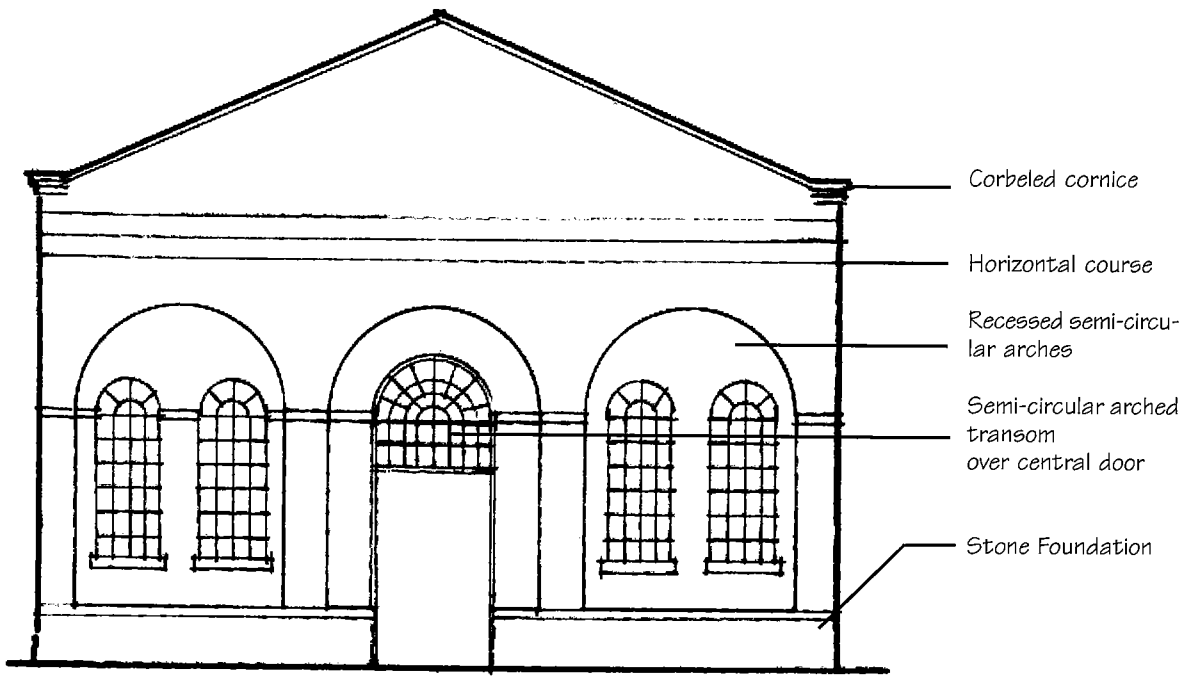
- Primary volume is a large rectangular structure, one-story, wood frame; variety of additions occur off the main volume.
- Three types of siding: base is stucco, center is horizontal wood and vertical steel near roof line.
- Shallow gable with slight overhanging boxed eave
- Double-hung eight over eight wood sash windows, with some replacements
- Large double and single sliding warehouse doors, and wooden single and double personnel doors
- Awnings in some locations



Type III - Vernacular/Utilitarian; Wood Frame (535)

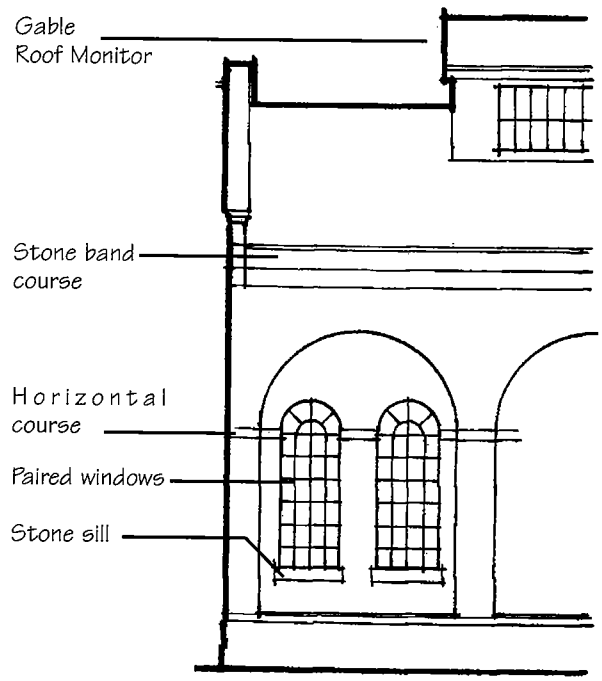
Typical Industrial Building Details

Elemental building details found in Industrial structures are illustrated in the following sketches. These illustrations are provided to augment the explanations found in the architectural style descriptions. The sketches show typical details that are found in some of the Industrial building type.

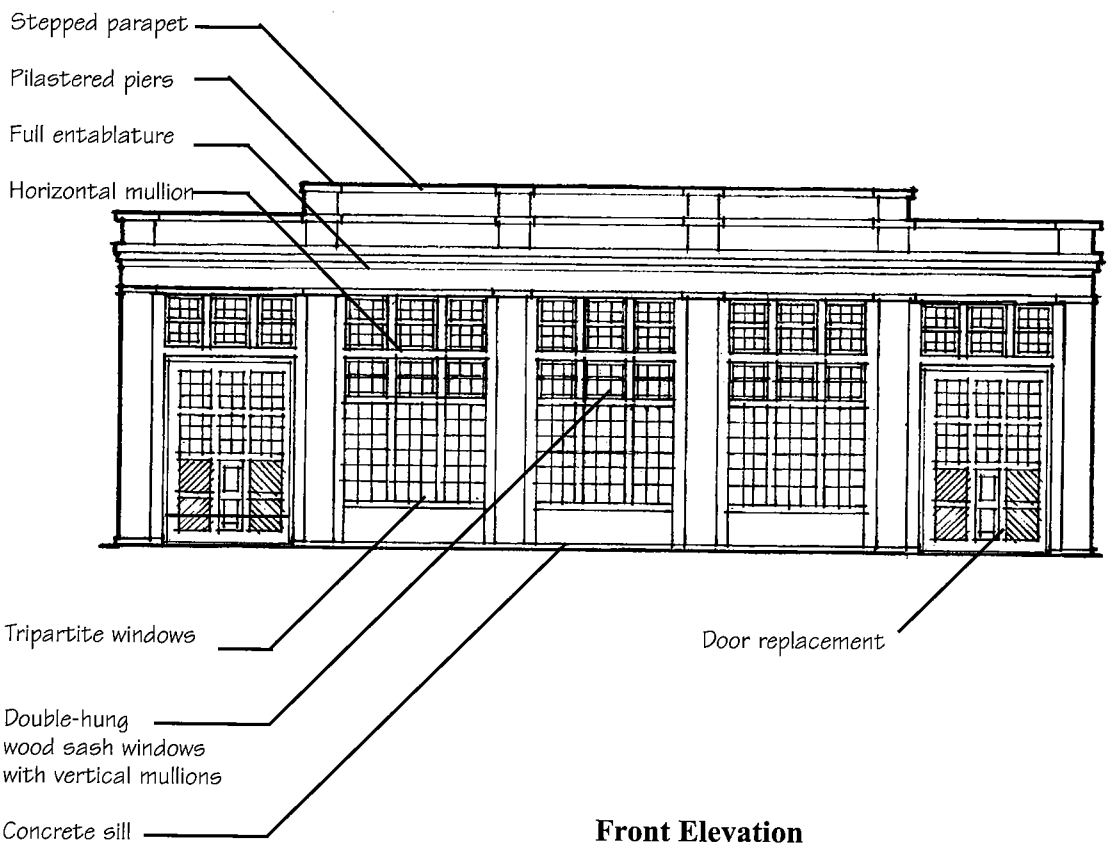


Front Elevation

Typical Industrial Building Details, cont.

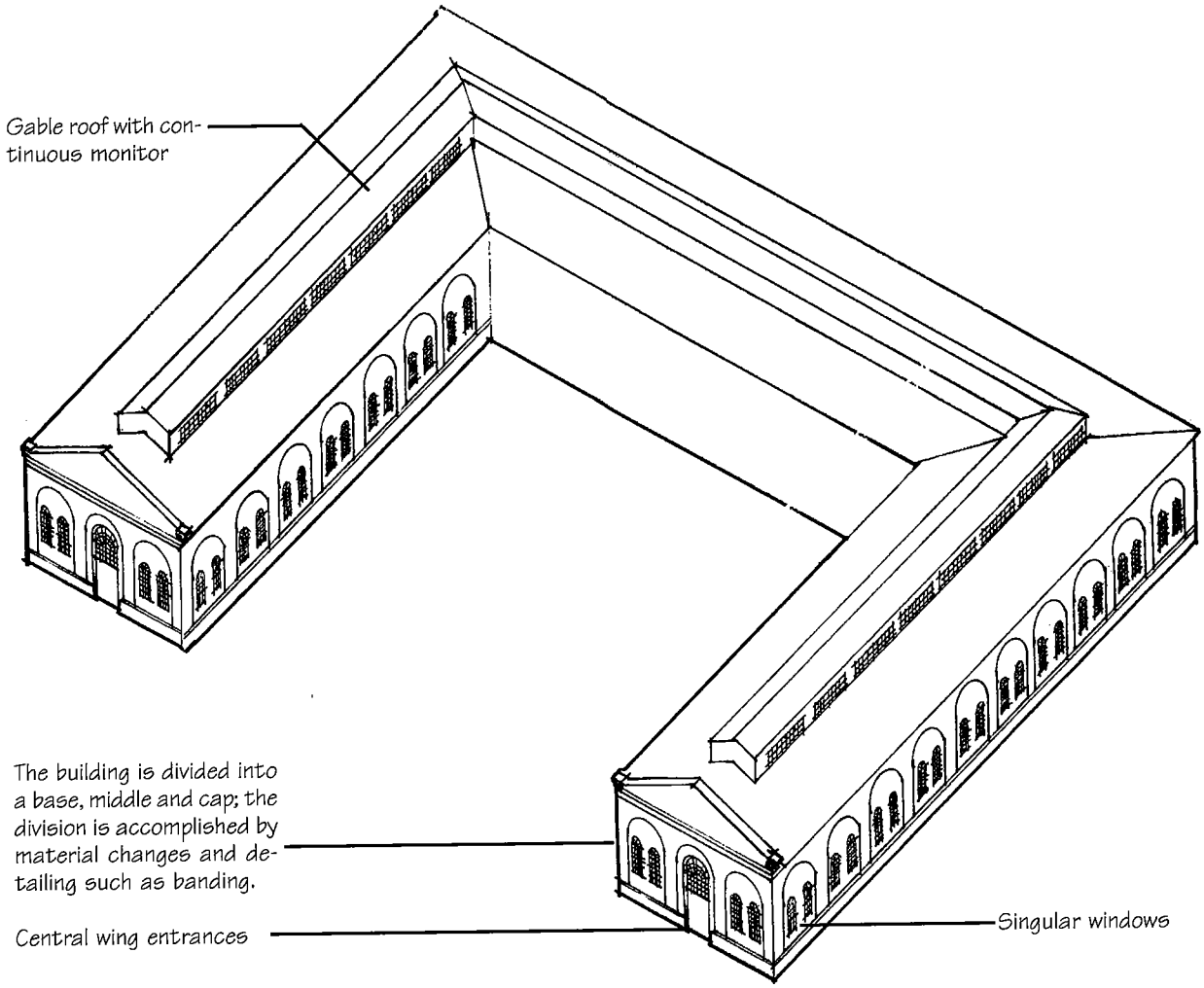


Partial Side Elevation



Front Elevation

Industrial building type key features

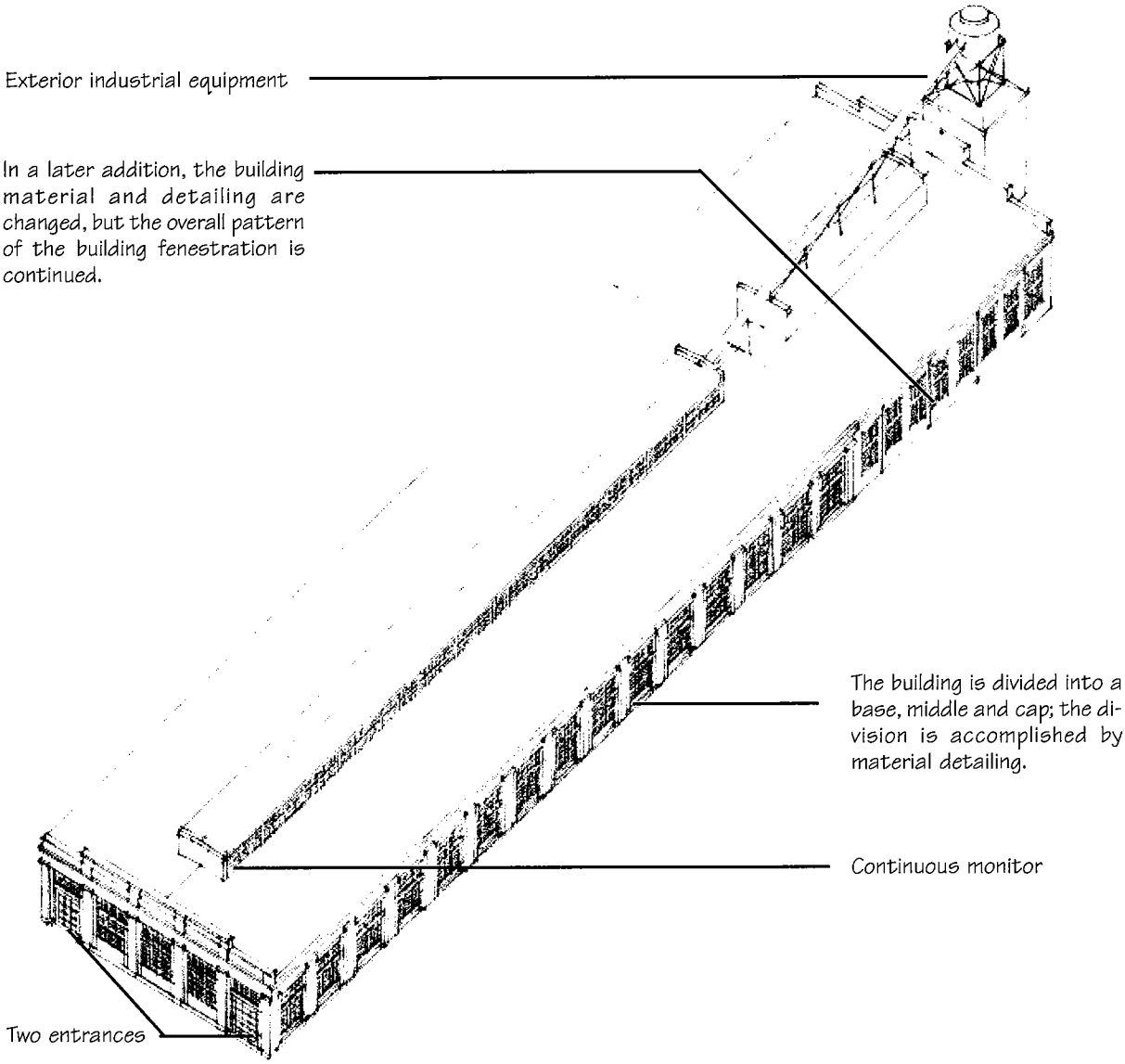


Form:
Primary volume is a simple U shape, one-story, high volume structure.

Fenestration:
Symmetrical fenestration, repetitive arches and window types

Alterations:
This particular building was modified over time. For example, early photos show individual roof monitors and today the monitor is continuous. Infill also occurred in various configurations.

Industrial Building Type Key Features, cont.

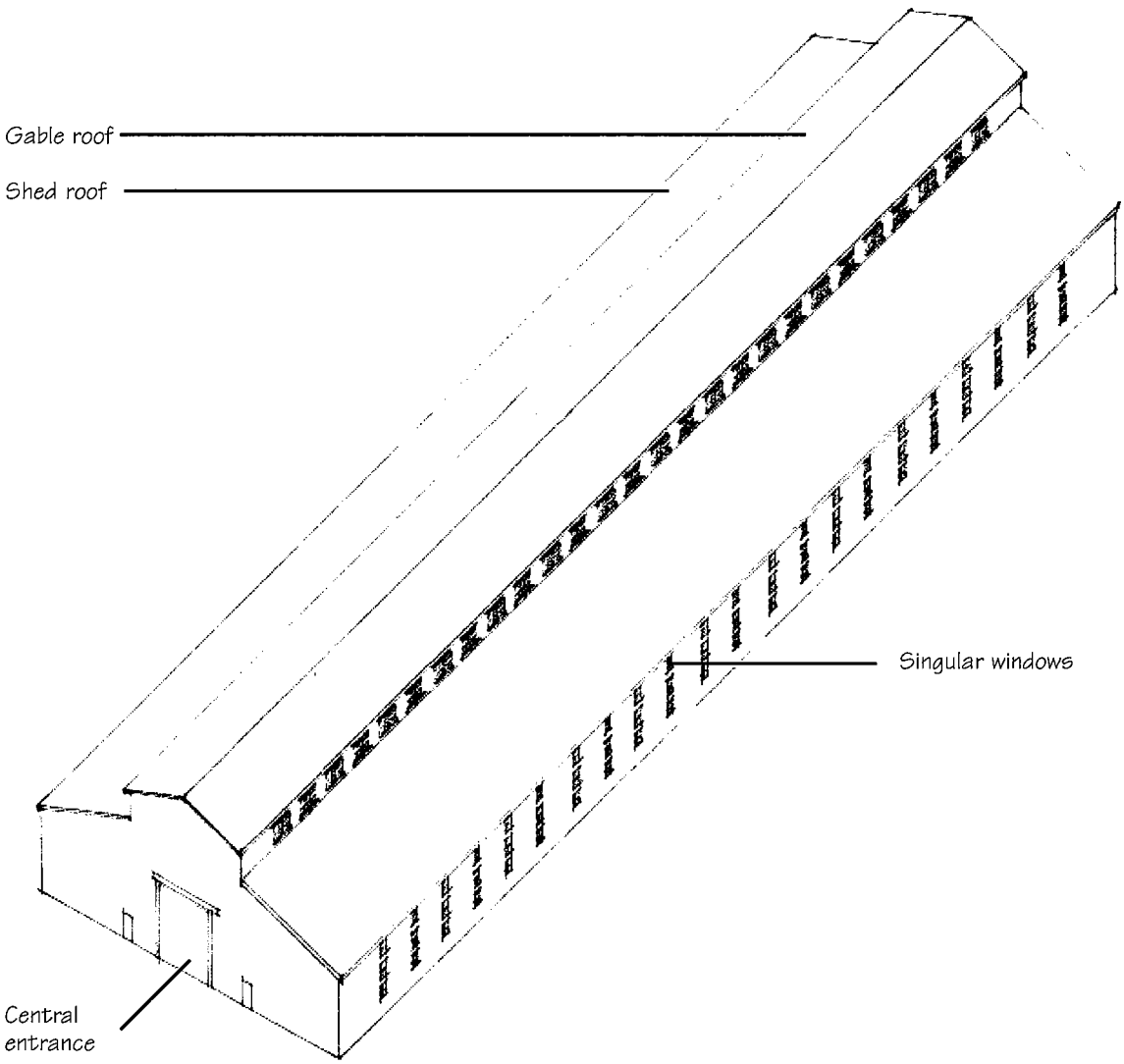


Form:
Primary volume is a simple rectangle.

Fenestration:
Symmetrical fenestration, repetitive bays and window types

Alterations:
An addition that extends to the rear may occur on these building styles.

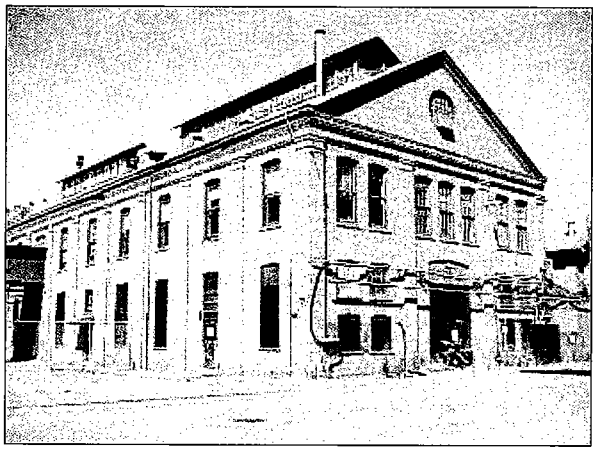
Industrial Building Type Key Features



Form:
Primary volume is a raised central gable with flanking shed wings.

Fenestration:
Repetitive window types

Alterations:
An addition that steps down and extends to the rear or sides may occur on this building type.



Classical Revival (65)

Classical Revival (H-1)

Administrative and Institutional

In the Administrative/Institutional category, buildings range from one to five stories in height. Building materials include brick to metal and stucco-clad, or stucco over concrete and woodframe. They range in style from Classical Revival to Spanish Eclectic and Streamline Moderne, and there are numerous examples of simple utilitarian and vernacular buildings. Plans vary from simple rectangular forms to irregular and L shaped designs. While some of the examples have flat roofs, many are side and front gabled or gabled with monitors or hipped roofs.

Because of the range of uses included in the category, examples vary from large, architect-designed institutional buildings to very small, entirely utilitarian storage buildings.

Classical Revival (65)

Architectural Features:

Brick

- Primary volume is a simple rectangle two-story brick building.
- Walls are divided into bays by pilasters, capped by a projecting course of brick supporting an entablature of brick courses and cornice.
- Gable roof; the ends are capped with glazed monitors.
- Large pediments at gable end feature large circular windows.
- Single vertically proportioned double-hung windows are centered in each bay on each story, on the sides.
- End facades contain tripartite classical composition with paired windows in outside bays and three window configuration in center bay.
- All openings are headed with triple rowlock segmental arches.

Wood Frame **(H-1)**

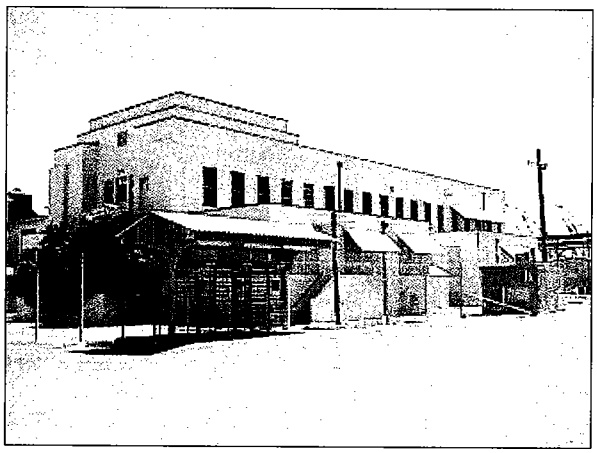
- Primary volume is a three story block, intersected by two-story wings, that end in narrow pavilions.
- Main walls are clad with horizontal boarding; decorative panels of gesso or molded wood form an ornamental band between the second and third floor. They support a major cornice with heavy dentils and a paneled parapet wall.
- Wings at each story have a recessed veranda with an ornamental panel railing.
- Central entrance is sheltered by a two-story portico with fluted ionic columns set on a tall stuccoed masonry base; classic entablature surmounted by a parapet.
- Hipped roof
- Single vertically proportioned double-hung windows with transom and one over one light
- Openings are trimmed at the head with a projecting molded lintel and at the sill with a molded apron.

Renaissance Revival (47)

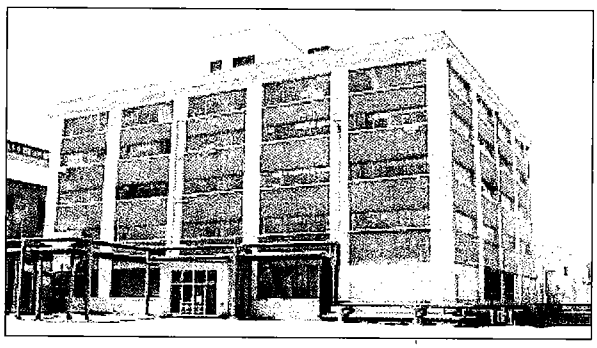
Architectural Features:

- Primary volume is a simple rectangle, two-story brick building set on a raised concrete base.
- Walls have flat two-story pilasters, dividing the wall into bays with a flat brick architrave supporting a wood cornice.
- Single, vertically proportioned, double-hung, four over four light windows are centered in each bay; first stories have semi-circular arch heads and the second story windows have segmental arches.
- A colonnaded porch is missing.
- Pedimented dormer accents the entrance, heavily molded and contains a circular window.
- Central door is recessed and has a fanlight transom.

Renaissance Revival (47)



Moderne, Wood Frame (569)



Moderne, Reinforced Concrete I (273)

Moderne

Architectural Features:

***Wood Frame* (569)**

- Primary volume is a simple rectangle two-story wood frame building with four one-story wings, two each located on the long side of the building.
- Asphalt and gravel flat roof; the roof pyramids two steps at entrance.
- Painted horizontal redwood siding, built on formed concrete foundation
- Main entrance has an ornate concrete facade with eyebrow type awning overhang. Large concrete planters are located at each side of the entrance.
- Small porches and concrete steps are located on each side.
- Six light, double-hung wood sash and sill windows, are spaced symmetrically and in a continuous ribbon around the building.
- One panel wood doors with one light

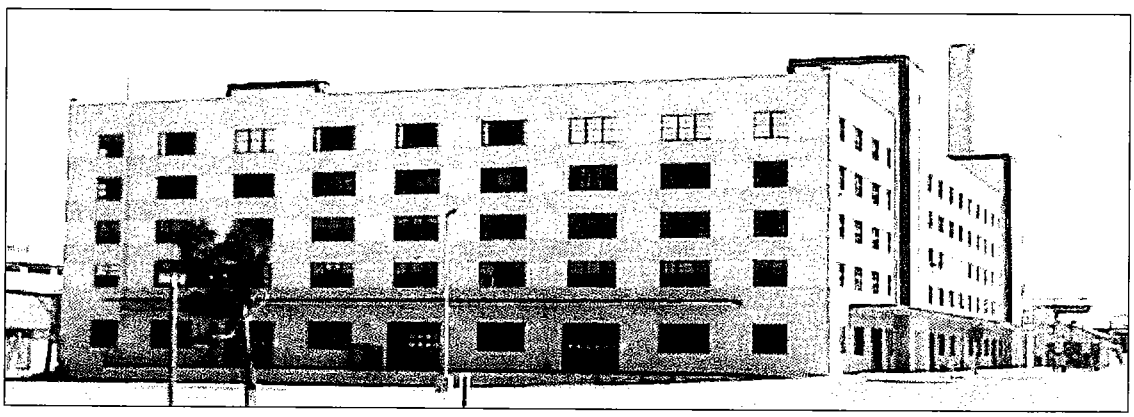
***Reinforced Concrete I* (273)**

- Primary volume is a simple rectangle, five-story, flat slab construction building.
- Flat roof with simple projecting cornice and parapet wall
- Flat wall columns divide facades into bays.
- Decorative (soldier course border and central diamond pattern) spandrels of brick masonry extend from concrete window sills to the heads below.
- Strong horizontal impression is achieved with horizontal strip windows of industrial sash. Some windows with pivoted vents.

***Reinforced Concrete II* (483)**

- Primary volume is a simple rectangle, five-story building, with two vertically projecting circulation elements.
- Parapet walled flat roof
- Walls are surfaced with a stucco finish.
- Strong horizontal impression is achieved with a smooth base, grooved spandrels and parapet.
- Banded metal awning windows are generally configured with three sash to each opening.
- Long attached and detached cantilever canopies

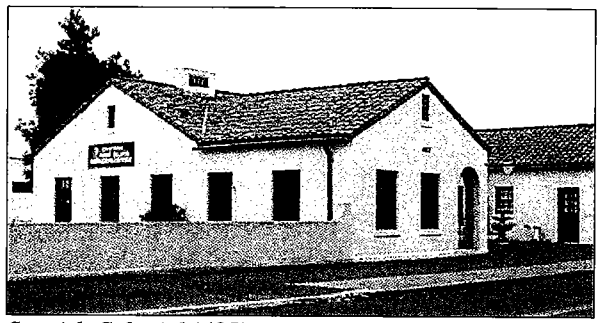
Reinforced Concrete II (483)



Spanish Colonial (485, 487)

Architectural Features:

- Simple geometric one-story volumes including rectangular, T, and U shapes
- Moderate pitch gable roofs are clad with mission tiles.
- Stucco over concrete
- Arched arcades
- Door styles include rounded archways and entrance with accented lintel.
- Six over six double-hung windows are supported on heavy projecting sills.

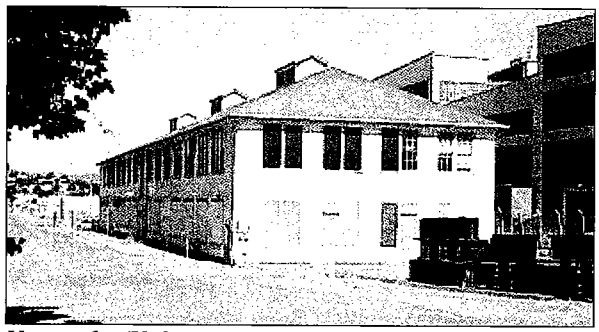


Spanish Colonial (485)

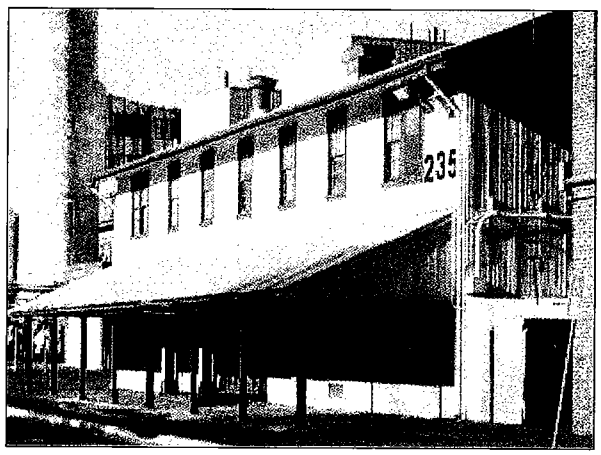
Type I - Vernacular/Utilitarian; Wood-frame (208, 235, 761)

Architectural Features:

- Primary volume is a simple rectangle one or two-story wood frame building.
- Gable, hip roof with boxed eaves, and nearly flat roofs are typical.
- Formed concrete foundation, some with post and beam on pier blocks, supporting first floor and wood frame
- Siding material variations: paneled corrugated metal siding, stucco with 4" lap siding, and wood lap siding
- Window variations: wood double-hung sash with multi-lite single (predominately 6/6), double and triple paired sets, and wood awning windows
- Paired and single panel wood doors at entrances, some with single lights

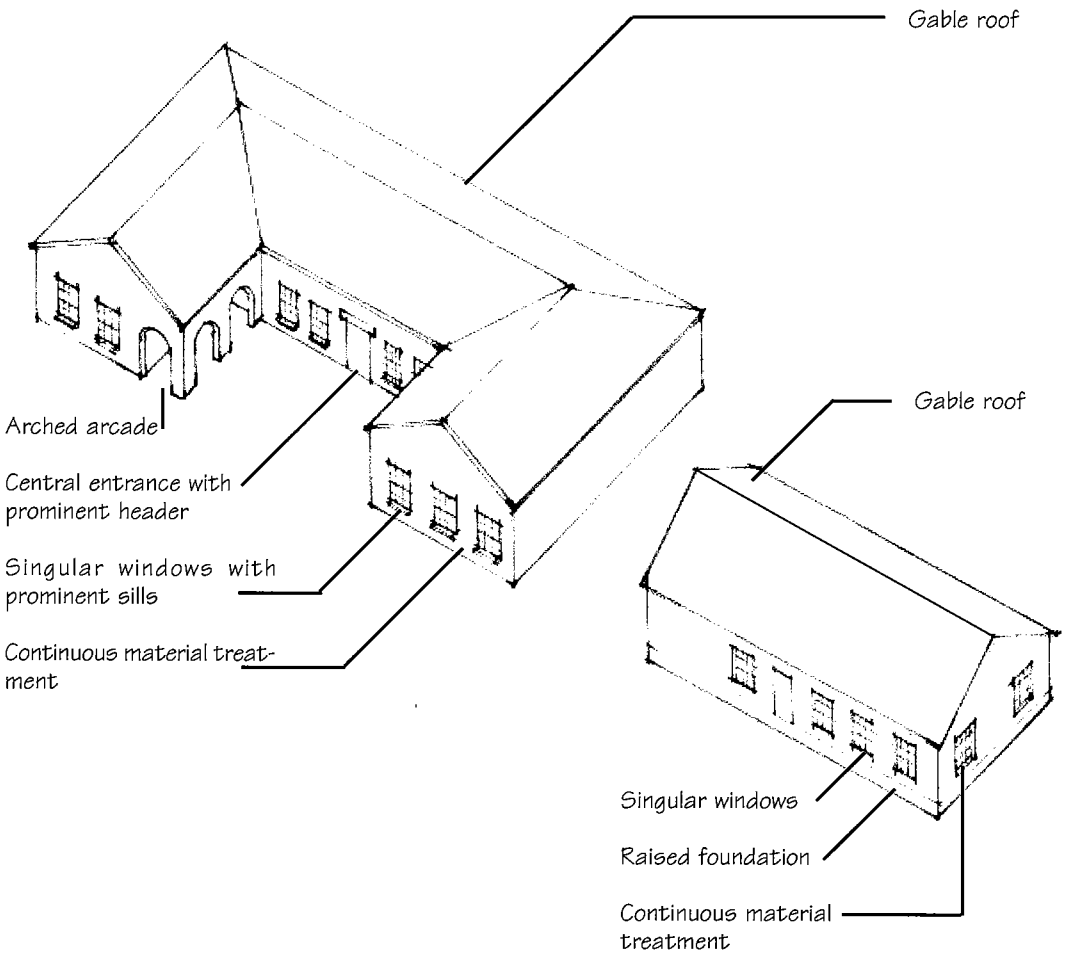


Vernacular/Utilitarian; Wood-frame (208)



Vernacular/Utilitarian; Wood-frame (235)

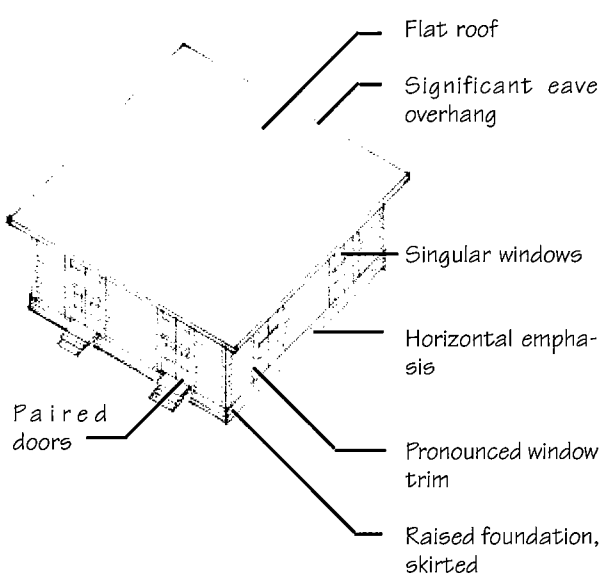
ADMINISTRATION/OFFICES



Form:
Primary volumes are simple U shape and rectangles, one-story structure.

Fenestration:
Arched entry arcade with repetitive window types

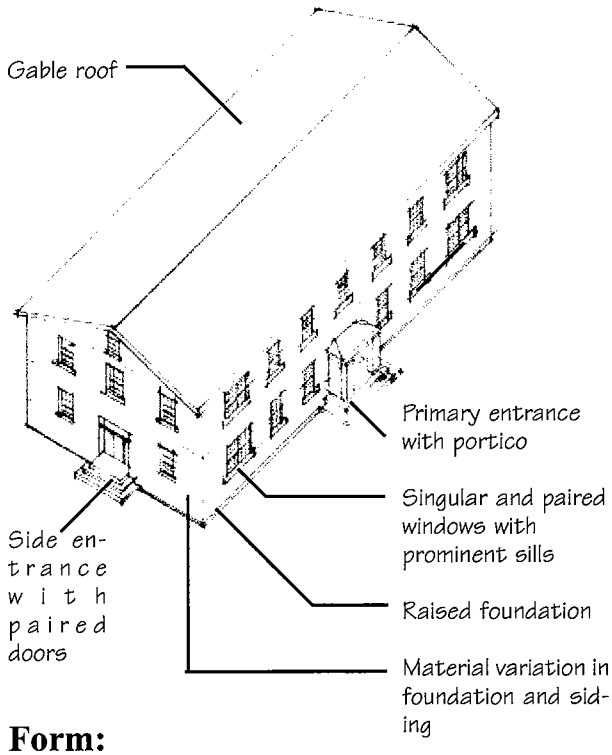
Alterations:
An addition at the rear may occur.



Form:
Primary volume is simple square, one-story structure.

Fenestration:
Facade fenestration is equal on all four sides.

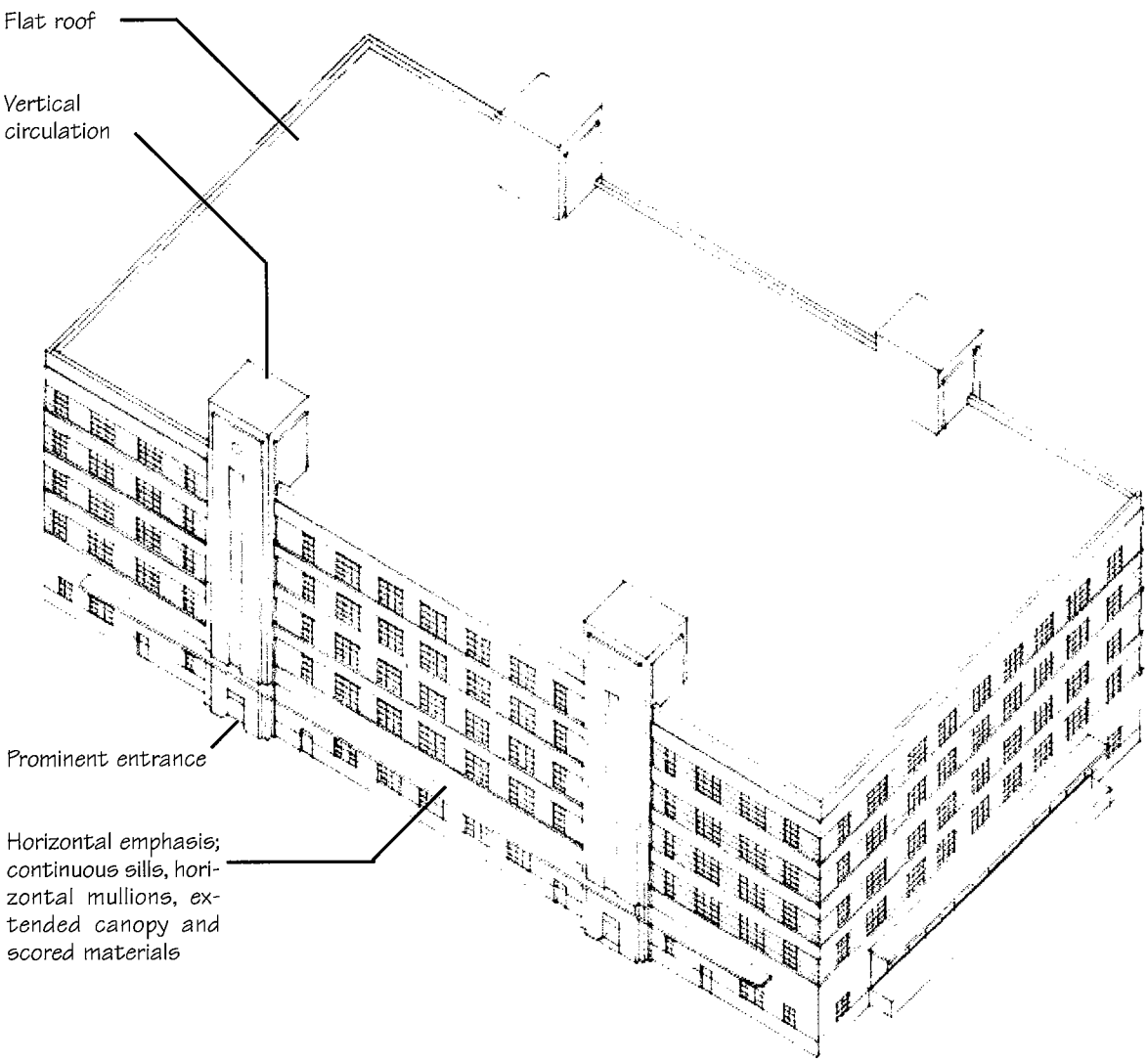
Alterations:
This is an example of a prairie style bank building that was removed.



Form:
Primary volume is a simple rectangle, two-story structure.

Fenestration:
Repetitive window types

Alterations:
An addition that steps down to the side or rear may occur.



Form:

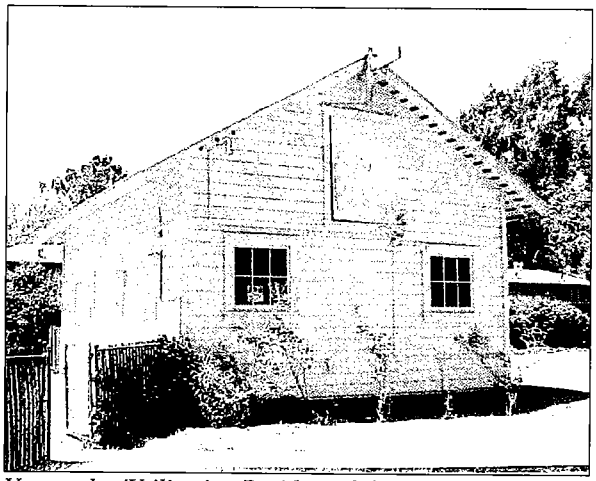
Primary volume is a simple rectangle, five-story structure.

Fenestration:

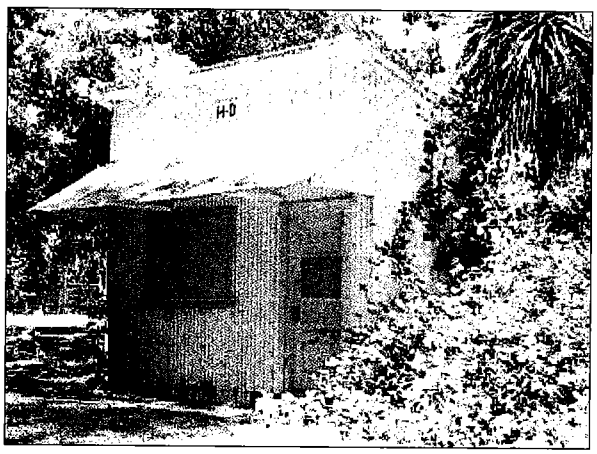
Repetitive window types

Alterations

An addition that steps down to the side may occur.



Vernacular/Utilitarian Residential Garage (E-C)



Vernacular/Utilitarian Residential Shed (H-D)

Residential Garage/Sheds

The Residential Garage/Shed resources were built to store vehicles and military bulk goods and are primarily shed and gable buildings. These garage/shed resources range from modest single story, lean-to sheds (made from discarded doors and on-hand materials), to flat roofed garages from the 1930s and 1940s, to an over-painted greenhouse, and a "moveable" hip roofed garage with large "eye" hardware on the ridges (for transportation via crane). The garage doors are, for the most part, set at regular intervals along the long sides of the rectangle plans (with few exceptions). These residential garages and sheds were built between 1900 and 1944, with most constructed during Era 4, between 1919 and 1938, concurrent with widespread use of the automobile.

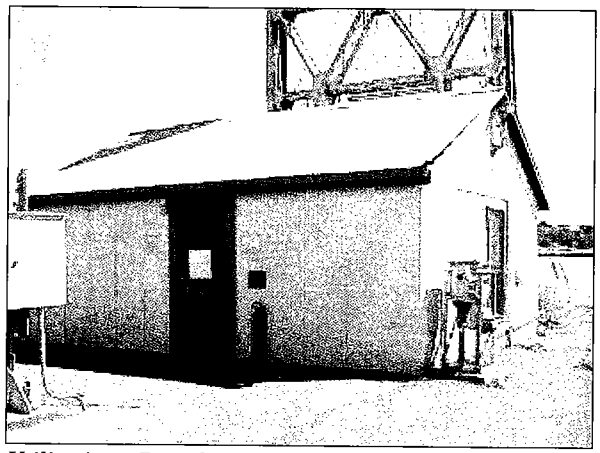
Vernacular/Utilitarian

Architectural Features:

- Primary volume is a simple one or one and half story rectangle. Variation: square and irregular volumes occur.
- Wall types include wood frame, metal frame and concrete.
- Shed, gable and hip roofs. Variation: flat, saw-toothed and exposed rafters occur.
- Roof materials include tile, corrugated metal, and asphalt shingle.
- Sheathing materials include painted wood siding (vertical, board and batten, horizontal, shiplap and clapboard), stucco or corrugated metal.
- Door types include plan panel, multi-panel and two-panel with glazed light entry doors.
- Garage door types include large sliders with glazed multiple lights, painted wood multi-panel, metal pivot, steel roll-up types, flat swing-ups and numerous pairs of large doors on side hinges.
- Window types include double-hung, swing, awning and sliding wood windows typically, with flat, painted surrounds; aluminum windows (replacement).
- Covered entries occur in a few locations.

Small Industrial Garage/ Shed/ Pumphouse/Electrical Facility Storage

Because of the wide deviation of building uses there are few common characteristics among the resources in this category. These buildings were constructed between 1903 and 1943, with the majority constructed from 1939-1945.

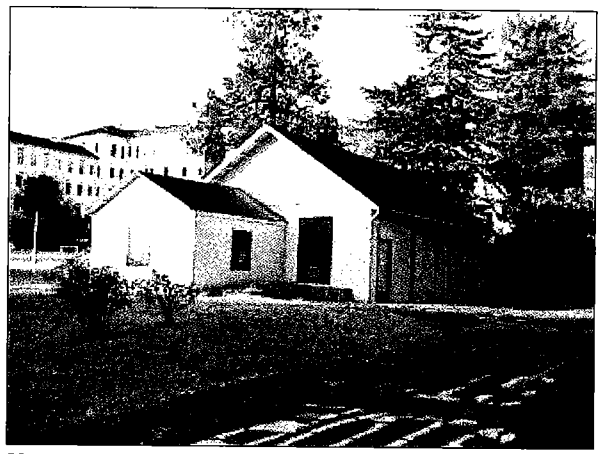


Utilitarian - Pumphouse (854)

Vernacular/Utilitarian

Architectural Features:

- Primary volume is a simple one or one and half story rectangle. Variation: square and irregular volumes occur.
- Wall types include wood frame, metal frame and concrete.
- Roof types include shed, gable, flat and hip roofs, some with exposed rafters.
- Roofs materials include corrugated metal and asphalt shingle.
- Sheathing materials include painted wood siding (vertical, board and batten, and horizontal shiplap and clapboard) or corrugated metal.
- Plan panel doors
- Window types include double-hung, swing, awning and sliding wood windows typically with flat, painted surrounds; steel sash; and aluminum windows (replacement).

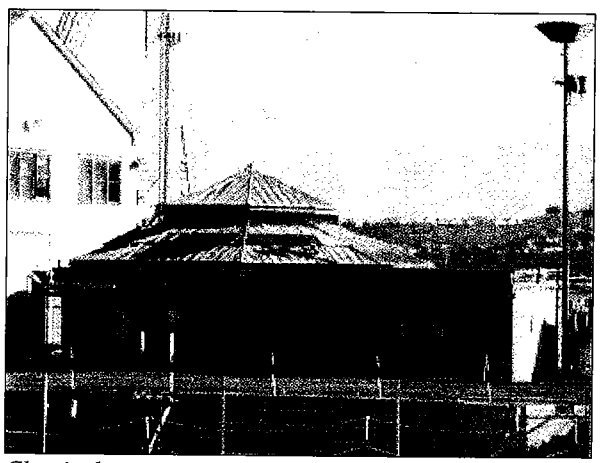


Vernacular/Utilitarian H34

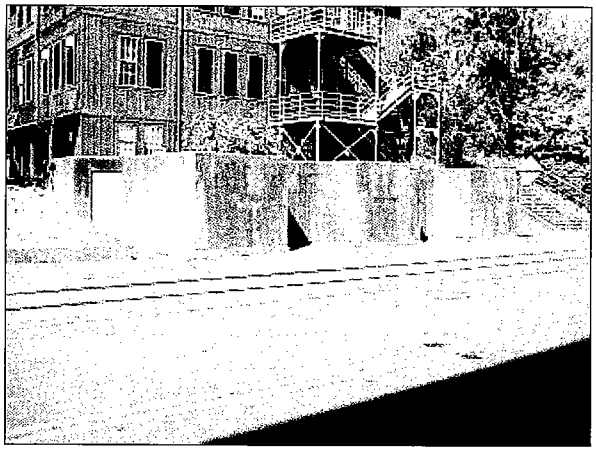
Classical Revival-single resource

Architectural Features:

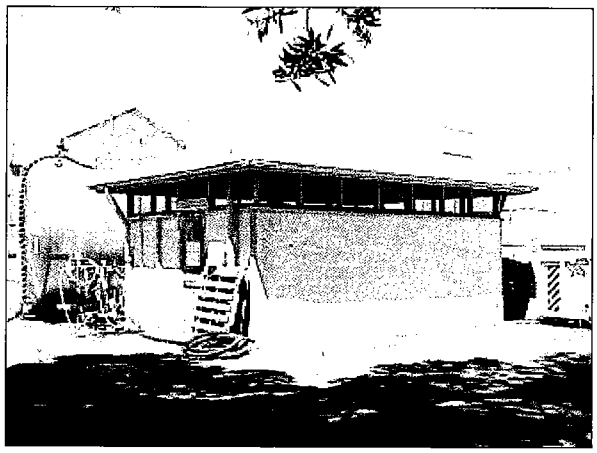
- Primary volume is an octagon that sits on a deep concrete foundation.
- Brick building with corner pilasters having terra cotta bases and caps that support a terra cotta frieze and cornice
- Metal framed roof covered with sheet copper and a strip octagonal skylight. The center section of the roof sets on a curb of ventilators and a copper covered cap terminates in a eyebolt that facilitates the removal of the central octagon of the roof.
- Small, vertical, single-paned windows with terra cotta lintels and sills are set in each wall except one where a door gives access to the interior.



Classical masonry structure - Pumphouse (110)



Bomb Shelter



Latrine (77A)

Bomb Shelter

Unlike other types on Mare Island, these bomb shelter buildings vary little among the 50 examples. While most are entirely free standing, one group of bomb shelters serves as the retaining wall for a park, and a pipe is set on one side of each of their roofs. Some are set in paved areas and others are located in or nearby lawn with mature trees. The bomb shelters were constructed in 1942. There is very little distinction between the examples.

Architectural Features:

- Primary volume is a simple one-story rectangle. Variation: L-shape volumes occur.
- Board formed, reinforced concrete material
- Flat roofs with low parapet
- Heavy wood panel doors

Latrine

All of the eight buildings within this group are essentially rectangular in plan and all are one story in height. The latrine buildings were constructed between 1906 and 1942, and most were built during Era 5, from 1930 to 1945.

Architectural Features:

- Primary volume is a simple wood frame, one-story rectangle.
- Raised clerestory (screened), hip roof, clad in corrugated painted metal. Variation: gable and near flat roofs occur.
- Heavy wood panel doors or simple painted wood door.

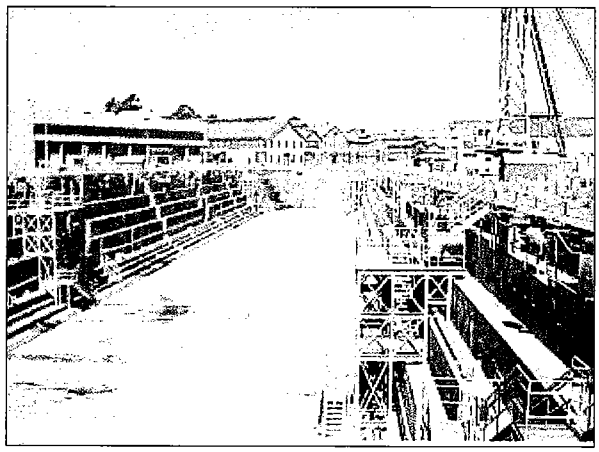
S- Berths/Quays/Causeway Dry docks

The structures, objects, and sites range in use from a causeway to dry docks, slips and berths, quay walls, and ways. These resources vary in materials from wood to concrete and granite. Because of the practical functions of the resources, most are utilitarian in style. Resources in this category were constructed between 1891 and 1942, with most built during Era 4, from 1919 to 1938.

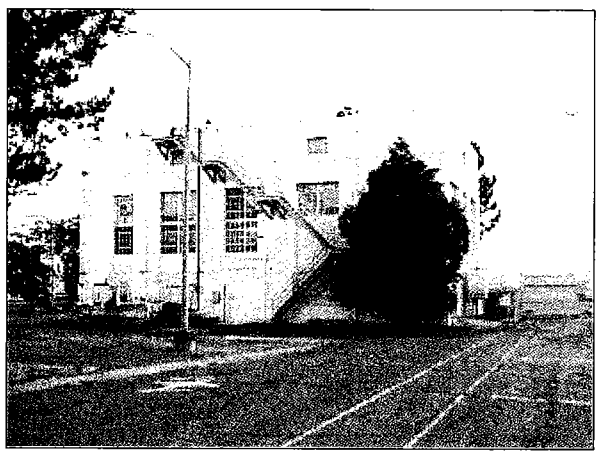
Other Infrastructure Buildings

Buildings and structures within the Other Utilitarian group are very diverse, including sentry houses and walls, a vacuum system house, an underground freshwater tank, a fire alarm tower and bus shelters.

Among these diverse types, there are few common features; however, many share certain elemental attributes. They range in style from utilitarian to Classical Revival and Spanish Eclectic to Streamline Moderne.



Dry Dock 2



Other Utilitarian Buildings (H74)

CHAPTER 3
GENERAL PRINCIPLES FOR HISTORIC PROPERTIES

This chapter presents basic principles that apply in the historic district. It includes a discussion of the *Secretary of the Interior's Standards for Treatment of Historic Properties* and additional information on how they may apply to National Historic Landmarks on the Island. A separate section provides guidelines for relocating historic contributing properties.

THE SECRETARY OF THE INTERIOR'S STANDARDS

The U.S. Secretary of the Interior publishes a set of standards for the treatment of historic properties that forms the basis for many preservation programs. These standards describe four treatment categories.

The four treatments are:
- Preservation
- Rehabilitation
- Restoration
- Reconstruction

While each project/property must be evaluated on an individual basis, these basic principles should serve as a beginning approach.

The National Park Service, the division of the Department of the Interior that administers the federal preservation program, outlines four treatment options for buildings on the National Register. These options are organized in a clear hierarchical framework. That is, the first is the preferred course of action, the second next, and so on. The following excerpt is from a Technical Bulletin published by the National Park Service, titled "Toward a Common Language," written by Kay D. Weeks, that outlines the four treatments:

"The first treatment, **Preservation**, places a high premium on the retention of all historic fabric through conservation, maintenance and repair. It reflects a building's continuum over time, through successive occupancies, and the respectful changes and alterations that are made."

"**Rehabilitation**, the second treatment, emphasizes the retention and repair of historic materials, but more latitude is provided for replacement because it is assumed the property is more deteriorated prior to work."

(Both Preservation and Rehabilitation standards focus attention on the preservation of those materials, features, finishes, spaces, and spatial relationships that, together, give a property its historic character.)

"**Restoration**, the third treatment, focuses on the retention of materials from the most significant time in a property's history, while permitting the removal of materials from other periods."

"**Reconstruction**, the fourth treatment, establishes limited opportunities to recreate a non-surviving site, landscape, building, structure, or object in all new materials."

They may apply to an individual resource and may also apply to a grouping of buildings.

For the most part, the Rehabilitation approach is the one that applies to the Mare Island Historic District, although the other approaches also will apply in limited circumstances. Key ideas for each of these treatments are also summarized in the NPS paper, reflecting the policies set forth in the Secretary's Standards (36 CFR 68).

The Secretary's Standards for Treatment of Historic Properties provide the foundation for guidelines for buildings, sites, structures and landscapes within the Mare Island Historic District.

Note:
The term "Preservation" is used in two senses in this document:

1. First, the term "Preservation" is used as defined by the Secretary of the Interior, which is as a specific "treatment" approach for historic resources. (The complete SOI definition is presented on page 4-2.)

2. Second, the term is used in the more general way typically used by lay people, which encompasses all aspects of preservation, restoring and rehabilitating historic resources. In most places in this document, the second meaning applies. The exception is within the chapter specifically providing guidance for the "Preservation Treatment," which is Chapter 4.

Application of the Secretary's Treatments to Mare Island

The "Preservation" approach, which focuses on maintaining a property in its current condition, is not likely to have many applications at this point in time because most of the historic structures require some form of rehabilitation or restoration first. This is also true for historic landscapes. It may be that later after some properties are rehabilitated or restored, the preservation treatment may be more applicable.

In terms of treatment of existing buildings with historic significance, the "Rehabilitation" approach is the most applicable because it recognizes the broader span of time that each of these properties represents and acknowledges the inherent flexibility needed in addressing the individual circumstances of each property and allows for the preservation of the various layers of history that exist.

For rehabilitation, greater flexibility may be considered for contributors that are not individually significant, particularly to the face of a building that is less "key" to defining the character of a property or historic district. For some property types, the rear of a property is less key and, in some cases, this may also be true of the sides of some of these properties.

The "Restoration Approach" will be appropriate only for a unique property in which a specific point in time is to be conveyed. For example, it may be appropriate to "restore" Alden Park to an earlier point in its history, when it reflected more clearly the design intent of the Sanger Plan. In that case, several later features would be removed, such as some bomb shelters.

Finally, the "Reconstruction Approach" is likely to have limited application for entire properties. It appears that no candidates for reconstruction have been identified at this point in the planning process.

TREATMENT OF NATIONAL HISTORIC LANDMARKS

It is also important to note that some portions of the district are designated as a National Historic Landmark. These include buildings, structures and landscapes. These resources have a high level of significance and in general have distinctive details and characteristics. They should be treated sensitively, and the design standards should be applied rigorously. Note that interim maintenance procedures outlined in Chapter 7 are not appropriate for NHL resources.

Preservation Treatment for NHLs

For the National Historic Landmark properties, including structures and landscapes, preserving those resources that remain intact and in good condition is the highest priority. The preservation treatments which appear in Chapter 4 should apply to the greatest extent possible.

These properties should be maintained in their good condition by using procedures that are appropriate, including:

- Keep surfaces clean, using procedures that will not damage historic finishes and materials.
- Maintain painted surfaces to prevent deterioration.
- Maintain a secure weather tight building envelope.
- Maintain plant materials and other site features with annual upkeep such as weeding, fertilizing and pruning.

Restoration Treatment for NHLs

Where NHL resources are deteriorated or have lost some important character-defining features, then restoration to their historic period of significance may be appropriate, because of the importance of these resources. While many other historic properties may have a rehabilitation treatment, restoration will be preferred for NHLs when it is feasible. The restoration treatments in Chapter 5 should apply, with these considerations:

- Reconstruct missing features accurately, using the same materials and construction methods to the extent feasible.
- House uses that will be in keeping with the historic character of these properties.
- Once restored, apply appropriate preservation treatments to maintain the resource.

Rehabilitation Treatment for NHLs

The Rehabilitation Treatment anticipates some changes and alterations may be needed to accommodate new uses and it acknowledges that some flexibility may be considered in terms of addressing missing features. While it may be necessary to apply this treatment to NHL resources, it should be after Preservation and Restoration Treatments have first been considered. The rehabilitation treatments in Chapter 7 should apply.

Additions to NHL Properties

In general, additions to NHL properties should be avoided, such that the original resource can be interpreted in its historic condition. However, should an addition prove to be necessary in order to assure continued use of the resource, then it should be designed to minimize any visual impacts or damage to significant features. The guidelines for additions provided in Chapter 7 should apply.

New Construction within NHL Boundaries

The boundaries for the NHL resources are, in general, drawn rather tightly around groupings of resources, and little room exists for new construction that would not be visually prominent. Because the NHL properties are so significant, and new construction could impede one's ability to interpret their character, new construction within those boundaries should be avoided, to the extent feasible. An exception would be for a site within the NHL boundary where a structure once stood, or where a new building would fit within the historic development patterns in a way that it would help to reinforce one's perception of the historic character.

RELOCATING A HISTORIC STRUCTURE

This section presents guidelines for relocating historic structures within the Mare Island Historic District. They apply to all contributing structures. Moving a historic structure is discouraged; however, in some instances this may be the only viable option, and it may be considered in limited circumstances to preserve the structure's integrity.

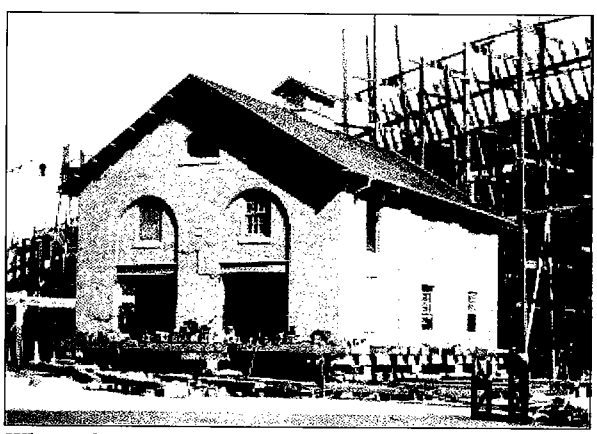
Background

A part of a historic building's integrity is derived from its placement on its site and therefore, its original position is important. Preserving the original foundation is always encouraged. Generally, removing a structure from the site with which it is historically associated will compromise its integrity. However, there may be cases when relocation will not substantially affect the integrity of a property and its rehabilitation can be assured as a result.

Early base maps suggest that some structures were shifted on their sites, and even relocated on the Island to make room for more buildings. Therefore, some precedent exists. Today, however, such relocation must be considered very carefully and on a case-by-case basis.

In some cases, it may be possible to reposition a structure on its original site if doing so will accommodate other compatible improvements that will assure preservation.

In most cases, the building should be moved intact. In some situations, however, moving the entire building intact may not be feasible, and it may become necessary to move portions of the structure separately, and then reassemble it on the new site. This process is not the same as demolition. Demolition is the destruction of the building without regard for preserving building materials or building components intact. The process of disassembly and reconstruction is designed to relocate the building and reinstate it in a condition as close to the original as is feasible. It requires special care to assure that disassembled materials are properly managed during transit and reassembly. Note that the historic building should be rehabilitated before other construction work on the site may begin.



When relocating a historic building, it should be sited with an orientation similar to its historic arrangement. (Building 96 in 1916)

Reasons that may justify moving an historic structure:

- The building is historic, but research shows that it has been repeatedly relocated and therefore possesses no integrity of location.
- Relocation is the only means of saving the building from certain loss.
- The building in question intrudes on public right-of-way.

Preserving Building Locations

3.1 Proposals to relocate a building will be considered on a case-by-case basis.

a) It must be demonstrated that relocation is the best preservation alternative.
b) Rehabilitation of the historic building must occur as a first phase of any improvements.
c) The design of a new structure on the original site should be in accordance with the guidelines for new construction.

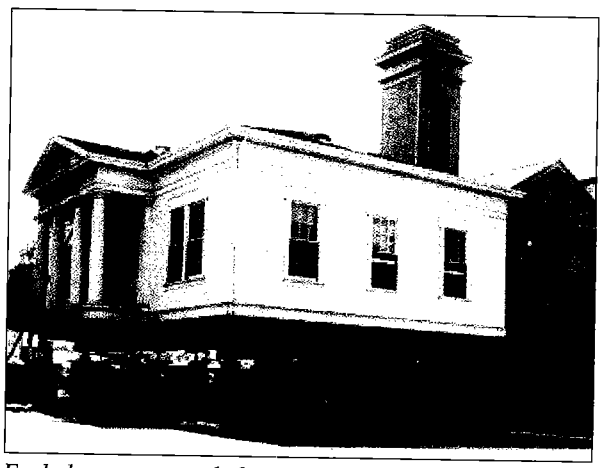
3.2 Consider all reasonable alternatives to relocation.

Options that should be considered prior to relocation to another site are:

a) Restoring the building at its present site.
b) Stabilizing the building from deterioration and retaining it at its present site for future work.
c) Incorporating the building into a new development on the existing site.

3.3 Accurately record the original building and site condition before removing the structure from its existing site.

a) Detailed photographs, notes, and drawings must be prepared which accurately record the exterior design, character of interiors, finishes, and general structural system.
b) Reference measurements should be included of overall building dimensions, setbacks, and relation to adjacent buildings.
c) File a copy of this documentation with the City of Vallejo.



Early base maps and photographs indicate that some structures were shifted on their sites, and even relocated on the Island to make room for other buildings. (Building 103 being moved in 1907)

3.4 Moving procedures should protect the historic elements of the building.

A clear sequence of steps must be described for how the building's materials or elements will be protected, including any appendages or elements that will be removed, labeled, and stored for reassembly at the receiving site.

a) Removal procedures must be designed to minimize damage to the historic materials.
b) Any building components that are to be disassembled must be labeled using a system that will assure accurate reconstruction.
c) A plan for storing the building and its components must provide for their shelter from weather or vandalism.

3.5 Site the structure in a position similar to its historic orientation.

a) It should face the same direction and have a relatively similar setback.
b) It should also convey a character similar to that of the historic site, in terms of neighboring buildings, materials, site relationships and age.
c) It may not, for example, be moved to the rear of the parcel to accommodate a new building in front of it.

3.6 There shall be a commitment to complete the relocation and subsequent rehabilitation of the building.

The City must have a strong assurance that the rehabilitation project will be followed through to completion. It is not the intent to allow buildings to be relocated to facilitate development on the original site without assurance of proper preservation of the historic structure. The City may consider these options as demonstration of a commitment to complete the project:

a) A performance bond, in an amount adequate to cover the estimated cost of the relocation and rehabilitation may be required. The City may use the bond to complete the work if rehabilitation does not occur in reasonable time.
b) Proof of secure project financing may be required. Where there is a strong demonstration of the financial ability to complete the rehabilitation, and a reliable loan schedule indicates a likelihood of the project moving ahead, this may be acceptable.

Temporarily Relocating Buildings for Interim Construction

In some cases, it may be necessary to temporarily remove an historic structure from its site in order to facilitate construction of a new foundation and to accommodate construction of additions. The City will consider such proposals on a case-by-case basis, and will use the following criteria, all of which must be answered affirmatively:

a) Is the move technically necessary to accommodate improvements that will enhance the preservation of the structure?
b) Are adequate methods proposed that will protect the building during moving and while stored off-site?
c) Is there assurance that the project will be completed, that the structure will be returned to its site and rehabilitated?

In considering these proposals, applicants should submit a written description of the procedures they propose to use. Illustrations describing the process may also be required.

CHAPTER 4
PRESERVATION OF HISTORIC PROPERTIES

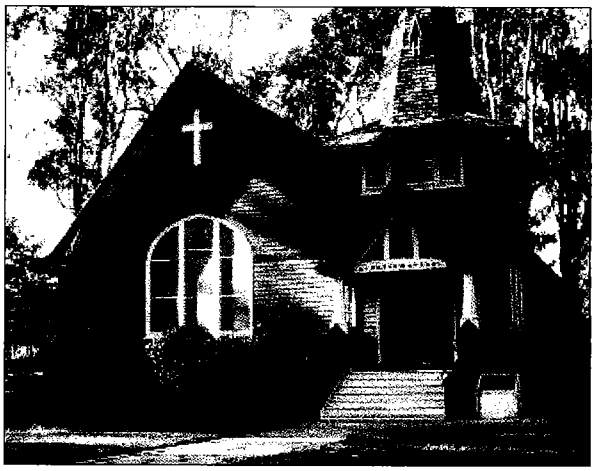
A view of Walnut Avenue (Photo: 1917, National Archives and Records Administration)

Note: Chapters 4, 5 and 6 which review the preservation, restoration and reconstruction standards are intentionally brief because their application to Mare Island is expected to be somewhat limited and the language in the Secretary's Standards themselves is sufficient.

An explanation of how each of these specific treatments should be used on Mare Island is provided. In most cases, the Rehabilitation Treatment is expected to apply. For that reason, substantially more detail is provided in that section.

Preservation is defined as the act or process of applying measures necessary to sustain the existing form, integrity, and materials of an historic property. Work, including preliminary measures to protect and stabilize the property, generally focuses upon the ongoing maintenance and repair of historic materials and features rather than extensive replacement and new construction. New exterior additions are not within the scope of this treatment; however, the limited and sensitive upgrading of mechanical, electrical, and plumbing systems and other code-required work to make properties functional is appropriate within a preservation project.

(definition from *The Secretary of the Interior's Standards for the Treatment of Historic Properties*)



The Chapel is part of the National Historic Landmark designation. This high level of significance, and the fact that the building is generally intact, makes it an example of an application of the Secretary of the Interior's Preservation Treatment.

STANDARDS FOR PRESERVATION TREATMENT

In the Mare Island Historic District, "preservation" is a treatment that should be used to maintain properties that are already in good condition and have a high degree of integrity. Best practices for maintenance should be used in a regular, cyclical manner to keep the property in proper condition. The preservation treatment is especially relevant for NHL resources and for other structures rated as individually eligible to the National Register, if they are already intact and in good condition, or after they have been restored.

The following are excerpts from the Secretary of the Interiors' Standards for Preservation that are particularly relevant:

4.1 Use the property as it was used historically or find a new use that maximizes retention of distinctive features.

a. Keeping a residential use in a building designed as a house will create less pressure for changes, for example, or adapting a house to office use may be a new use that also facilitates preservation.

4.2 Preserve the historic character (continuum of a property's history).

a. For example, the sidewalk design has changed along Officer's Row since its earliest history, but the existing material has taken on significance and helps to convey the evolution of the area.

4.3 Stabilize, consolidate, and conserve existing historic materials.

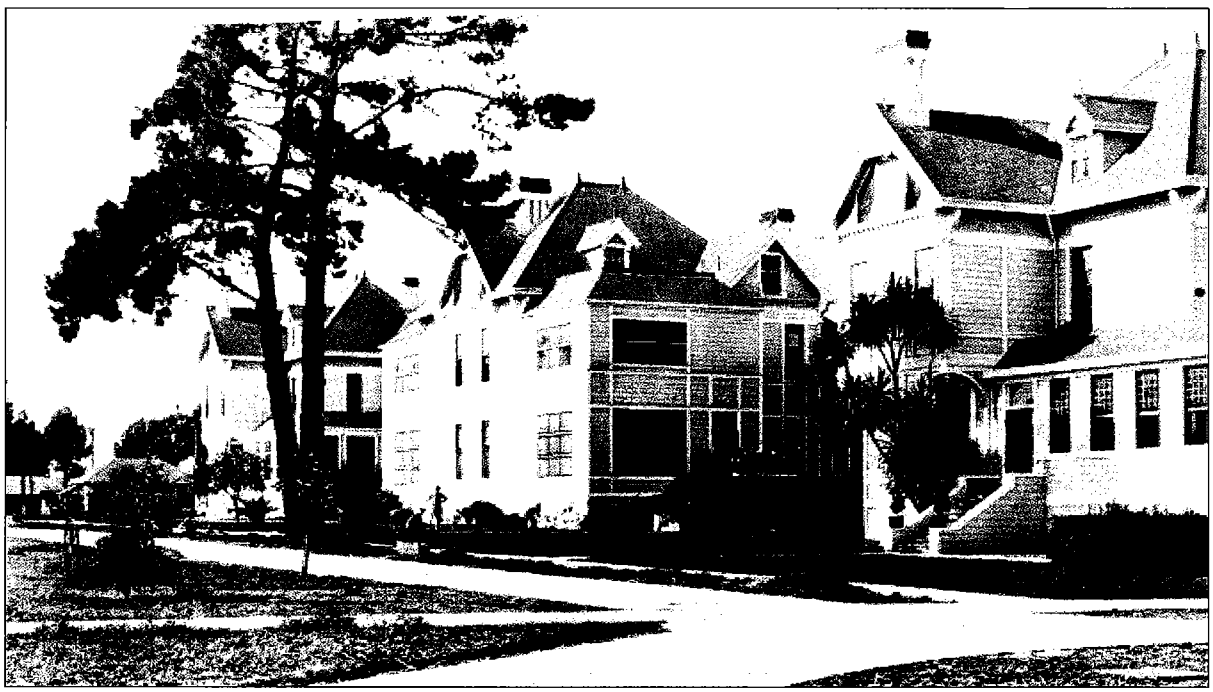
a. Specific procedures for these actions should be approved before undertaking any work.

4.4 Replace minimum amount of fabric necessary and in kind (match materials).

a. That is, since the property is being maintained, very little replacement should be needed.

Note that the complete SOI Standards for Preservation apply to this chapter as well.

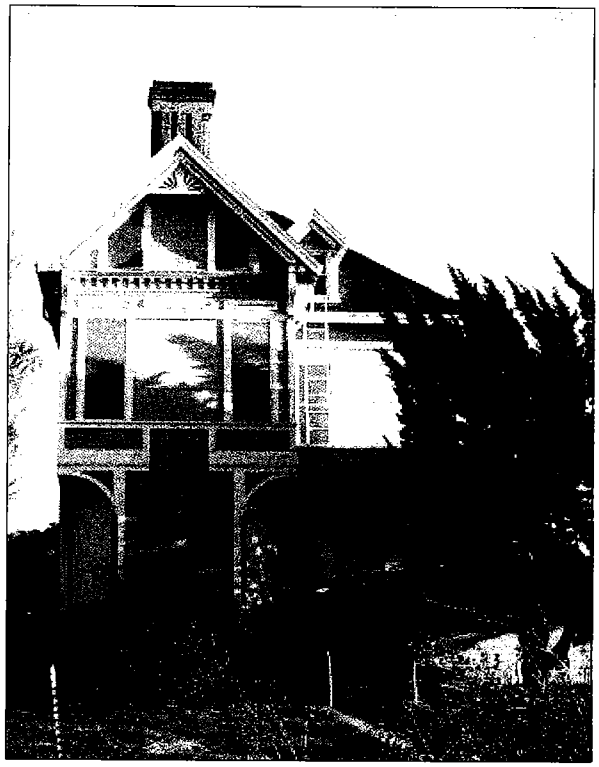
CHAPTER 5
RESTORATION OF HISTORIC PROPERTIES



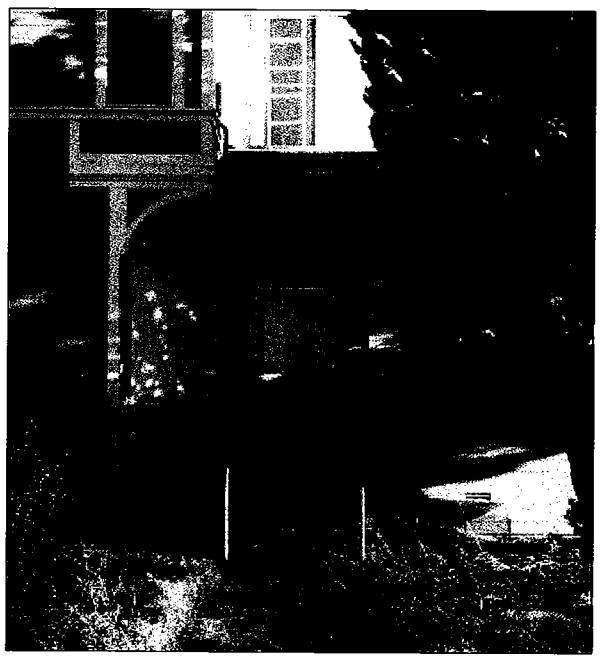
The row of Marine officer's quarters, M2, M3-4 and M5 as seen in their original location. The facades aligned along the edge of the parade ground. Compare the condition of the porch in the right foreground with that in the photos on the following page. (Photo: 1921, National Archives and Records Administration)

Restoration is defined as the act or process of accurately depicting the form, features, and character of a property as it appeared at a particular period of time by means of the removal of features from other periods in its history and reconstruction of missing features from the restoration period. The limited and sensitive upgrading of mechanical, electrical, and plumbing systems and other code-required work to make properties functional is appropriate within a restoration project.

(definition from *The Secretary of the Interior's Standards for the Treatment of Historic Properties*)



In 2004, the front door and associated glass-enclosed porch of Building M5 showed alterations from their original condition. (Compare with the historic image, preceding page, of the earlier character.)



The Marine Officer's Housing, which is a part of the National Historic Landmark, has lost some original character-defining features. Because of its condition and significance, restoration to the period of significance could be merited.

STANDARDS FOR RESTORATION

Properties with a high level of significance are good candidates for the "restoration" treatment, when re-establishing the historic character is feasible. The NHL properties and other resources listed as individually eligible for the National Register are examples.

5.1 Use the property as it was historically or find a new use that reflects the property's restoration period.

a. Keeping a residential use in a building designed as a house will create less pressure for changes, for example, or adapting a house to office use may be a new use that also facilitates restoration.

5. 2 Remove features from other periods, but document them first.

a. For example, removing the later alterations to the house seen to the left would be appropriate.

5.3 Stabilize, consolidate, and conserve features from the restoration period.

5.4 Replace a severely deteriorated feature from the restoration period with a matching feature (limited substitute materials may be used).

5.5 Replace missing features from the restoration period based on documentation and physical evidence. Do not make changes that mix periods and falsify history to create a "hybrid" building.

a. A replacement porch for the property at left should be based on photographs and archived drawings.

5.6 Do not execute a design that was never built.

LANDSCAPE RESTORATION GUIDELINES

5.7 Protect and maintain features, such as vegetation and structures, that define spatial organization from the restoration period.

5.8 Retain and preserve existing historic vegetation from the restoration period.

5.9 Maintain historic vegetation materials from the restoration period through daily, seasonal and cyclical tasks.

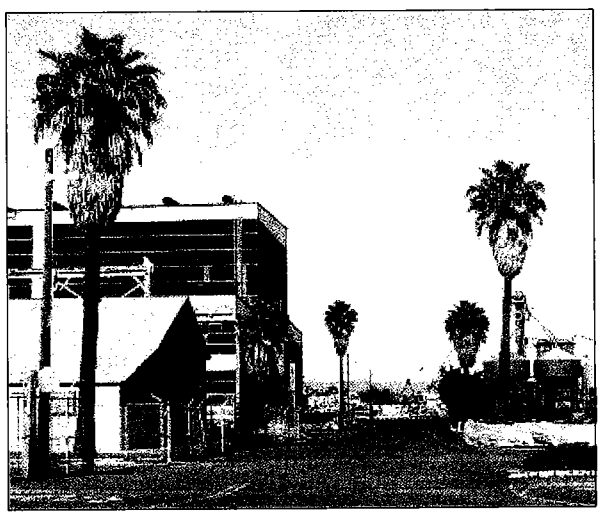
5.10 When a historic landscape feature is completely missing, or when there are missing sections, installing new vegetation from the restoration period is appropriate.

5.11 Design any new site furnishing or object to be compatible with the historic character of the landscape from the restoration period.

5.12 Remove or alter features from other historic periods that intrude on the landscape element. If this is necessary document these features before removal.

Distinctive landscape features should be preserved. Where they have been altered, restoration should be considered. This allee of palms at the hospital, for example, is seen here in 1963. It now has been altered, but remnants remain. (Compare with photo at right.) (Photo: National Archives and Records Administration)

Historically significant landscape features, including paving and planting arrangements, should be preserved. In some cases, later alterations may be removed. In this case, bomb shelters in Alden Park date from the period of historic significance for the district as a whole; however, the primary period of significance for the park is from an earlier time. Restoring portions of the park to its earlier condition by removing at least some of the bomb shelters may be appropriate.



These palms, which stand along 15th Street near Building 678, are remnants of the palm allee that led from the hospital to the water. Such remnants of formal landscapes should be preserved, and restoring the row may be appropriate.

CHAPTER 6
RECONSTRUCTION OF HISTORIC PROPERTIES

Alden Park, in 1936, served as a primary green space and an anchor for the Administrative/Institutional Area. It also was a link between the Residential and Industrial Areas. Today, this function is impeded by bomb shelters that cut off access along the park edges. Reconstructing the 1930s park condition may be appropriate. (Photo: National Archives and Records Administration)

Reconstruction is defined as the act or process of depicting, by means of new construction, the form, features, and detailing of a non-surviving site, landscape, building, structure, or object for the purpose of replicating its appearance at a specific period of time and in its historic location.

(definition from *The Secretary of the Interior's Standards for the Treatment of Historic Properties*)

STANDARDS FOR RECONSTRUCTION

The reconstruction treatment may be appropriate where re-creating an earlier design would aid in interpreting a key factor in the history of the Island. For example, Alden Park had a more open character during most of its historic period. Reconstructing the park to that time would help in interpreting the original Sanger Plan.

6.1 Do not reconstruct vanished portions of a property unless the reconstruction is essential to the public understanding.

6.2 Reconstruct to one period of significance based on documentary and physical evidence.

6.3 Precede reconstruction with thorough archeological investigation.

6.4 Preserve any remaining historic features.

6.5 Recreate the appearance of the property (substitute materials may be used).

6.6 Identify the reconstructed property as a contemporary re-creation.

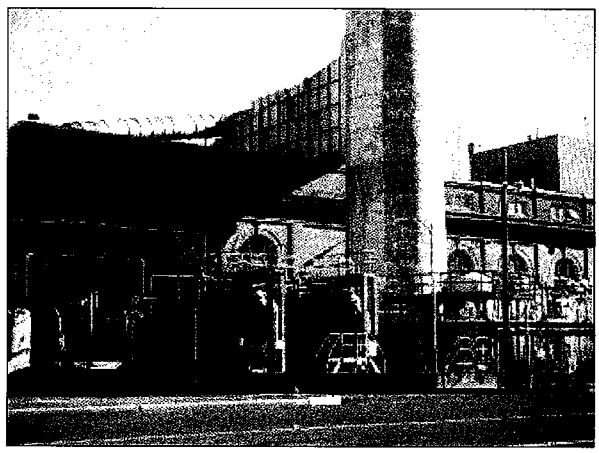
6.7 Do not execute a design that was never built.

CHAPTER 7
REHABILITATION OF HISTORIC PROPERTIES

APPLICATION OF REHABILITATION GUIDELINES TO MARE ISLAND BUILDINGS AND LANDSCAPES

Basic principles for rehabilitation underlie the design guidelines that are presented in this chapter. These are based on City policies, as well as the Secretary of the Interior's Standards for Rehabilitation.

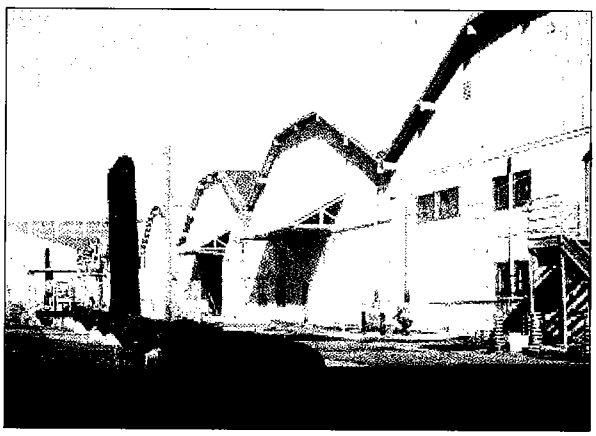
Rehabilitation is a treatment that is expected to be used in most cases on Mare Island, because adaptive reuse will be involved often, and this approach recognizes that such work may require some flexibiity in meeting the guidelines. The guidelines in this chapter are presented in a sequence that reflects the preferred order of treatment for historic features. That is, those in good condition should be preserved intact, those that are deteriorated should be repaired, and those that cannot be repaired shoud be replaced in kind. The degree of emphasis of each guideline may vary depending upon the significance of the resource and its degree of integrity.



Exterior mechanical equipment that helps to convey the historic functions of Mare Island should be preserved when feasible and appropriate. However, some equipment may need to be removed in the interest of safety or to reveal significant building features. Such action should fit within the rehabilitation treatment.

Formal landscapes, such as Farragut Plaza at Building 47, should be preserved in the general sense. The rehabilitation treatment is likely to apply, because some changes may be needed to meet new code requirements.

Historically significant landscape features and structures should be preserved. The bandstand in Alden Park is an example.



Industrial artifacts survive in some locations on Mare Island. To the extent that it is feasible, these elements should be retained. However, it is also important to recognize that these elements were frequently modified and even removed in response to changing programmatic needs and, as new uses are introduced into the area, some further alterations may be necessary to maintain effective operations of buildings and sites nearby. This is in keeping with the rehabilitation treatment.

LANDSCAPE REHABILITATION GUIDELINES

7.1 Protect and maintain features, such as vegetation and structures, that define spatial organization.

7.2 Retain and preserve existing historic vegetation.

a. This may include the propagation of existing plants.

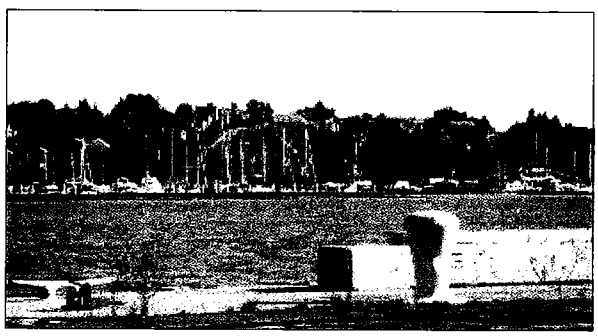
7.3 Maintain historic vegetation materials through daily, seasonal and cyclical tasks.

7.4 Replace a historic feature that is too deteriorated to repair.

7.5 Design and install new features to respect and acknowledge the historic character. This could be an accurate restoration from documentation or a compatible new design.

a. New features may be required to facilitate a compatible new use to assure the preservation of the landscape.

7.6 Remove any non-significant material or element which detracts from landscape features.



Equipment related to docking ships along the waterfront may have historic significance and should be preserved.

Preservation of Materials

Original building materials that are in good condition should be preserved in place, whenever feasible.

Building materials, including the qualities of their scale, texture and finish, often convey the work of skilled craftsmen and contribute to the character of a structure. These original building materials should not be covered, damaged, or removed. The best way to preserve these features is through well-planned maintenance.

7.7 Historic building materials should be preserved.

a. Employ maintenance procedures that will protect the character and finish of historic materials.

7.8 Protect historic material surfaces.

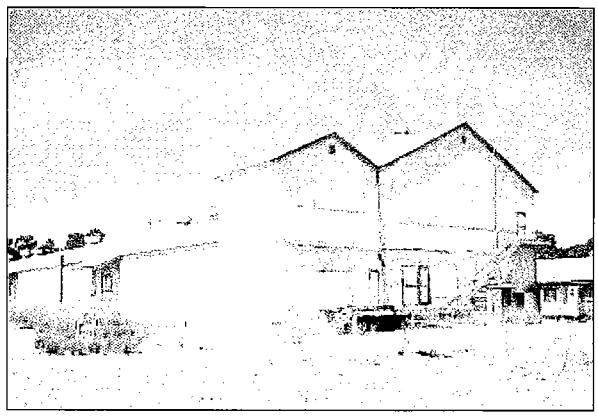
a. Don't use harsh cleaning methods, such as sandblasting, that could damage the finish of the historic material.

7.9 Preserve the appearance of original facade materials.

a. Don't cover or obscure original facade materials. Covering of original facades not only conceals interesting details but also interrupts the visual continuity of materials along the street.
b. If the original material already is obscured with a newer material, uncover it if feasible.

7.10 All wood surfaces should be painted or stained.

a. Prior to painting or staining, remove damaged or deteriorated paint or stain using the gentlest method.
b. Prior to painting, prime the surface.
c. Use compatible paints. Also use a compatible undercoat that will create a good bond for new paint layers.
d. Avoid the use of texture coat paints that will alter the appearance of the original finish.



Metal siding should be preserved. (A-75)

7.11 Preserve original roof materials.

a. Avoid removing roof material that is in good condition. Replace it only when necessary.
b. See also *Preservation Briefs #4: Roofing for Historic Buildings*, published by the National Park Service.

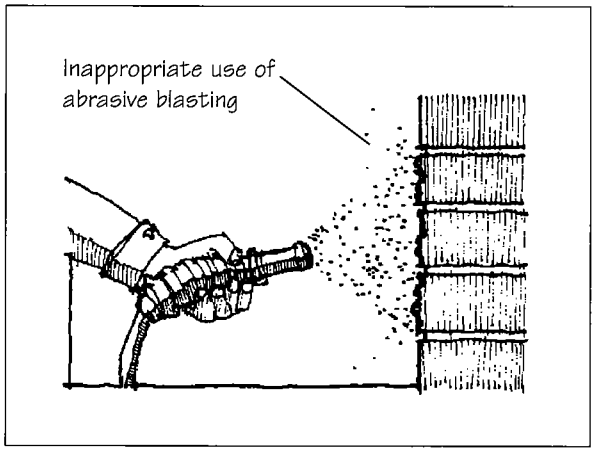
Repair of Materials

Deteriorated building materials should be repaired rather than replaced, whenever possible.

In some cases, original building materials may be deteriorated. When this occurs, repair the material and any other related problems that may lead to further damage. It is also important to recognize that all materials weather over time and that a scarred finish does not represent an inferior material, but simply reflects the age of the building. Preserving original materials that show signs of wear is therefore preferred to their replacement.

7.12 Repair deteriorated, primary building materials by patching, piecing-in, consolidating or otherwise reinforcing them.

a. Avoid the removal of damaged materials that can be repaired.
b. Isolated areas of damage may be stabilized or fixed, using consolidants. Epoxies and resins may be considered for wood repair.



Harsh cleaning methods are inappropriate.

7.13 Use the gentlest means possible to clean a structure.

a. Perform a test patch to determine that the cleaning method will cause no damage to the material's surface. Many procedures can actually result in accelerated deterioration or damage materials beyond repair.
b. If cleaning is needed, a low-pressure water wash may be appropriate. Chemical cleaning may also be considered.
c. Abrasive methods such as sandblasting are not appropriate, as they permanently erode building materials and finishes and accelerate deterioration.
d. See also *Preservation Briefs #1: The Cleaning and Waterproof Coating of Masonry Buildings*, published by the National Park Service.

7.14 Use technical procedures for removal of hazardous materials that preserve, clean, refinish or repair historic materials and finishes.

a. See also *Preservation Briefs #6: Dangers of Abrasive Cleaning to Historic Buildings*, published by the National Park Service.
b. An early paint layer may be lead-based, in which case, special procedures are required for removal or encapsulation.
c. If siding materials that contain asbestos were used to cover original materials, it is highly recommended that they be removed. Please note that asbestos is a hazardous material and may require removal by a qualified contractor.

Replacement of Materials

Original building materials that have deteriorated beyond repair should be replaced in kind.

While maintaining the original material is the preferred alternative, in some situations the original building material (or a portion of it) may be beyond repair. Replacement should occur only if the existing historic material cannot be reasonably repaired. It is important that the use of replacement materials be minimized, because the original ones contribute to the authenticity of the property. Even when a replacement material exactly matches that of the original, the integrity of a historic building is compromised when material is extensively removed and replaced.

7.15 If material replacement is necessary, use materials similar to those previously employed.

a. Substitute materials may be used if they match the original in appearance, finish and profile.

7.16 Match the original in composition, scale and finish when replacing exterior siding material.

a. If the original material is wood clapboard, for example, then the replacement material should be wood as well. It should match the original in size, the amount of exposed lap and surface finish.
b. Replace only the amount required.

7.17 Do not use synthetic materials, such as aluminum or vinyl siding or panelized brick, as replacements for primary building materials on a historic structure.

a. Original primary building materials, such as wood siding and brick, should not be replaced with synthetic materials.
b. See also *Preservation Briefs #16: The Use of Substitute Materials on Historic Building Exteriors*, published by the National Park Service.

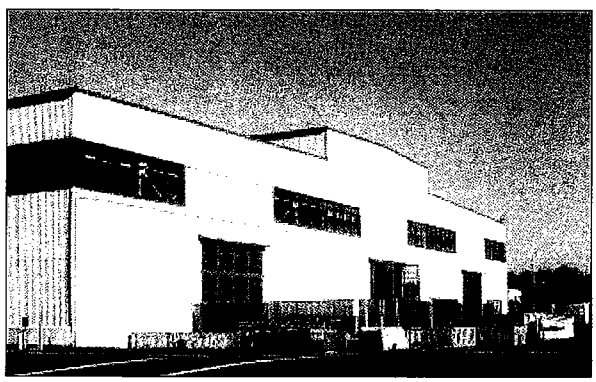
7.18 Replacement roof materials for a historic structure should convey a scale and texture similar to those used traditionally.

a. When choosing a replacement roof material, the architectural style of the structure should be considered.
b. Where replacement is necessary, use materials similar to those seen historically and which are appropriate to the architectural style.

Covering Materials

The covering of original building materials is inappropriate.

Using any product, such as stucco, aluminum and vinyl siding, to cover historic materials is inappropriate. Doing so obscures the original character and changes the dimensions of walls, which is particularly noticeable around door and window openings. If original wall materials are presently covered, consider removing the outer layer and restoring the original materials.



Covering original building materials is inappropriate. The exterior treatment of Building 599 may be a later material that covers the original.

7.19 Historic building materials and features should not be covered.

a. No material should be applied as a covering to a historic one.
b. Synthetic stucco, panelized brick, vinyl, aluminum or other composite siding materials are inappropriate.
c. See also *Preservation Briefs #8: Aluminum and Vinyl Siding on Historic Buildings*, published by the National Park Service.

7.20 Consider removing materials that cover original siding.

a. Removing later covering materials is encouraged.
b. However, in some instances, a later covering may have achieved historic significance, especially if it was applied early in the building's history. When this is the case, the later covering may be maintained on the structure.
c. Do not re-side a building with another covering material if another non-historic covering already exists. Removing the covering to expose the original material is appropriate in such a case.
d. Once the covering has been removed, repair the original underlying material.

Wood Treatment

Original wood should have a protective finish.

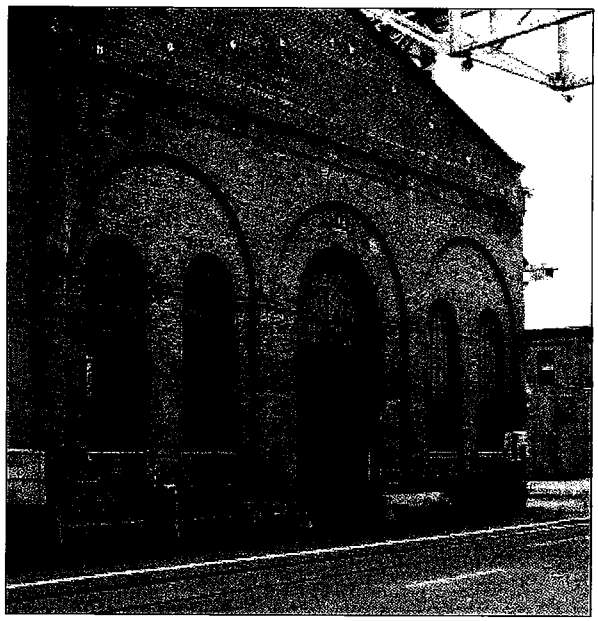
Wood is a building material on historic structures in Mare Island. It is used for siding, framing, windows, doors and porches. To preserve wood, it is important to maintain a painted or stained finish.

7.21 Protect wood features from deterioration.

a. Provide proper drainage and ventilation to minimize rot.
b. Maintain protective coatings to retard drying and ultraviolet damage. If the building was painted historically, it should remain painted, including all trim. If the building was stained historically, it should remain stained.

7.22 Plan repainting or re-staining carefully.

a. Note that frequent repainting of siding and trim materials may cause a build up of paint layers that obscures architectural details. When this occurs, consider stripping paint layers to retrieve details. However, if stripping is necessary, use the gentlest means possible, being careful not to damage architectural details and finishes.
b. Good surface preparation is key to successful repainting. The complete removal of old paint, by the gentlest means possible, should be undertaken only if necessary to the success of the repainting.
c. Old paint may contain lead. Precautions should be taken when sanding or scraping.
d. Prepare a good substrate (primer) and use compatible paints or stains. Some latex paints will not bond well to earlier oil-based paints without a primer coat.
e. See also *Preservation Briefs #10: Exterior Paint Problems on Historic Woodwork*, published by the National Park Service.



Historic building materials should be preserved. Where surfaces are deteriorated, they should be rehabilitated or treated to stop deterioration. In this case, brick foundations have eroded. Stabilization treatments should be considered. (Building 45)

7.23 Using the historic color scheme is encouraged.

a. If a historic scheme is not to be used, then consider the following:
   - Generally, one muted color is used as a background to unify the composition.
   - One or two colors are usually used for accent to highlight details and trim.
   - A coordinated scheme of colors should be used for the entire exterior so upper and lower floors and subordinate wings of buildings are seen as components of a single structure.

Masonry Treatment

Masonry construction should be preserved in its original condition.

Many buildings include brick or stone for structural walls, porch piers and chimneys. Although it is a very durable material, masonry is not invulnerable. Therefore, the proper maintenance and preservation of masonry is important.

7.24 Preserve the original mortar joint and unit size, the tooling and bonding patterns, coatings and color of masonry surfaces.

a. Original mortar, in good condition, should be preserved in place.

7.25 Repoint only those mortar joints where there is evidence of moisture problems or when sufficient mortar is missing or severely deteriorated.

a. Duplicate the old mortar in strength, composition, color, texture and joint width and profile.
b. Mortar joints should be cleared with hand tools. Using electric saws and hammers to remove mortar can seriously damage the adjacent masonry.
c. Mortar should fill the joint but should not overfill it, and it should not be applied on the faces of the masonry units.
d. See also *Preservation Briefs #2: Repointing Mortar Joints in Historic Brick*, published by the National Park Service.
e. Correct any problems that caused mortar loss or deterioration or the deterioration of the mortar may occur again.

7.26 Masonry that was not painted historically should not be painted.

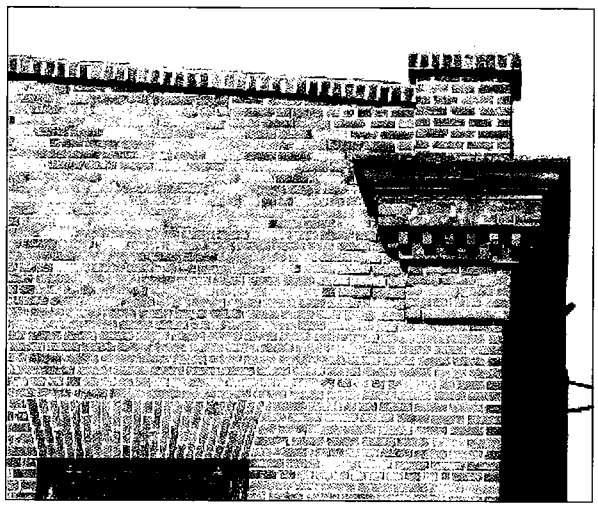
a. Masonry naturally has a water-protective layer, or patina. Painting masonry walls can seal in moisture already in the masonry, thereby not allowing it to breathe and causing extensive damage over the years.

7.27 Protect masonry from water deterioration.

a. Provide proper drainage so that water does not stand on flat, horizontal surfaces or accumulate in decorative features.

7.28 Original stucco coatings over masonry should be maintained in good condition.

a. Where deterioration of the stucco exists, that portion only should be repaired.
b. Where original stucco has been removed from brick, then re-stuccoing may be considered.
c. When re-stuccoing must occur, match texture and finish to original.



Masonry details should be maintained. Replacement mortar should match that used historically in composition and appearance. The upper portion of this parapet, for example, has a patch of incompatible mortar.

INDIVIDUAL BUILDING ELEMENTS: ROOFS, GUTTERS & DOWNSPOUTS

Exposed rafters and eave brackets are distinctive features of some roof types and should be preserved.

The asymmetrical composition of roofs is a distinct feature of Building M5 that should be maintained.

The character of the roof is a major feature for most historic structures. When repeated along the street, the repetition of similar roof forms contributes to a sense of visual continuity for many historic neighborhoods. The roof pitch, its materials, size, and orientation are all distinct features that contribute to the character of a building. Gabled and hip forms occur most frequently in Mare Island, although shed and flat roofs appear on some building types.

Roof Deterioration

Roof sheathing is a structure's main defense against the elements. However, all components of the roofing system are vulnerable to leaking and damage. When a roof begins to experience failure, many other parts of the structure may also be affected. For example, a leak in the roof may lead to damage of rafter tails or even wall surfaces. Common sources of roof leaks include:

- Cracks in chimney masonry
- Loose flashing around chimneys and ridges
- Loose or missing roof shingles
- Cracks in roof membranes caused by settling rafters
- Water backup from plugged gutters

Roof Materials

A variety of roof materials exists in the historic district. Today, composition shingles are typical. This material and others are susceptible to deterioration, and their replacement may become necessary in time.

When repairing or altering a historic roof, one should avoid removing significant materials that are in good condition. Where replacement is necessary, such as when the historic roofing material fails to properly drain, one should use a material that is similar in appearance to the original in style and texture. The overall pattern of the roofing material also determines whether or not certain materials are appropriate. For instance, wood and composition shingles have a uniform texture, while standing seam metal roofs cause a vertical pattern. A specialty roofing material, such as tile or composition roll roofing, should be replaced with a matching material whenever feasible.

Repairing a Historic Roof

When repairing or altering a historic roof it is important to preserve its character. For instance, one should not alter the pitch of the historic roof, the perceived line of the roof from the street, or its orientation to the street. The original depth of the overhang of the eaves, which is often key to the style of the structure, should also be preserved.

Preserve the original form, materials, eaves, rafter tails, gutters and other features of a historic roof.

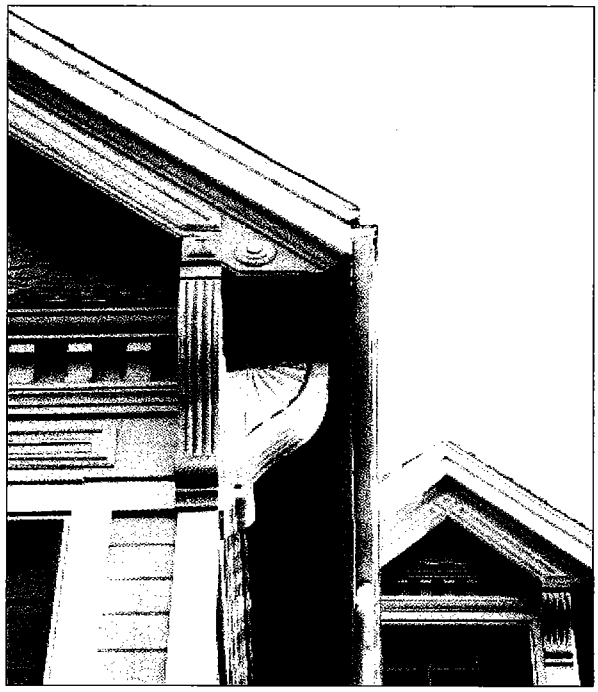
Typical roof shapes on Mare Island are gabled, cross-gabled and hipped. Because roof forms and details are often some of the most significant character-defining elements, their preservation is important.

7.29 Preserve the original roof form of a historic structure.

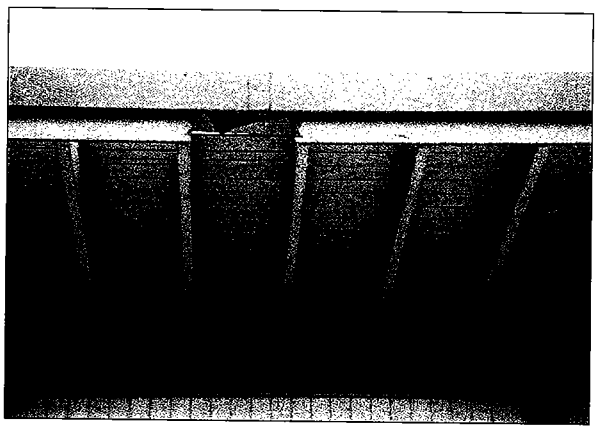
a. Avoid altering the slope profile of a historic roof. Instead, maintain the line and orientation of the roof as seen from the street.
b. Retain and repair roof detailing.
c. Repairing a basically sound roof can be much less expensive than a complete replacement. If replacing some shingles is necessary, match the color, material, and pattern of the original as closely as possible.

7.30 Replacement roof materials for a historic structure should convey a scale and texture similar to those used traditionally.

a. When choosing a roof replacement material the architectural style of the structure should be considered.
b. Where replacement is necessary, use materials similar to those seen historically and which are appropriate to the architectural style.



Preserve the original form, materials, eaves, rafter tails, gutters and other significant features of a historic roof.



Where components of a historically significant roof have deteriorated, they should be repaired. Missing pieces should be replaced in kind.

7.31 Preserve the original eave depth.

a. The shadows created by traditional overhangs contribute to one's perception of the building's historic scale and, therefore, these overhangs should be preserved. Cutting back roof rafters and soffits, adding fascia boards where none existed and in other ways altering the traditional roof overhang are therefore inappropriate.
b. Boxing in exposed roof rafters is also inappropriate.

7.32 Minimize the visual impacts of skylights and other rooftop devices.

a. Locating a skylight or a solar panel on a front roof plane should be avoided.
b. Skylights and solar panels should not be installed in a manner that will interrupt the plane of the historic roof. They should be positioned below the ridgeline.
c. Flat skylights that are flush with the roof plane may be considered on the rear and sides of the roof, but not adjacent to roadways or public spaces.

Windows and doors are some of the most important character-defining features of historic structures. They give scale to buildings and provide visual interest to the composition of individual facades. Distinct window and door designs in fact help define many historic building styles. They often are recessed into openings and/or they have surrounding casings and sash components which have a substantial dimension that cast shadows which also contribute to the character of the historic style.

WINDOWS

Window Construction

The proportions of a window, and its orientation are among its essential features. The arrangement and number of "lights," or panes, into which a window is divided are also key features. Many early windows on Craftsman-influenced structures on Mare Island were horizontally proportioned, for example. These features should be preserved especially in windows on key building elevations.

Window Types

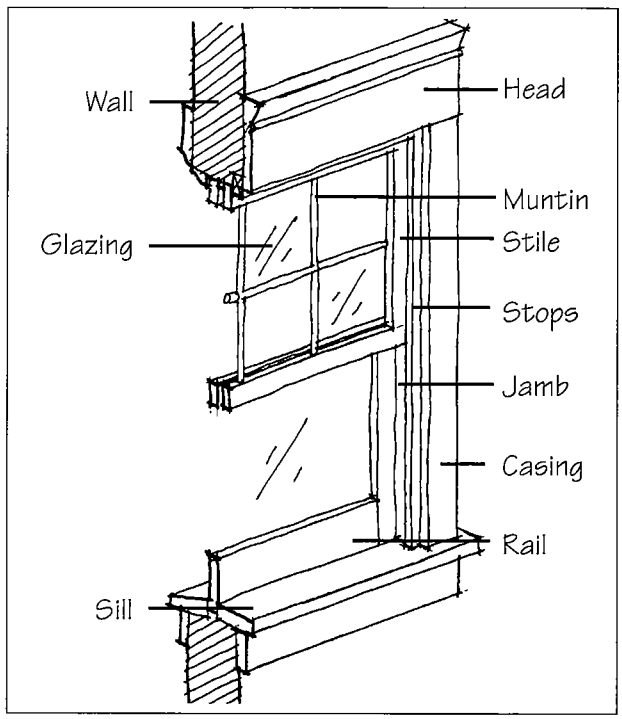
Window types typically found in historic structures of Mare Island include:

- **Casement** - Hinged windows that swing open, typically to the outside
- **Double hung** - Two sash elements, one above the other. Both upper and lower sashes slide within tracks on the window jambs.
- **Fixed** - The sash does not move.
- **Single hung** - Two sash elements, one above the other. Only the lower sash moves.

Deterioration of Historic Windows

Properly maintained, original windows will provide excellent service for decades. Most problems that occur result from a lack of proper maintenance. For example, the accumulation of layers of paint on a wood sash may make operation difficult. Using proper painting techniques, such as removing paint layers and repainting or refinishing, can solve this problem.

Water damage and the ultraviolet degradation caused by sunlight also are major concerns. Damage occurs when the painted layer is cracked or peeling. Decay can result that may make operation of the window difficult, and if left untreated can lead to significant deterioration of window components. In most cases, windows are protected if a good coat of paint is maintained.



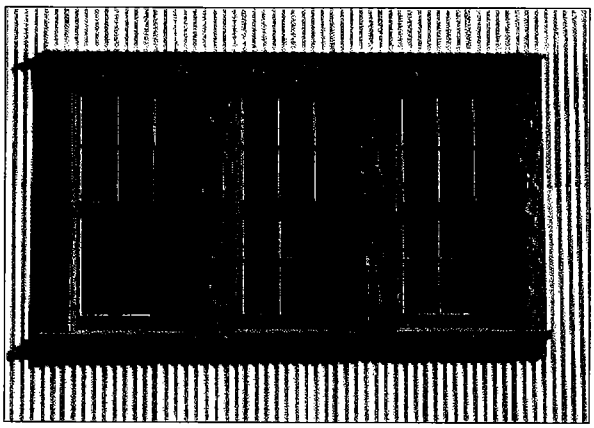
Preserve the functional features of a historic window.

Repair of Historic Windows

Whenever possible, repair a historic window, rather than replace it. In most cases, it is in fact more economical to repair the existing frame and glass rather than to replace them. Another benefit to repair is that the original materials contribute to the historic character of the building. Even when replaced with an exact duplicate window, a portion of the historic building fabric is lost and therefore, such treatment should be avoided.

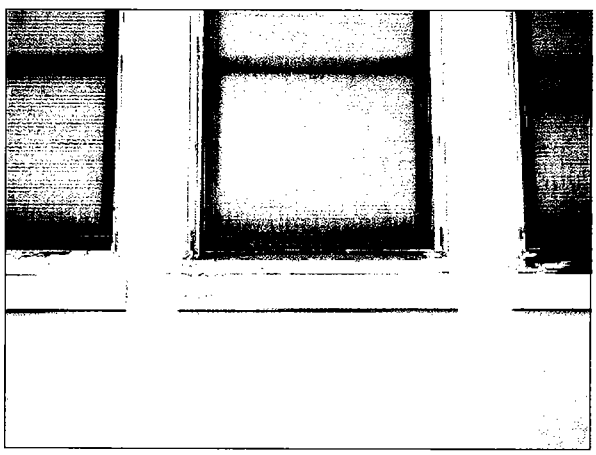
When deciding whether to repair or replace a historic window, first determine the window's architectural significance. Is it a key character-defining element of the building? Typically, windows on the front of the building and on sides that are visible from the street are key character-defining elements. Windows that are located on other walls that are less visible from the public right-of-way are typically less significant. Greater flexibility in the treatment or replacement of such secondary windows may be considered.

A second step is to inspect the window to determine its condition. Distinguish superficial signs of deterioration from actual failure of window components. Peeling paint and dried wood, for



Maintain window frames and sash with a paint that is compatible with the underlying substrate.

Original window arrangements on key facades should be preserved.



Window assembly components such as sills should be maintained.

example, are serious problems but often do not indicate that a window is beyond repair. What constitutes a deteriorated window? A rotted sill may dictate its replacement, but it does not indicate the need for an entirely new window. Determining window condition must occur on a case-by-case basis; however, as a general rule, a window merits preservation, with perhaps selective replacement of components, when more than fifty percent of the window components can be repaired.

Third, determine the appropriate treatment for the window. Surfaces may require cleaning and patching. Some components may be deteriorated beyond repair. Patching and splicing in new material for only those portions that are decayed should be considered in such a case, rather than replacing the entire window. If, however, the entire window must be replaced, the new one should match the original in appearance.

Replacement Windows

While replacing an entire window assembly is discouraged, it may be necessary in some cases. When a window is to be replaced, the new one should match the appearance of the original to the greatest extent possible. To do so, the size and proportion of window elements, including glass and sash components, should match the original. In most cases, the original profile, or outline of the sash components, should be the same as the original. At a minimum, the replacement components should match the original in dimension and profile and the original depth of the window opening should be maintained.

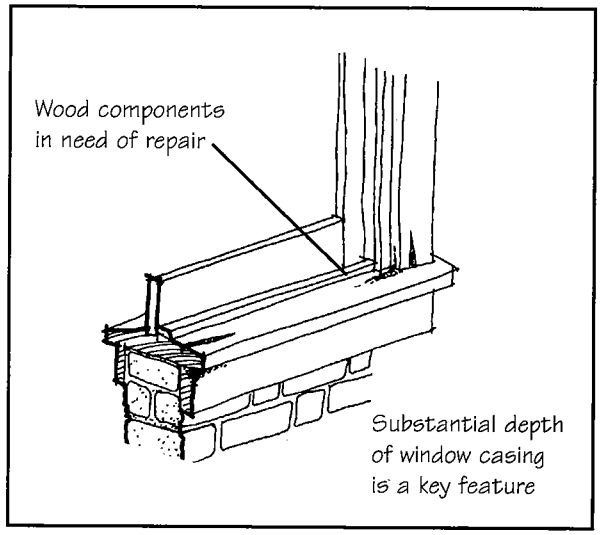
A frequent concern is what the material of the replacement window should be. While wood was most often used historically, metal and vinyl clad windows are common on the market today and sometimes are suggested as replacement options by window suppliers. In general, using the same material as the original is preferred. If the historic window was wood, for example, then using a wood replacement is the best approach.

However, it is possible to consider alternative materials in some special cases if the resulting appearance will match that of the original in terms of the finish of the material, its proportions, and profile of sash members. For example, if a metal window is to be used as a substitute for a wood one, the sash components should be similar in size and design to those of the original. The substitute material also should have a demonstrated durability in similar applications in this climate.

Finally, when replacing a historic window, it is important to preserve the original casing when feasible. This trim element often conveys distinctive stylistic features associated with the historic building style and may be costly to reproduce. Many good

window manufacturers today provide replacement windows that will fit exactly within historic window casings.

Original windows and doors are important features that help convey the early character of a building. These elements should be preserved, when feasible. It is also important to note that some changes in window configurations occurred at times in response to changing needs and this tradition of alterations continues. When such changes do occur, however, they should be planned to maintain the overall integrity of a structure.

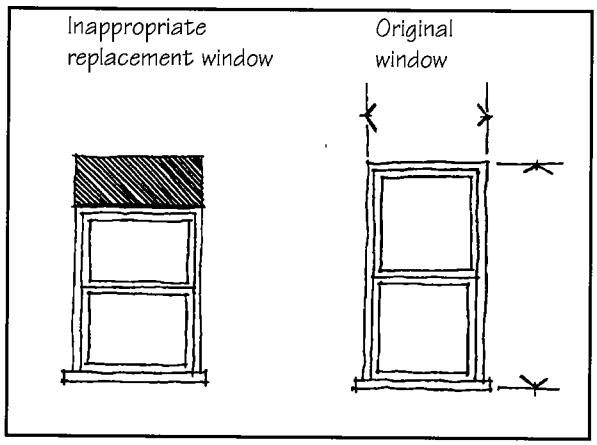


If window components are deteriorated, repair rather than replacement is preferred.

Preserving Existing Windows

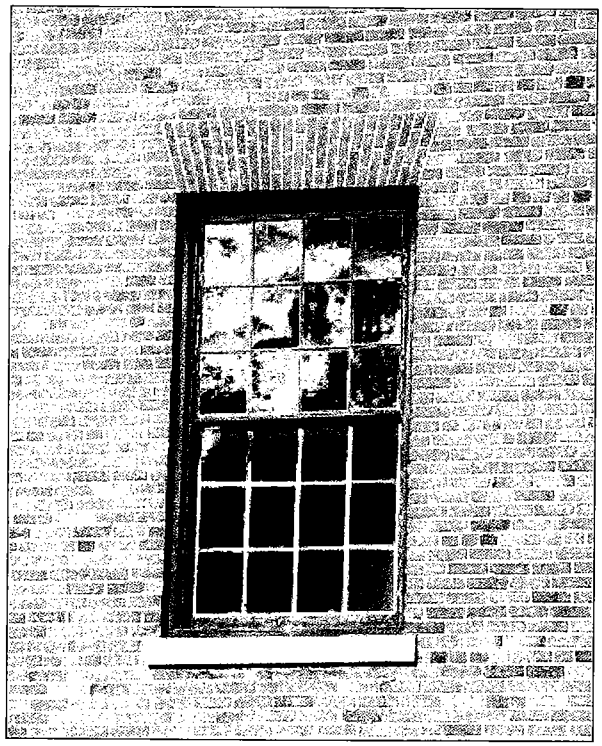
7.33 Maintain an architecturally significant window opening.

a. The size and shape of an original window opening are important characteristics that should be maintained. Avoid altering these features.



The size and shape of an original window opening are important characteristics that should be maintained. Avoid altering these features.

b. If a window opening has already been altered, consider restoring it if the original condition can be determined.

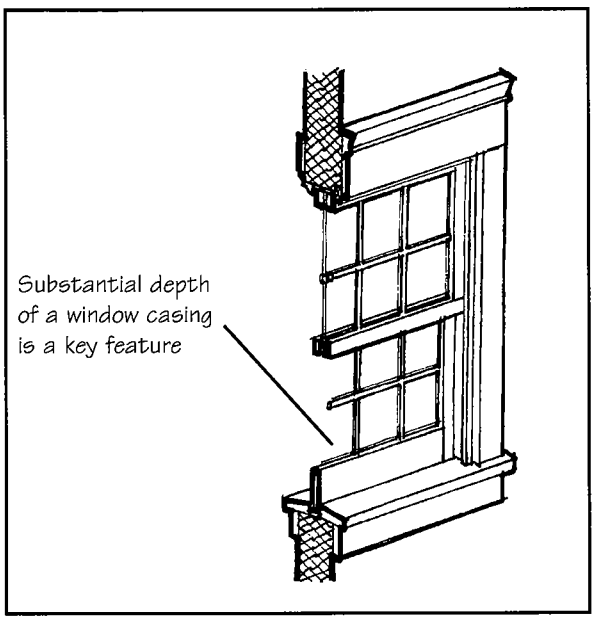


Original windows should be preserved. This 12-over-12, double-hung sash is a key feature.

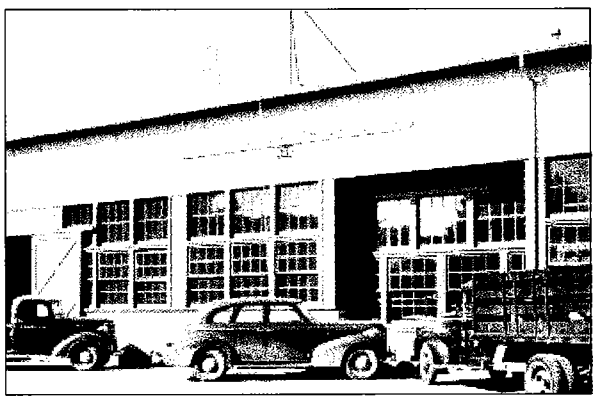
Repairing a Window

7.34 If it is damaged, repair an original window.

a. This includes the window sash and sill.



The depth and profile of window trim and casings, as well as the number of window panes, are characteristics that should be preserved.



Distinctive window patterns of industrial buildings should be preserved to the extent feasible. (Photo: Building 535, 1942, National Archives and Records Administration)

7.35 If a window is deteriorated beyond repair, replicate the original.

a. Match the general depth and profile of the older window sash in the replacement design.

7.36 Maintain a window's true divided lights.

a. If window replacement is necessary, then match the number and size of lights with the original window or other similar ones.
b. Using true divided lights is encouraged when replacing a window.

7.37 Genuine, transparent glass should be used in all windows and doors on key walls.

a. Plastic and Plexiglass are inappropriate.
b. Opaque, reflective and metallic finishes and tinted materials are inappropriate.

Adding a New Window

7.38 Adding a new window may be considered.

a. In general a new window is best on a secondary wall, where its impact on the historic character will be minimized.
b. A new window should be in character with the building, but also may be seen as a later alteration in the manner in which it is detailed.
c. Its position should be in character with that of existing openings.
d. It should not damage or destroy significant features.
e. It should have a depth and profile similar to those seen historically on the building.

DOORS

Doors are important character-defining features of historic structures that give scale to buildings and provide visual interest to the composition of individual facades. Many historic doors are noted for their materials, placement, and finishes. Important features include the details of the door itself, its frame, sill, head, jamb and any flanking windows or transoms. Because an inappropriate door can affect the character of a historic building, one should be careful to avoid radical alteration of an old door and, if needed, choose a new one that is appropriate to the period.

Repair of Historic Doors

Typically, a problem door merely needs to be re-hung. This treatment is preferred rather than replacing it altogether. It is often easier, and more economical, to repair an existing door rather than to replace it. When deciding whether to repair or replace a historic door first, determine the door's architectural significance. Is it a key character-defining element of the building? Is the front door in a prominent position on a primary facade such that it is highly visible? Is the design of the historic door indicative of the architectural style or building type? If the answer to one or more of these questions is "yes," then preservation is the best approach. A door in an obscure location, or on the rear of a structure may not be considered a prominent feature of the building. Thus, greater flexibility in the treatment or replacement of such doors may be considered.

Second, inspect the door to determine its condition. Is the door hanging out of alignment or does it lack proper hardware and framing components that make it functional? If so, replacing these elements is appropriate. Check the door to see that it opens and closes smoothly and that it fits in its jamb. Some problems may be superficial ones, such as peeling paint or deteriorated detailing. These are issues that can be remedied without altering the historic character.

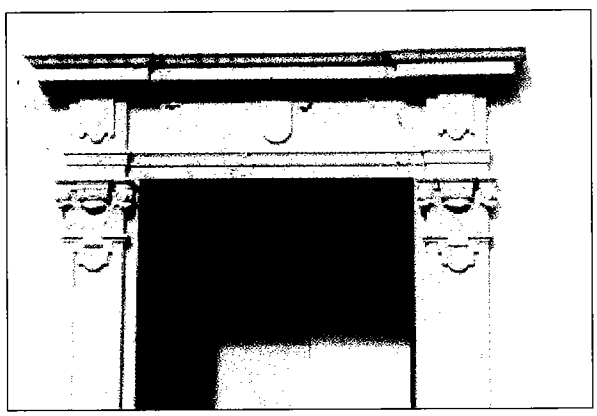
Third, determine the appropriate treatment for the door. In many cases, the door may not fit the door jamb or threshold as it should. In this case, the hinges and the threshold of the door should be tightened or refit to allow smooth opening and closing. Shaving or undercutting the door to fit the door frame is not recommended as a solution.

When rehabilitating a historic door, it is important to maintain original doors, jambs, transoms, window lights, and hardware. Surfaces may require cleaning and patching and some components may be deteriorated beyond repair. Patching and splicing in new material for only those portions that are damaged should be considered in such a case, rather than replacing the entire door.

Replacement Doors

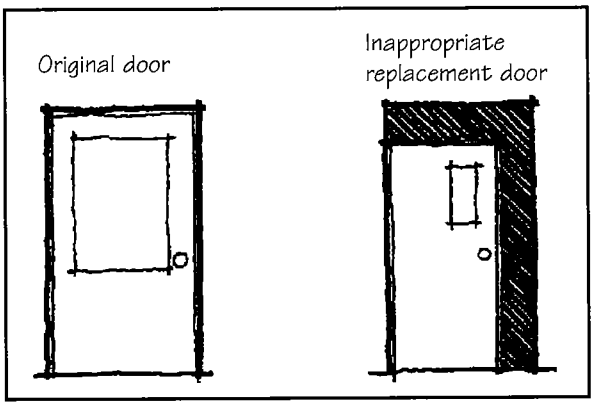
While replacing an entire door assembly is discouraged, it may be necessary in some cases. When a door is to be replaced, the new one should match the appearance of the original. In replacing a door, one should be careful to retain the original door location, size, and shape. In addition, one should consider the design of the door, choosing a replacement that is compatible with the style and type of the building.

A frequent concern is the material of the replacement door. In general, using the same material as the original is preferred. If the historic door was wood, then using a wood replacement is the best approach. Finally, when replacing a historic door, it is important to preserve the original frame when feasible. This is important in keeping the size, scale, and configuration of the original door.

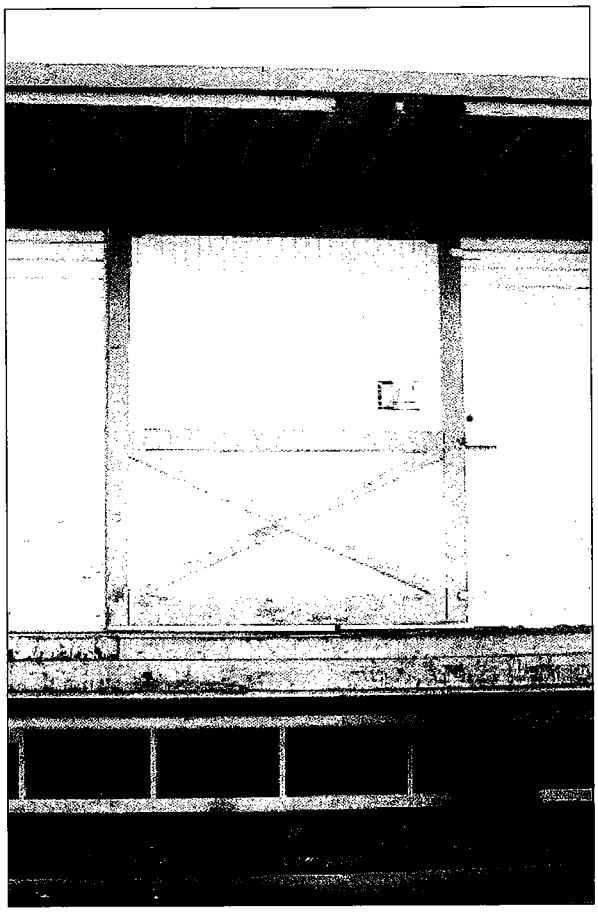


Distinctive details of door frames and surrounds should be preserved.

Loading docks and other historic features which convey a sense of the historic character should be preserved. (Building 114)



Avoid altering the proportions of a door opening.



Original warehouse doors should be preserved when feasible.

Doors

A variety of doorways existed on early buildings on Mare Island. These included "man doors," those designed for easy operation by an individual as a primary means of entry. In addition, a variety of loading doors, that were generally much larger in scale, appeared on industrial building types. Some of these doors are original features, while others are later alterations, many of which have also taken on historic significance. Where feasible, they should be preserved.

With the adaptive reuse of historic buildings, however, it may be necessary to adapt a historic doorway to a new function. For example, converting a loading bay entry to a storefront may be necessary. In such a case, the alteration should be discernible as new, while retaining the general appearance of an opening.

7.39 Maintain existing significant doors and entries.

a. The proportions of an original door, as well as its material and trim details, are important characteristics that should be preserved. Avoid altering these features.
b. If a door already has been altered, consider restoring it if the original condition can be determined.
c. Even if the door is no longer to be used, preserve its overall character.

7.40 When replacement is necessary, use a door style that is similar to that employed originally, when feasible.

a. The original doorway configuration should be preserved in any situation.

7.41 Installing a door in a new location may be considered where it does not substantially alter the character of a significant building wall.

a. Installing a new door along a primary elevation may be considered when it remains subordinate to the overall design.
b. Installing a new door along a secondary elevation also is appropriate in most cases.

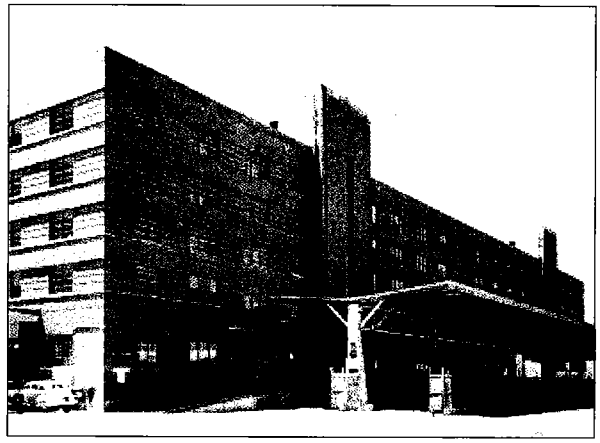
Loading Docks and Bays

7.42 Loading docks and bays should be maintained when feasible.

a. A loading dock or loading bay should be recessed from the plane of the facade.
b. If replacement is necessary, then it should be similar to those seen traditionally.

7.43 A new railing on a loading dock should read as a recent addition that is simple in character.

a. Railings were not a part of the traditions since they would have interfered with the day-to-day transactions occurring on the loading dock.

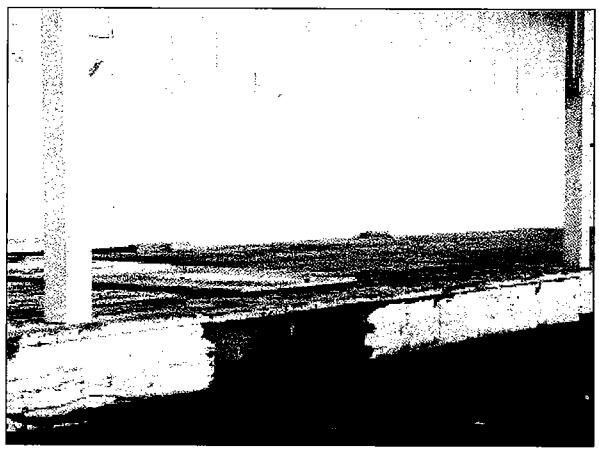


Preserve loading docks that are in good condition. (Photo: Building 483, 1946, National Archives and Records Administration)

Truck and Loading Dock Doors

7.44 Original loading doors should be maintained when feasible.

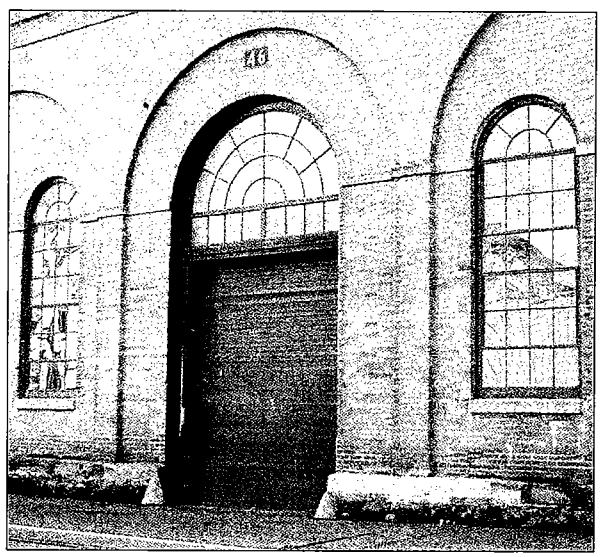
a. If an original truck or loading door is missing, or replacement is necessary, then first consider replacement with another door similar to that previously used.
b. If storefront-type doors are needed, then one should be able to perceive the original opening. (See also the guidelines for "Blocking Up" window openings.)
c. If a smaller door is now needed, design it to fit within the framework of the original, larger door.



Where portions of loading docks are deteriorated, they should be repaired and missing portions should be replaced in kind.

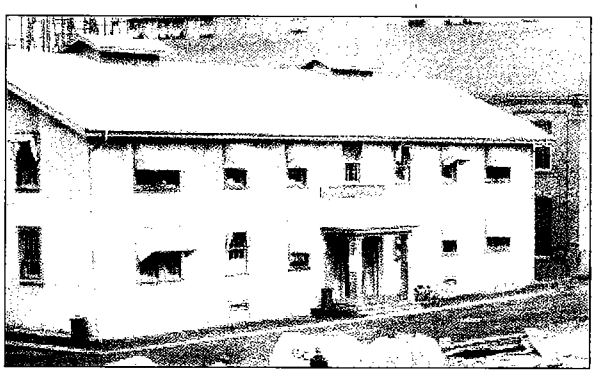
7.45 Filling the opening with glass may be considered as an appropriate alternative.

a. This should be designed to convey the sense of the character of the original opening.



Original loading doors should be maintained when feasible.

This distinctive awning design relates to the modernist character of Building 521. Reconstructing a feature such as this would be appropriate. (Photo: 1947, National Archives and Records Administration)



Fabric awnings may be used on styles where their use is documented. (Photo: Building 235,1920, National Archives and Records Administration)

Awnings and Canopies

Historically, awnings and canopies have been a part of Mare Island and using them in rehabilitation projects is encouraged.

7.46 Original canopies and awnings should be maintained when feasible.

a. When replacement is necessary, or when adding canopies or awnings where none previously existed, use canopies or awnings similar to those seen traditionally on similar types of structures.

7.47 An awning should fit the opening of the building.

a. Position it such that distinctive architectural features remain visible.

7.48 A fixed metal canopy may be considered.

a. Canopies are especially appropriate over exposed loading docks.

7.49 A fabric awning is also appropriate where its use is documented.

a. Operable or fixed awnings are appropriate.
b. Use colors that are compatible with the overall color scheme of the facade. Solid colors or simple muted striped patterns are appropriate.
c. Simple shed shapes are appropriate for rectangular openings.

Awning and canopies should be in character with the historic property. This fabric awning is out of character and obscures key features.

The proper maintenance and repair of historic chimneys is important.

Chimneys and fireplaces are integral parts of some historic residential construction on Mare Island. The character and style of a historic chimney is often integral to the architectural style of the primary structure and should be preserved.

7.50 A historic chimney should be preserved.

a. A historic chimney design should not be altered or made more decorative than the original state.
b. A chimney should be regularly checked for deterioration.

7.51 Repair minor problems in a chimney before considering replacement or reconstruction.

a. If cracks exist in the chimney, then consider inserting a flexible flue liner inside the chimney structure.
b. If it must be reconstructed, be sure to adequately photograph the original chimney so it can be accurately duplicated.

7.52 If replacement is necessary, the new chimney should be in the historic style.

a. The chimney shape should match that of the historic one being replaced.
b. The brick laying pattern and mortar should match that of the historic chimney being replaced.
c. Materials, including type of brick and mortar, should match the original as closely as possible.

7.53 If a structure had a chimney historically, but it no longer exists, consider reconstructing it to match the original in form and detail.

a. Use historic documentation to match the new chimney with that of the original one. The materials, their arrangement and mortar design and overall chimney form should match as closely as possible.
b. Where no evidence of the original historic chimney exists, a new chimney may be of a compatible design or one that is similar in character to those found on comparable buildings.
c. Adding a chimney to a structure where none existed historically is discouraged.

Preserve chimneys that are character-defining features of historic buildings.

A chimney should be reinforced and/or secured to the structure to minimize earthquake damage to the chimney. Building N

7.54 A chimney should be reinforced and/or secured to the structure to minimize earthquake damage to the chimney.

a) See also the design guidelines for seismic retrofitting of a historic structure for more information.

INDIVIDUAL BUILDING ELEMENTS: PORCHES

Some Mare Island buildings have porches as prime character-defining features. A porch protects an entrance from rain and provides shade. It also provides a sense of scale and aesthetic quality to the facade of a building. Finally, a porch often connects a building to its context by orienting the entrance to the street. Because of their historical importance and prominence, porches should be preserved.

Porch Structure

Porch designs vary as much as architectural styles. They differ in height, scale, location, materials and articulation. A porch may be cut in, project forward or wrap around a corner and it may have elaborate details and finishes. Although they vary in character, most porches have these elements in common:

- Balustrades and railings
- Posts (columns)
- Architectural details
- Gabled, hipped, or flat shed roofs

These elements often correspond to the architectural style of the building and therefore the entire building's design character should be considered before any major work is done.

Porch Deterioration

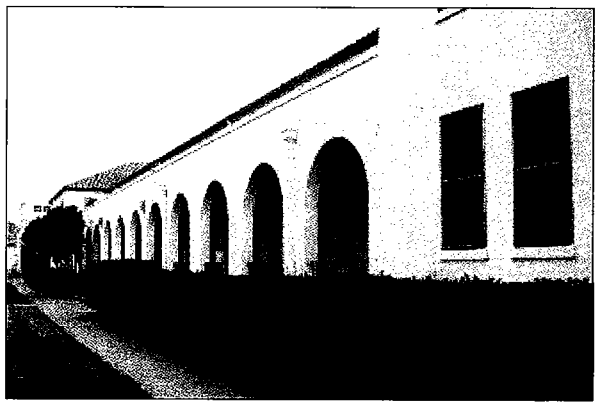
Because of exposure to sun and rain, a porch may decay faster than other portions of a building. Furthermore, if water is not channeled away from the foundation of the porch, its footings may be damaged. Peeling paint is a common symptom. In some cases, the porch itself may experience sagging or detachment from the building due to settling.

Porch Alterations

In some cases, original porches have been subsequently altered. Some have had minor changes, such as roof repairs or repainting, while others have been changed to the degree that they have lost much of their character. For instance, wood columns and balustrades sometimes have been replaced with thin "wrought iron" railings and posts. This compromises the proportions and integrity of the building.

Repair of Porches

The preferred treatment for an altered porch is to repair it, rather than replace it altogether. This approach is preferred because the original materials contribute to its historic character. Even when replaced with an exact duplicate, a portion of the historic building fabric is lost; therefore, such treatment should be avoided when feasible.



Porches and porticoes should be preserved. This arcade, for example, is a distinctive feature that should be maintained.

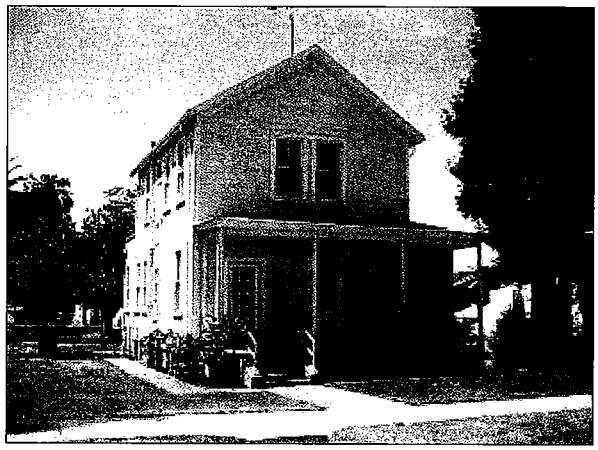
Replacing a Porch

While replacing an entire porch is discouraged, it may be necessary in some cases. When a porch is to be replaced, the first step is to research the history of the building to determine the appearance and materials of the original porch. In doing so, one should search for: 1) documentation of the original porch in the form of historic photographs, sketches and/or building plans; 2) physical evidence of the original porch, including "ghost lines" on walls that indicate the outline of the porch and/or holes on the exterior wall that indicate where the porch may have been attached to the front facade; 3) examples of other buildings of the same period and style that may provide clues about the design and location of the original porch.

The most important aspects of a replacement design are its location, scale and materials. Unless reconstructing a porch from historical documentation, it is not necessary to replicate the details of the original porch or a porch design copied from a similar style building. However, it is important that new details be compatible with the design of the porch and the style of the building.

7.55 Maintain a historic porch and its detailing.

a. Do not remove original details from a porch. These include the porch posts, balustrade and any decorative brackets that may exist.
b. Maintain the existing location, shape, details, and posts of the porch.
c. Missing or deteriorated decorative elements should be replaced to match existing elements; e.g., match the original proportions and spacing of balusters when replacing missing ones.
d. Where a historic porch does not meet current code requirements and alterations are required, request that the City apply the State Historical Building Code so that the porch may be constructed as it originally appeared.



Do not remove original details from a porch. These include the porch posts, balustrade and any decorative brackets that may exist. Building 29

7.56 New porch posts should be in scale and proportion to those used historically.

a. Porch posts should be of a substantial enough size that the porch roof does not appear to "float" above the entry.
b. Where supports exist that were part of a later alteration, consider replacing them with more appropriate supports.

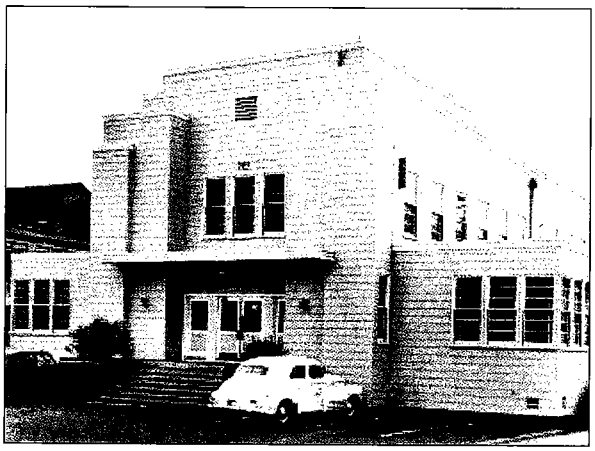
7.57 If a complete new porch is necessary, reconstruct it to match the original in form and detail.

a. Use materials similar to the original.
b. Where no evidence of the original historic porch exists, a new porch may be of a compatible design or one that is similar in character to those found on comparable buildings.
c. The height of the railing and the spacing of balusters should be similar to those used historically.

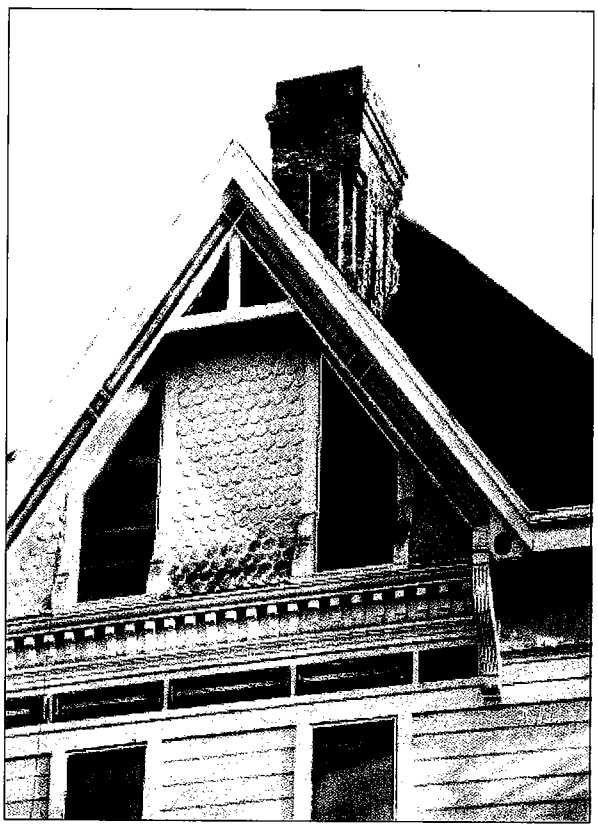
Where a historic porch does not meet current code requirements and alterations are required, request that the City apply the State Historical Building Code so that the porch may be constructed as it originally appeared.

7.58 Avoid enclosing a historic front porch with opaque materials.

a. Enclosing a porch with opaque materials that destroy the openness and transparency of the porch is inappropriate.
b. When a porch is enclosed or screened, it should be done with a transparent material. This material should be placed behind or between porch posts.



Distinctive features of individual building types should be preserved. The symmetrical massing of Building 569, for example, is one of its key features. The continuous lines of siding, and the horizontal lines of windows and moldings, are essential to its character. (Photo: 1950, National Archives and Records Administration)



Distinctive features, such as ornamental trim, moldings and window details, should be preserved.

Character-defining features of historic buildings collectively establish a sense of place, provide human scale and add rich detail to the street and should be preserved. Typical features include moldings, decorative cornices, and trim around openings.

7.59 Distinctive stylistic features or examples of skilled craftsmanship that characterize a building, structure or site should be treated with sensitivity.

a. Preserve intact features with appropriate maintenance techniques.
b. Don't obscure significant features with coverings or signs.

7.60 Preserve character-defining features which are intact.

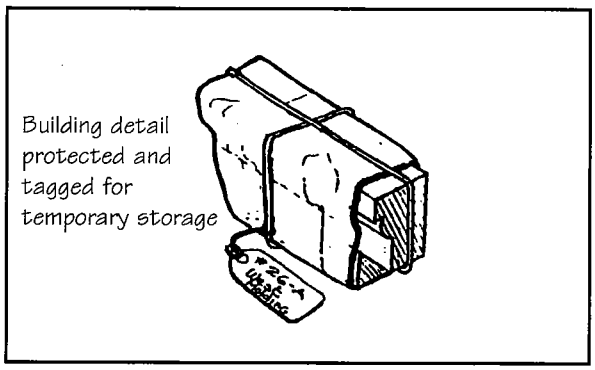
a. Don't remove or damage character-defining features.
b. Preserve intact features with appropriate maintenance techniques.

7.61 Avoid removing or altering historic material or significant architectural features.

a. Original materials and details that contribute to the significance of the structure should be preserved whenever feasible.
b. Retain and preserve original wall material rather than replace it.

7.62 Repair features that are damaged.

a. This method is preferred over replacement.
b. Use repair procedures that will not harm the historic materials. For example, repoint eroded mortar from a brick wall with a mix that is similar in elasticity to that of the original such that the wall will not be damaged during changes in temperature.
c. When disassembly of a historic element is necessary for its repair, carefully identify how it will be stored during the rehabilitation project. Store it in a safe place until it is to be reinstalled.



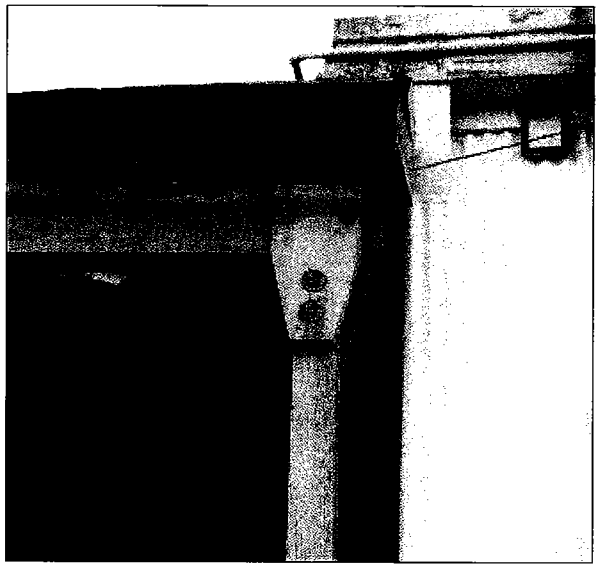
When disassembly of a historic element is necessary for its repair, carefully identify how it will be stored during the rehabilitation project. Store it in a safe place until it is to be reinstalled.

7.63 Replace features that are missing or beyond repair.

a. Reconstruct only those portions that are beyond repair.
b. Reconstructing the original element based on adequate evidence, if available, is the preferred option.
c. When feasible, use the same kind of material as the original. A substitute material may be acceptable if the form and design of the substitute itself conveys the visual appearance of the original material.

7.64 Conjectural designs for replacement features are inappropriate.

a. If evidence is missing, a simplified interpretation of similar elements may be considered.
b. See the Criteria for Replacing Missing Features above.



Where a portion of an architectural detail is missing, reconstruction is appropriate, using materials to match the original in character, finish and appearance.

Before: Cornice missing (compare with below)

After: Cornice reconstructed

DESIGN GUIDELINES FOR ALTERATIONS

Altering buildings to meet changing needs is an on-going practice in the District, and therefore sensitive changes may be considered for historic buildings; however, these alterations should occur in a manner that will not detract from the integrity of the property.

New alterations often occur when original material is missing and new interpretations of architectural elements become necessary. These new alterations should be planned to preserve the building's integrity.

On some buildings, the specific design of individual facade elements was not integral to the significance of the property. For example, sometimes an entry was repositioned in response to changing functional requirements. When this is the case and a feature (e.g., the location of the door) is not integral to the style of the building, it can be altered. (For example, the entryway can be moved or stairs can be added.)

Early alterations *may* have become historically significant. Many additions or alterations to buildings that have taken place in the course of time are themselves evidence of the history of a building and its neighborhood and therefore may merit preservation.

More recent alterations that are not historically significant may be removed. For example, stucco may presently obscure original wood. In this case, removal of this alteration, and restoration of the original material is strongly encouraged. These same principles also apply to landscapes and other structures.

7.65 Design an alteration to be compatible with the historic character of the property.

a. Avoid alterations that would hinder the ability to interpret the significance of the original building.
b. Alterations that seek to imply an earlier period than that of the building are inappropriate. For example, adding Greek Revival details to a vernacular warehouse structure would falsely suggest the building was constructed earlier than it actually was.
c. An alteration should be subordinate in scale and character to the property in general.

7.66 Avoid alterations that damage architectural features.

a. For example, mounting a sign panel in a manner that causes decorative moldings to be damaged would be inappropriate.

7.67 Preserve the architectural character of a facade when it is intact.

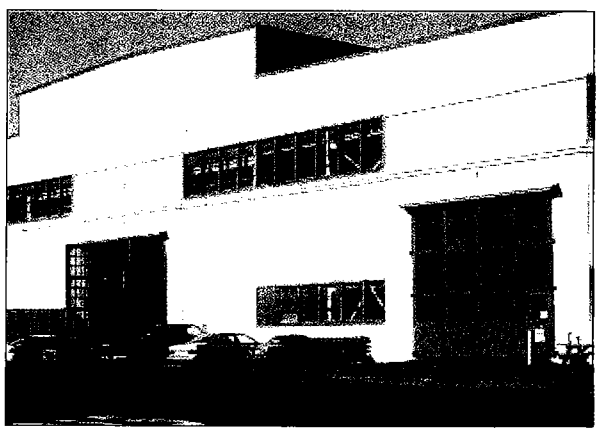
a. This will help maintain the interest of the street to pedestrians.
b. If the facade is intact, it should be preserved.

7.68 If a facade is altered, consider restoring it to the original design.

a. If evidence of the original design is missing, use a simplified interpretation of similar facades. The facade still should be designed to provide interest to pedestrians.

7.69 An alternative design that is a contemporary interpretation of a traditional facade is appropriate.

a. Where an original facade or its elements are missing and no evidence of its character exists, a new design that uses the traditional elements may be considered.
b. However, the design must continue to convey the characteristic elements of typical facades. Also, the design should not impede one's ability to interpret the historic character of the structure.
c. Altering the size of a historic significant window opening or blocking it with opaque materials is inappropriate.
d. Note that in some cases, an original facade may have been altered early in the history of the building and the alterations have taken on significance. Such changes may be preserved.

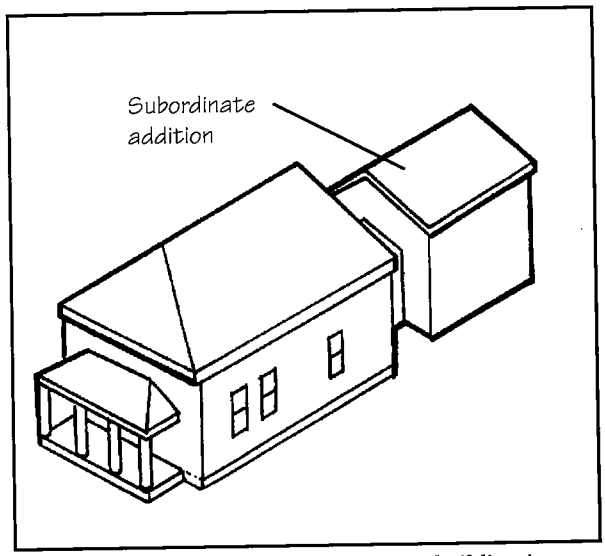


The general fenestration patterns of historically significant buildings should be maintained. However, some modifications may be considered where such alterations are a part of the design traditions. This is the case for many warehouse and manufacturing building types on Mare Island.

DESIGN GUIDELINES FOR ADDITIONS TO HISTORIC BUILDINGS

Many buildings have experienced additions over time, as the need for more space and changing functional requirements occurred. New additions may also be considered. When planning an addition, it should be designed such that the historic character of the building can still be perceived. While some destruction of original materials is almost always a part of constructing an addition, such loss should be minimized.

Examples exist in Mare Island where property owners expanded the size of a building by constructing additions. Typically, they used materials and details similar to those of the original structures. Compatible additions to existing historic buildings may also be considered, especially when such work will help to extend the adaptive use potential of the building. All such additions should meet the following guidelines:



An addition should relate to the historic building in mass, scale and form. It should be designed to remain subordinate to the main structure.

7.70 An addition should be compatible in scale, materials and character with the main building.

a. An addition should relate to the historic building in mass, scale and form. It should be designed to remain subordinate to the main structure.

7.71 An addition should not damage or obscure significant features.

a. For example, loss or alteration of a cornice line should be avoided.

7.72 Design an addition such that the historic character of the original building can still be interpreted.

a. A new addition that creates an appearance inconsistent with the historic character of the building is inappropriate. For example, an addition that is more ornate than the original building would be out of character.

b. An addition that seeks to imply an earlier period than that of the building also is inappropriate because it would confuse the history of the building.

7.73 An addition should be distinguishable from the original portion.

a. An addition should be made distinguishable from the original building, even in subtle ways, so that the character of the original can be interpreted.

7.74 The materials of an addition should be similar to that of the original structure.

7.75 The roof form of an addition should be compatible with that of the primary structure.

a. A roof on an addition should relate to the pitch and orientation of the primary structure's roof.

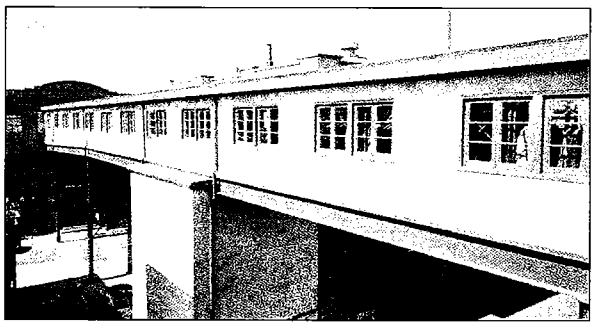
7.76 Windows in an addition that are visible from the public way should be compatible with those of the historic structure.

a. The window-to-wall ratio should be similar to that of the historic structure.

b. Windows should be different in design or detailing to help distinguish the addition as being new.

7.77 A rooftop addition should be set back substantially, to preserve the perception of the historic scale of the building.

a. A rooftop addition should be simple in design to prevent it from competing with the primary facade.



Buildings 521 and 229 are connected by an elevated walkway which was constructed in 1941. This addition may have developed significance in its own right. If it is determined to be significant, the feature should be recognized and respected. (Photo: 1948, National Archives and Records Administration)

Some additions may have developed significance in their own right, and should be preserved.

Some changes to a building may be evidence of the history of the structure, its inhabitants and its neighborhood. Such changes may have developed significance in their own right, and this significance should be recognized and respected. For example, a porch or a kitchen wing may have been added to the original building early in its history.

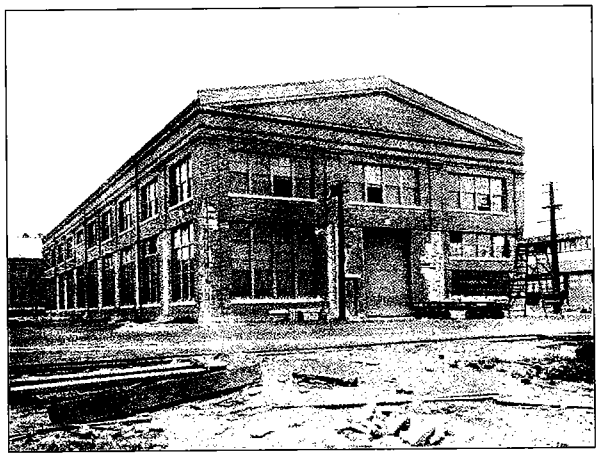
7.78 Preserve an older addition that has achieved historic significance in its own right.

7.79 A more recent addition that is not historically significant may be removed.

When retrofitting a historic structure to improve its ability to withstand seismic events, any negative impacts upon historic features and building materials should be minimized.

7.80 Execute seismic retrofitting of a historic building so that it has the least impact on the building's character.

a. In general, the significant architectural features on the exterior of the building should remain unchanged on primary elevations plainly visible from public rights-of-way.
b. Architectural features on secondary elevations of the building should be retained, stabilized and repaired, if possible.
c. Building materials used in seismic retrofitting should be located on the interior and/or placed where they do not obscure significant architectural features.
d. Preserving an ornamental detail or feature by bracing it is preferred over removing it.



Building 118 experienced minor damage to the brick facing in a 1906 earthquake. Execute seismic retrofitting of a historic building so that it has the least impact on the building's character. (Photo: National Archives and Records Administration)

7.81 Exposed anchor bolts should not be used on historic buildings.

7.82 Masonry infill of window and door openings should not be undertaken on elevations plainly visible from the public right-of-way.

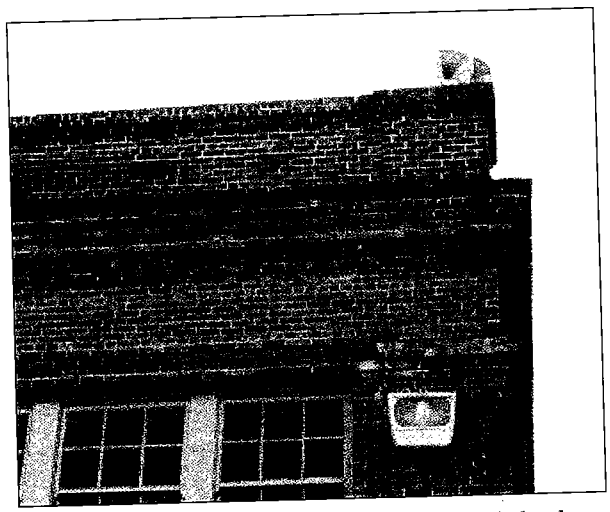
a. Masonry infill of window and door openings on secondary elevations should be faced with material to match the surrounding wall material and be recessed from the plane of the exterior wall.

7.83 Existing parapets should not be removed.

a. If rebuilding is necessary, however, the new parapet should be rebuilt to match to its existing configuration and faced with salvaged masonry to match the existing facing material (unless the parapet is stuccoed).
b. Parapet braces should not be visible on primary elevations or elevations plainly visible from public rights-of-way.

CHAPTER 8
INTERIM MAINTENANCE OF "CONTRIBUTING ONLY" PROPERTIES

This section addresses appropriate interim maintenance treatment. Because improvements on Mare Island will be phased over several years, there are occasions when it will be necessary to execute temporary improvements to historically significant properties. These may be planned to stabilize the structure in order to preserve key features for a more formal rehabilitation at a later date. In other cases, a building may be proposed for demolition in the future, but short-term improvements are needed in the interim to enhance the appearance of the area. Even in such cases, the final disposition of the building may not be certain and alternative reuse strategies may emerge. For this reason, it is important to retain the integrity of the building fabric while, at the same time recognizing that economical short-term actions may be needed.

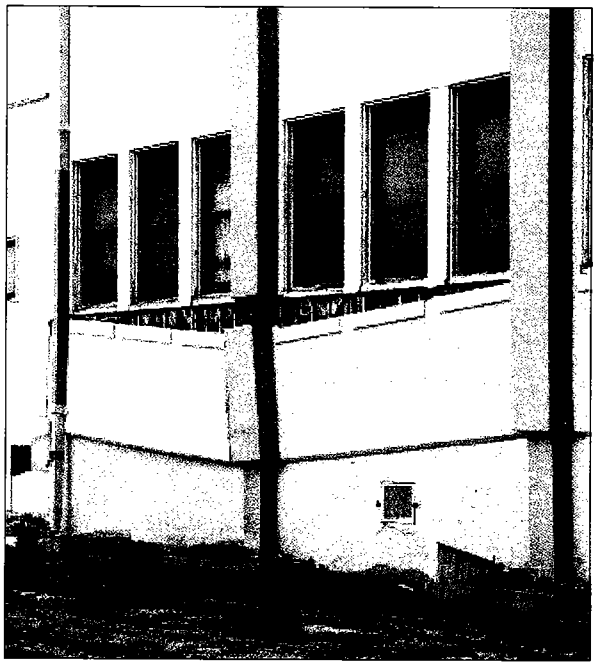


The interim maintenance guidelines are intended to be temporary measures that impart no harm to the structures and that can be reversed should a full scale rehabilitation occur in the future.

Interim maintenance and stabilization procedures require careful planning. They should be designed to protect a historic building and its important features. At the same time, practical decisions are needed to make wise use of short term maintenance efforts such that they are cost effective. Any action taken should respect a historic structure, its materials and context.

The interim maintenance guidelines are intended to be temporary measures that impart no harm to the structure and that can be reversed should a full scale rehabilitation occur in the future. Also note that any future rehabilitation project will trigger a review process and will require bringing the building into compliance with the rehabilitation guidelines. A time limit of 12 months is advised for a building to remain under the interim maintenance guidelines.

These guidelines apply to properties that are designated as "Contributors Only" in the National Register designation. Buildings that are individually eligible for listing in the National Register, as well as National Historic Landmark properties, should always be treated with the appropriate standards for treatment that are described in previous chapters of this section of the design guidelines.



Where the exterior building envelope is damaged, deterioration may occur to the building structure and interior finishes. Interim stabilization work should mitigate these conditions, while keeping later treatment options open. For example, a breach in the wall material may be temporarily covered to prevent further deterioration.

INTERIM TREATMENT OF BUILDING MATERIALS

Original materials, including those of walls, supporting elements and other features should be protected to allow future rehabilitation options to be available. Where feasible, the Standards for Rehabilitation should apply. However, where interim measures are needed, then the following guidelines will apply to wall materials. The first step is to determine whether a material has historic significance. If it does, these guidelines are relevant.

8.1 Original building materials should be preserved in place.

a. Interim maintenance measures should be devised to avoid damage to historic building materials.
b. Reattach loose siding materials, using methods similar to those employed originally.
c. If replacement of missing siding is necessary, use salvage materials from similar buildings that are approved for demolition or relocate original materials from secondary walls to primary facades.

8.2 Maintain a weather-protective skin for the building.

a. Secure loose pieces of surface cladding.
b. Repair wall finishes that have failed and that would allow moisture penetration into the building fabric.
c. Temporary patches, using alternative materials, may be considered on secondary walls only. For example, installing plywood panels over cracked masonry could be used on secondary walls.
d. Masonry shall be repointed using procedures described in the previous section on Rehabilitation.

8.3 A building may be repainted as an interim measure.

a. Repainting using the existing color is appropriate, even if it is not the historic color.
b. Using other colors seen historically in the area on similar building types may also be considered. This action should not preclude repainting appropriately; refer to the guidelines above.
c. Use paint that will bond with the underlying paint layers. Conduct a test patch to ensure that the new paint adheres properly to the surface material.
d. Original masonry that has not been painted shall remain unpainted.

INTERIM TREATMENT OF ROOF MATERIALS

A structure's roof should be maintained and secured to allow for future rehabilitation options. The roof is one of the most important features to address in an interim maintenance program as it is a key element providing protection from water damage to the structural elements of the building.

8.4 Temporary roofing materials may be used to provide watertight protection of the structure.

a. Match the colors and features of the existing roof materials when feasible.
b. Do not damage the original roof materials and details that contribute to the significance of the structure in the process of making temporary repairs.

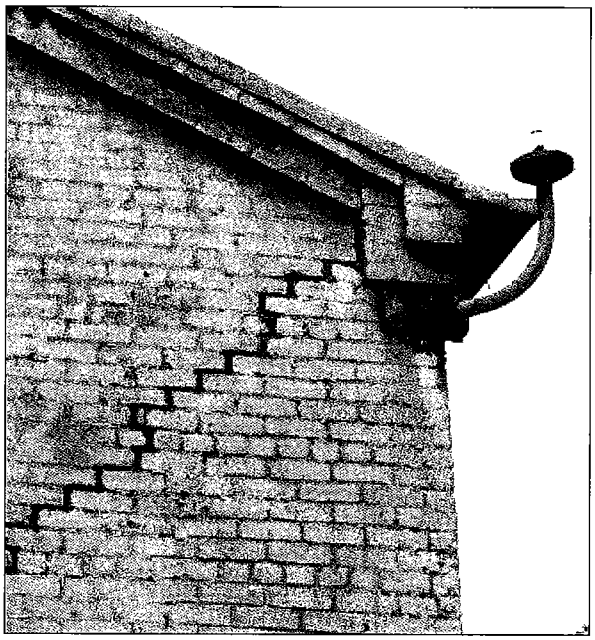
Roof repair (Photo: Building 207/208, 1966, National Archives and Records Administration)

INTERIM TREATMENT OF ARCHITECTURAL FEATURES

Architectural features include details such as brackets, molding, entablatures, and corbels. These details are important features of a building that help define its unique style and provide both decorative and functional elements to a structure. These features should be maintained in place when feasible.

8.5 Avoid removing or altering significant architectural features.

a. Original details that contribute to the significance of the structure should be preserved whenever feasible.
b. Retain and preserve an original detail rather than replace it.
c. If a trim element is deteriorated and final treatment is not certain, then the detail may be removed using procedures to avoid further damage. The trim may be stored for later treatment. Such items should be clearly labeled and their original location documented such that they may be reinstalled appropriately, should that be required at a future date.
d. If features are to be stored, the procedure must be described and approved by the Commission.



Use repair procedures that will not harm the historic materials. For example, repoint eroded mortar from a brick wall with a mix that is similar in elasticity to that of the original. (This patch does not match.)

8.6 Repair features that are damaged.

a. This method is preferred over replacement.
b. Use repair procedures that will not harm the historic materials. For example, repoint eroded mortar from a brick wall with a mix that is similar in elasticity to that of the original.

INTERIM TREATMENT OF EXTERIOR EQUIPMENT

Many buildings have mechanical and electrical system components that are attached to the exteriors. These may include conduit, service boxes and security lights. In some cases, this application is in keeping with the historic design traditions of certain building types. In other cases, these are intrusions that negatively affect the interpretation of the character of the property. While these features may be maintained as an interim measure, the final disposition of these systems should be determined when more formal determination is made for the treatment of the property. In other cases some interim equipment may contribute to the preservation of the structure, such as security lighting.

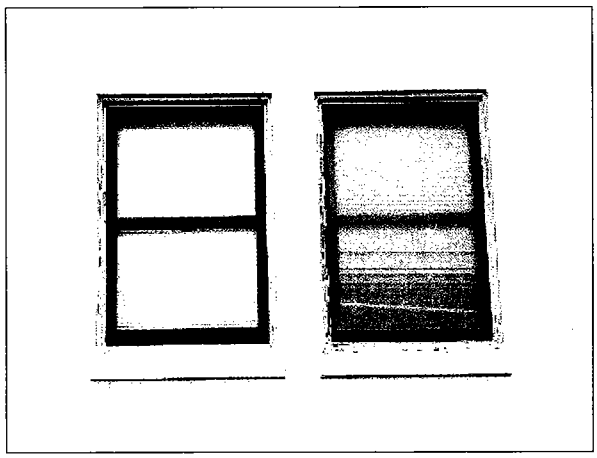
8.7 Exterior mechanical and electrical equipment should be maintained in a manner that minimizes damage to the historic building fabric.

a. If new equipment must be installed, it should be executed in a manner that minimizes damage to significant features.
b. Locating necessary equipment on secondary walls is preferred.
c. Equipment should be placed in a manner such that it is easily removed in the future and so that it does not obscure existing architectural features.

INTERIM TREATMENT OF WINDOWS AND DOORS

Original windows and doors should be preserved in place when feasible. It is important to maintain secure and tight seals on windows and doors, both to protect the structure from water damage and to discourage unwanted animal or insect infestation. When these require repair, keep as much of the original materials as feasible. Avoid wholesale replacement.

In some cases, non-historic windows and doors may be in place. These may be repaired, as needed, as long as no damage to other historic features is involved.



These windows are later alterations that have not taken on historic significance. While replacement with windows that are in character with the original is preferred, interim maintenance may be needed that would involve repairs to the existing ones. When such repairs are executed, they should occur in a manner that does not damage remaining historic building fabric or preclude replacement with appropriate windows at a later date.

8.8 Avoid removing or altering significant windows and doors.

a. If a historic window or door is damaged, repair it to match the historic appearance when feasible.

8.9 Repair features that are damaged.

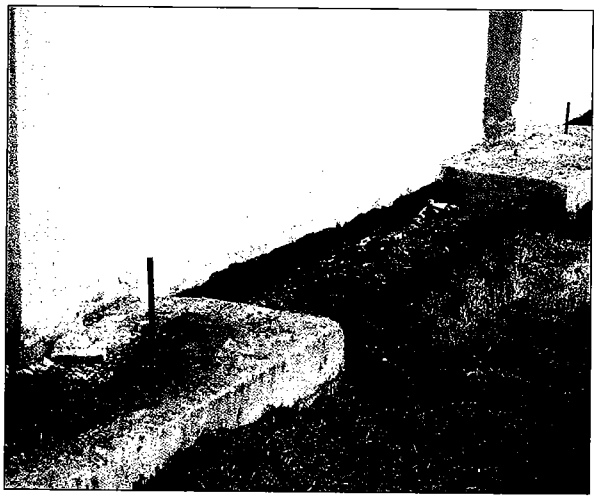
a. This method is preferred over replacement.
b. Use repair procedures that will not harm the historic materials. For example, repoint eroded mortar from a brick wall with a mix that is similar in elasticity to that of the original.

8.10 A non-historic window may be replaced.

a. Replace a non-historic window with a historic one if possible. If the opening is on a primary facade, consider relocating an original, historic window from a secondary wall.
b. If a new window is needed, match the historic window if possible.
c. A non-historic replacement may be considered as an interim, if it is easily removable to permit appropriate replacement later.

8.11 If a window must be blocked, do so in a manner that minimizes impacts on the historic building fabric.

a. If a plywood panel is to be used, cut it to fit the size of the opening and mount it such that the shape of the historic window remains visible.
b. Paint the plywood to match the color of the background wall, or use a color that matches the window trim.
c. Mount security panels such that they will not damage historic frames and sash components.



Foundations should be secure from water intrusion. Interim stabilization techniques should be used to minimize further deterioration until more formal treatment can be determined.

INTERIM TREATMENT OF BUILDING FOUNDATIONS

A building foundation should be maintained in secure condition to prevent settling, moisture penetration, or intrusion by pests. Raised foundations should also be kept stabile.

8.12 Maintain a secure, watertight foundation.

a. A temporary patch or repair may be considered.
b. Devise the patch to match the primary wall in color and appearance to the extent feasible.
c. Plant materials should not be installed in areas where foundation problems exist.

INTERIM TREATMENT OF GUTTERS AND DOWNSPOUTS

It is important to maintain a watertight, continuous system of gutters and downspouts where they exist as a part of the building protection system. Keeping water away from the foundation walls is a maintenance priority.

8.13 Maintain gutters and downspouts in good working order.

a. Assure that gutters and downspouts are intact and provide tight connections.
b. If sections must be replaced, matching the original is preferred; however, alternative sections may be employed as a temporary measure. Paint replacement sections to match the original color.
c. Replacement sections should match the existing materials to avoid potential galvanic reactions between mis-matched metals.
d. Downspouts should terminate in connections to storm water sewers or to surface inlets. They should not dump water at the building foundation.
e. Do not add new downspouts to primary facades without careful consideration of the impacts on the historic character of the building.
f. If a downspout is patched, it should be checked regularly for damage.

Gutters and downspouts should be maintained in watertight operating condition. A break in a downspout should be repaired immediately. Damaged components should be repaired until long-term treatments are devised.

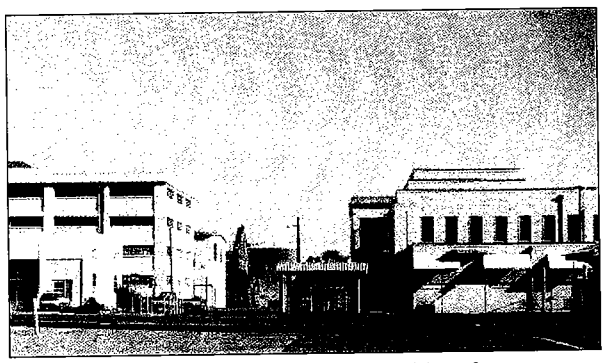
CHAPTER 9
GENERAL PRINCIPLES FOR NEW CONSTRUCTION IN THE HISTORIC DISTRICT

The design guidelines in this section apply to new buildings and site improvements within the Mare Island Historic District, as well as alterations of existing structures within the district that are non-contributors. (The *Historical Survey of Mare Island Naval Complex 1994-1995* indicates which properties are non-contributors.)

To the greatest extent feasible, all of the guidelines for new construction should be followed. Specific guidelines for individual character areas, which appear in other chapters that follow, will also apply. In some cases, compliance with one guideline may need to be balanced with another, depending upon specific conditions related to the site and the proposed development.

Any new development should respect the overall historical context of the Island as well as its immediate surroundings. Features that must be taken into consideration include the manner in which sites are arranged, landscapes are treated and buildings are designed. The basic principles for responding to these qualities of a project setting are addressed in this chapter.

In this chapter:



In the industrial areas, a variety of building forms, materials and heights combine to create visually interesting compositions. This design tradition should be continued in new construction in such contexts.

Historic precedent in new construction

To the extent feasible, historic precedents should inspire new design. Among these are the overall patterns of street layouts, site design, and landscapes as well as the forms, materials and details of structures. Responding to these precedents should yield new construction that is contemporary, but reflects the key features of historic development

patterns, and thus it should be distinguishable as being of its own time. Striking the appropriate balance, between relating to historic precedent without literally imitating it, is the fundamental approach for new construction.

The spirit of diversity and change on Mare Island

According to the historical survey, the period of historic significance for the Mare Island Historic District extends from the founding of the shipyards in 1854 to the end of World War II in 1945. During that time, the land area occupied with shipyards and supporting activities expanded incrementally, the number of streets and buildings increased and the nature of the landscape changed. These changes occurred in an evolutionary manner, sometimes moving in spurts of activity and then remaining more stabile for periods. Some buildings were relocated and others removed entirely, sometimes to be replaced with new ones. Each new building typically reflected its assigned functions, and also conveyed design and planning tastes of its time. Some were designed as individual structures while others were planned as sets with related character and function.

The resulting fabric is one that is diverse in its components. Building types and styles vary across the Island, as do the character of certain streets and landscapes, reflecting this evolution. At the same time, there is a sense of relatedness throughout the Island that is an important quality to preserve. This means that change has been a part of the history of the Island and that new alterations can be in keeping with this spirit, when they are compatible with the historic district and minimize negative effects upon it.

DESIGN PRINCIPLES FOR NEW CONSTRUCTION

The following fundemental design principles apply to new construction.

9.1 Facilitate interpretation of the authentic history of the Island in new construction.

New construction should not interfere with one's ability to interpret the character of the district during its period of historic significance. In order to do so, it must be compatible, and not confuse the historic character. It should be subordinate and avoid strongly contrasting with the historic context in a way that might impede one's ability to perceive the genuine history of the Island through the features that survive from its period of significance. This principle also applies to landscapes and other site improvements.

9.2 Reflect historical development patterns.

New construction should, to the extent that is practicable, reflect historic development patterns for the area. By doing so, it should help one perceive the historic character, while also conveying change that has occurred. These patterns include the manner in which buildings were located on their sites, landscapes were designed and streets were arranged. The basic relationships of building form, mass, scale and materials also are considerations.

9.3 Reflect the current period.

One should be able to discern that a new structure is of its own time, such that the ongoing evolution of the Island can be readily understood. Therefore, new buildings should not imitate older styles, because this would confuse the history of the area. Designs may be inspired by historic development patterns and architectural trends, but should also reflect current principles of urban design and architecture which are approved for Mare Island. This does NOT mean new buildings should appear to be old (with the exception of when an accurate reconstruction is planned.)

The Secretary of Interior's *Standards for Rehabilitation of Historic Properties* support this approach. Two of the standards are particularly relevant, because they relate to historic districts as well as individual properties:

SOI Rehabilitation Standard #3:

"Each property will be recognized as a physical record of its time, place and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties, will not be undertaken."

This standard relates to all changes, including new buildings, site layouts, landscapes and infrastructure improvements.

SOI Rehabilitation Standard #9:

"New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work will be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment."

In this approach, compatible, contemporary designs are required. The overall character of the area is retained, while accommodating change:

- The evolving nature of the area is reflected.
- Cultural resources representing the span of time during the period of historic significance, are preserved.
- Historic resources provide the context for new construction, in broad terms as defined by form, materials and site design.
- New buildings express their own time, but are compatible with the historic context by drawing upon basic design relationships that are essential to the area.

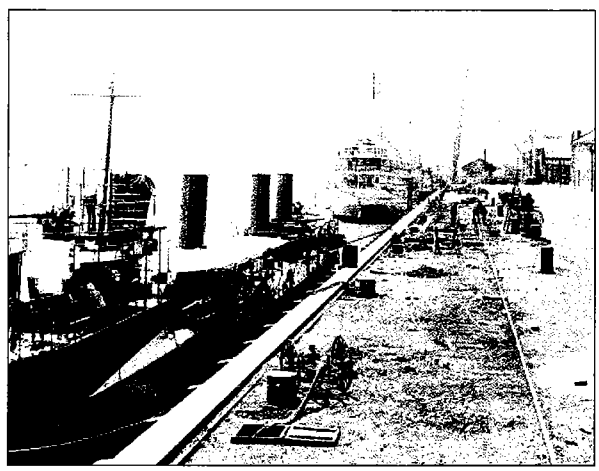
Note that the design variables introduced in this standard are addressed in the guidelines that follow in this document.

9.4 Be especially sensitive to National Historic Landmark properties.

National Historic Landmark properties exist within the historic district. In general, new construction should be avoided in the immediate vicinity of a NHL. However, where it is necessary, new construction in the vicinity of these NHLs should be especially respectful of the qualities of these resources and give special consideration of views to and from them. Any new building should remain subordinate in scale and character to the NHL resources and should not create a strong contrast in the NHL setting.

9.5 Landscape designs should be in keeping with the qualities of the character area, while accommodating new uses.

Landscaping along street edges, in yards and parks should reflect the historic design traditions of the character area to the extent feasible. However, it is understood that new site improvements, including sidewalks, plant materials and structures may be needed, as these places adapt to new uses.



The water edge should have a simple, utilitarian character while also inviting use by pedestrians. Bollards may be used to define circulation routes. (Photo: 1904, National Archives and Records Administration)

DEFINING PARCELS AND PROJECT AREAS

There are a variety of conditions in which a property or an area associated with a specific project must be clearly defined. Historically, lands on Mare Island were not subdivided into legal parcels. Today, there will be times when creating a distinct parcel will be necessary. This section provides general guidance about how parcels and project areas may be defined. There are three types of boundaries that merit discussion:

Area of Influence

In many cases, a project may have the potential to affect the character of a collection of nearby properties and, in turn, these surrounding properties contribute to the context for the project. This typically includes those properties visually associated with the subject property as well as others that may be considered a related grouping. Historically, for example, the complete row of residences on Officer's Row would be considered an "area of influence." Any development within this grouping should be reviewed with consideration of its impact upon the entire row.

An area of influence may be defined by:

- Sets of related buildings, or groupings
- Outdoor areas immediately related to the property
- Portions of abutting properties
- Other properties that are visually associated with the site

Project Site

There are situations in which, for purposes of development review, it is important to establish a boundary for considering immediate impacts of a proposed project, especially for evaluating the potential effect on an abutting historic resource.

For many historic properties, a building may have existed that also had a certain amount of land associated with it. In the industrial areas, this might have often included the area for a rail line that served the building, as well as outdoor work areas for storing or processing materials. In many cases, these boundaries can be discerned by rail lines, street edges, and areas of planting.

In the institutional areas, buildings often had lawns that were defined by sidewalks, street edges and curbs.

In a residential area, the associated land could include the yards immediately around a house, as well as more outlying gardens and service areas. These areas were typically defined by hedges and fences.

A project area may be defined by:

- The parcel line of the property (see below)
- Lands historically associated with the function of the property (such as gardens, yards, or outdoor use areas)
- The lands defined by rail access lines to the property
- The edges of any abutting NHL boundary

Parcel Line

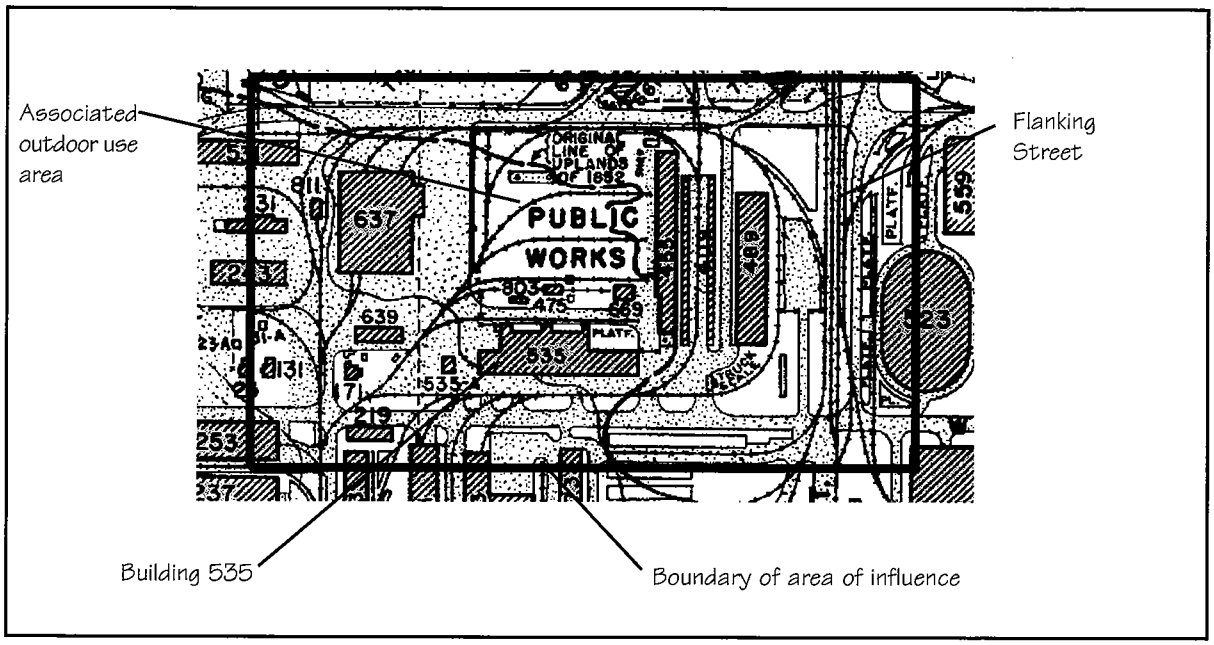
Finally, a legal parcel may need to be defined. The parcel line may be established by features that delineate the historic bounds of a structure and its related site. In some cases, this may be rather extensive. In other situations, the parcel line may be drawn tightly around a building.

For example, a house on Officer's Row historically had yards immediately surrounding the building, then other gardens to the rear. One option would be to define a legal parcel by using the larger yard area, including the gardens to the rear. Another equally appropriate option would be to define a boundary using the limits of the grounds more directly associated with the building.

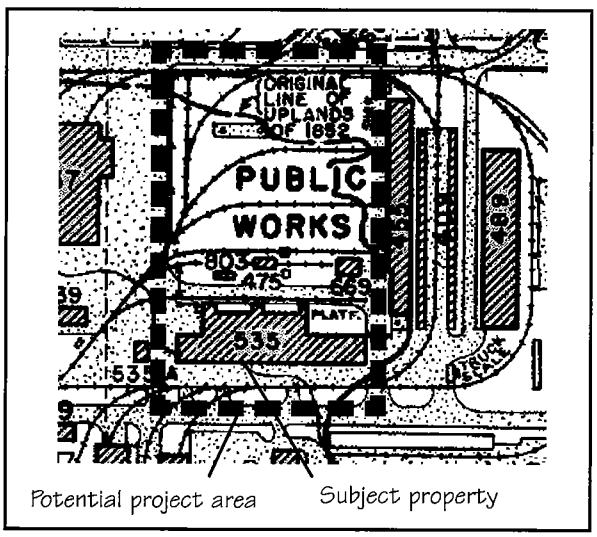
A parcel boundary may be defined by:

- Lands historically associated with the function of the property (such as gardens, yards, or outdoor use areas)
- Edges of abutting streets, rail lines, or public walkways
- Historic fence or hedge lines
- The footprint of a building

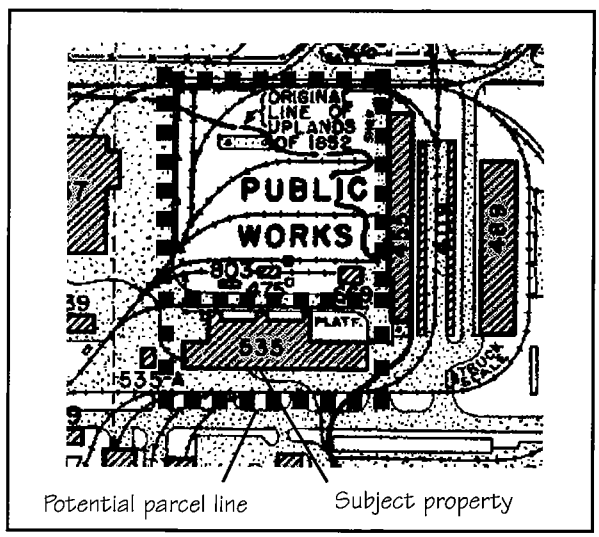
Case Study for Defining Parcels and Project Area



Potential Area of Influence - Building 535:
For an industrial property the area of influence would typically include other buildings within the block, as well as those across facing streets. In this case study of a potential area of influence, Building 535 is part of a set of structures that frame an outdoor work area, as well as the edges of properties on the streets that lead to the property. This area of influence would be used for review at the neighborhood level for general planning purposes. (Map, 1951)



Potential Project Site - Building 535:
A project site may extend to street edges, and to the face of adjacent buildings. This site would facilitate City review of work in the vicinity.



Potential Parcel Line - Building 535:
A parcel line may be closely defined, around the building and its immediate grounds; or it may include related outdoor use areas. The parcel line would provide the basis for actual transfer of property and define the property boundary.

CHARACTER AREAS

While new construction should be compatible with the historic district at large, it also should respect the more immediate surroundings. This includes consideration of abutting properties and also the nature of the neighborhood within which the improvement would occur. These neighborhoods are described as a series of Character Areas, which are discussed here and in Chapters 10 - 13.

Each area exhibits differing features and development patterns related to street character, landscape, site design and building orientation. This description of the Character Areas helps to define the context for new construction and infrastructure improvements in the historic district.

The Character Areas were determined based on analysis of historic development patterns as recorded in maps and photographs. Their boundaries typically capture specific topographic, landscape and architectural features and are defined in each character area description. The key features of each area, and related design goals, are presented in the chapters that follow.

The Character Areas are associated in sets, in which neighborhoods are grouped together that have some similarities in their features. Four aggregations are defined in the following section:

1. Industrial Character Areas

This category of character areas covers lands along the edge of the strait, where ships docked and construction and repairs occurred. Another portion, developed later, extends westerly. An extensive network of rail lines that served the buildings here distinguishes the Industrial Character Areas. Structures are predominantly designed for industrial uses and supporting functions. In general, the landscape here is minimal, its design dictated by functional requirements, while architecturally there are clusters of buildings with similar characteristics.

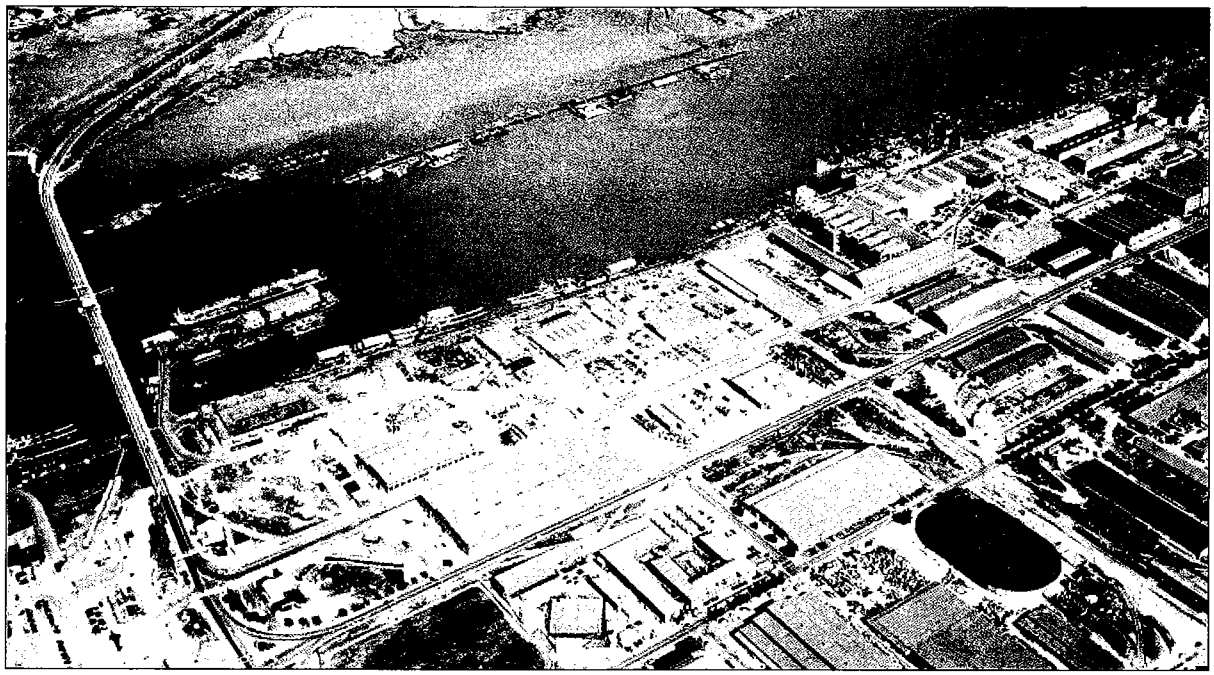
Maps of the Character Areas:

Two maps of the Character Areas are included in this document. One map defines the boundaries of each individual character area. The second consolidates related character areas into four "Aggregated Character Area" groups. These maps are both found at the end of the document.

The Industrial Character Areas are:
A. Radio Station Complex
C. North Lumber Yards and Warehouses
D. Submarine Yard
E. Shipyard North
I. Shipyard South

2. Institutional & Administrative Character Areas

The Institutional and Administrative Character Areas form a spine in the center of the Island. Portions are flanked by Walnut and Cedar Avenues. These areas include buildings used for administration of Island activities, the early hospital complex and the chapel. Alden and Chapel Parks also are in this set. In terms of the landscape, these character areas exhibit features that are oriented to pedestrians and automobiles. No rail lines exist here and street edges are generally defined with curb and gutter; sidewalks are attached to the curb. M-The Institutional and Administrative Character Areas are:
F. Central Administration & Parks
J. Hospital Grounds (Touro Campus)



In the northern portion of the Industrial Areas, buildings tend to be more freestanding, with substantial open space around them. This is an appropriate approach for siting new buildings in this area. (Photo: 1946, National Archives and Records Administration)

3. Residential Character Areas

These character areas include housing that accommodated officers and some enlisted personnel and civilians. They also include some lands that once were residential in use but are presently undeveloped. In terms of the landscape, street edges are sometimes defined with curbs, but not always. Sidewalks exist; most are detached from the curb, separated by a planting strip that often contains street trees.

The Residential Character Areas are:
B. North Gate
G. Residential (Officer's Row)
H. Marine Base

4. Munitions & Open Space Character Areas

The southern end of the Island served as a storage depot for munitions. The earliest development includes distinct 19th century structures sited in a dense cluster. Yet another is on a more expansive flat land area abutting Mare Island Strait. Still other munitions structures are dotted around the southern tip and southwestern edge of the Island. The landscape is generally undesigned, with predominantly indigenous plant materials. (Beyond the munitions area, the western edge of the Island is undeveloped. Much of it is wetland and contains some dredge fill ponds. It is not within the historic district, but is visible from some portions of it.)

The Munitions & Open Space Character Areas are:
K. Ammunitions South
L. Ammunitions North
M. Ammunitions Core

DESIGN OUTSIDE THE HISTORIC DISTRICT

To what extent should the characteristics of resources within the historic district influence design outside it? Areas outside the historic district should not technically impact the integrity of the historic district. However, development along the edges can affect one's ability to interpret the district, and therefore some consideration should be given to the relationship of development to the historic district. At the same time, this development should be clearly distinguishable as new.

One reason for considering the character of new development immediately adjacent to the historic district is the fact that some of these outlying areas were once developed with uses that supported the mission of the shipyard and related governmental activities.

Later development patterns provide suggestions for current and future development in outlying areas. For example, during the peak of World War II, and shortly after its end, new residential neighborhoods were established around the edges of the older, more established parts of the base. These had curvilinear street layouts with curb and gutter. A few small parking lots also existed. Some included open spaces, around which buildings were arranged. These historic development patterns are documented in early photographs and could serve as an inspiration for certain development strategies. However, since these areas no longer convey any of these qualities and are not included in the historic district, reflecting these historic precedents should not be a requirement.

MARE ISLAND HISTORIC DISTRICT DESIGN GUIDELINES - SUMMARY TABLES

The following pages provide summary tables of the guidelines outlined in Chapters 10 - Industrial Character Areas, 11 - Administrative & Institutional Character Areas and 12 - Residential Character Areas. This summary provides a means of comparing the guidelines for the different character areas by design categories in a simplified format. Chapter 13 - Munitions Character Areas is not included in this chart because of the distinctly different conditions that exist there.

Infrastructure - Neighborhood Level Design Guidelines

	Industrial Areas	Institutional/Admin.	Residential Areas
General Infrastructure Character	Infrastructure should be visually subordinate to the primary structure and be utilitarian in character and applied sparingly.	An increase in landscape elements and architectural detailing should be used to create a cohesive and well coordinated development.	Infrastructure elements may be visible and should convey traditional residential character and pedestrian-scaled features.
Curbs & Gutters	Curb and gutter should be used sparingly and should be visually subdued to blend with adjacent paved surfaces.	Curb and gutter should be used to differentiate vehicular access and parking from pedestrian walks.	Curb and gutter should be used to differentiate vehicular access and parking from pedestrian walks.
Sidewalks & Crosswalks	Crosswalks should be defined by painted striping, or subtle change in paving material and color. Edges can be delineated by bollards.	Attached sidewalks are appropriate. Use painted crosswalks, or subtle change in paving material and color.	Detached sidewalks are appropriate. Use painted crosswalks, or subtle change in paving material and color.
Street Trees	Installation of street trees may be considered, when creating visual connections or defining a street edge.	Appropriate, in tree lawns or grates	Appropriate, in tree lawn
Street Lights	Contemporary, industrial fixture appropriate. (Special pendant for waterfront and Cedar)	Acorn, with light shield	Acorn, with light shield
Street Furniture	Simple, industrial character; wire mesh or metal strap for bench	More refined and should draw upon historic precedents, but interpreted for new uses. Board seat and back	More refined, drawing upon historic precedents, but interpreted for new uses. Board seat and back

Site Design

	Industrial Areas	Institutional/Admin.	Residential Areas
General Site Character	Site design should be sparse and utilitarian. The design may convey a sense of independent buildings surrounded by paving and exterior storage.	Buildings should relate to other buildings in the immediate vicinity and site plans should integrate all external elements such as walks, parking, service and loading areas, etc.	Residential site plans should convey traditional residential character and reflect historical features of the subarea including front entrances, porches, side/rear garages, etc.
Building Orientation and Setbacks	Buildings should generally (but not always) align with adjacent buildings and appear isolated within a specific lot, depending on external storage and access needs.	Buildings should align with others in the block to create a cohesive and integrated development.	Buildings should be sited based on the range of setbacks seen historically in the area. Refer to subarea guidelines for additional detail.
Parking Location	May be located anywhere on site, except when building fronts the waterfront; building may appear isolated in area of parking.	Should be located to side or rear of building; visual impacts minimized by landscape and/or screening elements.	On-site parking should be located to the sides and/or rear of the residence. On-street parking is allowed.
Parking Landscape	Modest, low scale screening and buffering is appropriate.	Screening should conceal parked cars from the street and use plant materials traditionally installed on Mare Island.	Screening elements should be used to buffer parking and/or driveways from adjacent properties.
Service Areas	Service areas should be screened from public right-of-way/access roads.	Service areas should be screened.	Service areas should be visually subordinate to the residence.
Entry Treatment	Entry treatment may vary and may be articulated by entry doors, minimal planting, bike racks, etc. Entrances do not need to be oriented to the street.	Entrances may be defined by landscape plantings, furnishings, and sidewalks. They should orient to the street.	A progression of spaces that transition between the public right-of-way and the front door should be integrated into the site plan.

Landscape Design

	Industrial Areas	Institutional/Admin.	Residential Areas
General Landscape	Landscape treatment should be minimal, limited to pedestrian entrances and building corners and be used for specific purposes to add minimal definition.	Landscape elements should be coordinated and emphasize building entrances, pedestrian access and, when feasible, create framed views.	Traditional residential landscape elements should convey a sense of continuity within a block, while allowing for individuality at building residential entrances.
Yards in General	External storage is permitted.	Small lawn areas should be directed to the building's primary pedestrian entrance and other external areas designated for use by employees or visitors.	Lawns are appropriate.
Foundation Planting	Foundation plantings should be limited and directed only to small, contained areas.	Foundation plantings should be used, when appropriate, and targeted to pedestrian entrances and walkways.	Foundation plantings should be employed on all residential structures located in dedicated residential areas and subareas.
Entry Areas	Very limited use of plant materials at entries is appropriate.	Defining entry with planting is appropriate.	Pedestrian entrances should be articulated by a variety of hardscape paving and plant materials.

Building Design

	Industrial Areas	Institutional/Admin.	Residential Areas
General Building Character	Buildings should be industrial in character, but with a sense of human scale. Surfaces and forms should be articulated and visually interesting. See Chapter 2.	A variety of building character is evident, from simple utilitarian office buildings to embellished institutional buildings. See Chapter 2.	Buildings should reflect residential uses and include significant architectural detailing and proportioning.
Building Form	Buildings should be simple rectilinear forms with simple roof forms.	Buildings should be simple rectilinear forms with simple roof forms.	Building form should vary, and include a combination of simple and symmetrical rectilinear forms.
Building Mass	Building mass may vary, but generally exhibit simple volumes that transition in size depending on proximity to waterfront.	Buildings should be similar to that of historic context, which were typically narrow, linear buildings varying in height (Admin - Hospital).	Buildings should be similar to adjacent historic properties, especially as viewed from the street.
Building Scale	Buildings may vary in size. Historic context includes a wide range of scales; refer to specific subarea for additional details.	Building should reflect height and scale similar to the historical context.	Buildings should appear similar to historic properties in vicinity. Refer to specific subarea for more guidance.
Building Materials	Buildings should apply materials exhibited by historic properties: concrete, stucco, wood, metal, and brick are appropriate.	Predominant materials should be concrete, wood, stucco and brick. One primary material should be used for the majority of the building.	One primary material should be used for a single building and material should relate to the historical context.
Building Entries	Location of bldg. entrances should vary. Buildings may exhibit variety of styles and sizes of entrances, including large sliding and pivoting industrial doors, etc.	Primary building entrances should be defined by a one-story, human-scaled element.	Residential entrances should be defined by a human-scaled element and may include porches and/or awnings.

CHAPTER 10
INDUSTRIAL CHARACTER AREAS

Historically, industrial functions that supported ship building and repair were the core mission for Mare Island. These activities were housed in a variety of buildings and others were accommodated on open sites. Some of the earliest surviving buildings reflect this industrial nature, and other functions are represented by structures that are comparatively more recent.

The following are the Industrial Character Areas of the Mare Island Historic District:
A. Radio Station Complex
C. North Lumber Yards & Warehouses
D. Submarine Yard
E. Shipyard North
I. Shipyard South

The guidelines in this chapter apply to all of these Industrial Character Areas. Note that the degree to which certain guidelines may apply, or the degree of emphasis that is accorded, varies in response to the specific conditions of individual character areas. The final section of this chapter presents a discussion of the specific features of each of these character areas and indicates where special emphasis in the guidelines is appropriate.

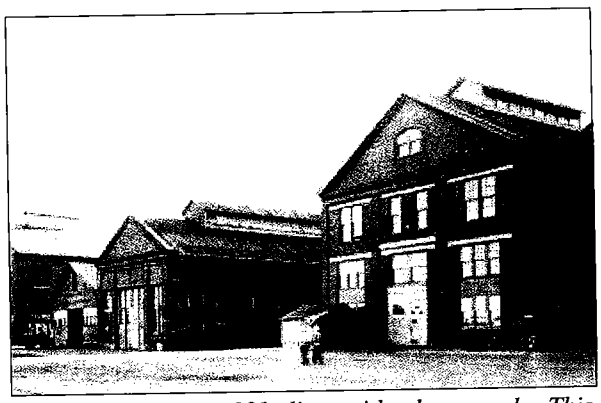
The Industrial Character Areas contain a variety of buildings that span the entire period of historic significance. Some are embellished with architectural ornament. Others are sleek, Modernist statements of functional expression in architecture. Many remain virtually intact, while others have experienced some changes. Collectively they provide a context for new development that is at once varied and yet consistent. New construction in the Industrial Character Areas must find a balance between references to this historic precedent and that of expressing design tastes and functions of today.

In order to preserve and enhance both the site and historical buildings, a number of design objectives should be used to guide future development:

Objectives for the Industrial Character Areas:

- Retain the utilitarian character of the area.
- Maintain the effects of the historical mix of circulation modes.
- Respect Historic Landmark resources as well as historic contributor resources.
- Reflect the eclectic character of industrial buildings developed throughout the period of historic significance.
- Enhance connections to the waterfront.

INFRASTRUCTURE



The front of building 101 aligns with others nearby. This is in the Shipyard North Character Area today. (Photo: c. 1930, National Archives and Records Administration)

Retaining rails as historic artifacts is encouraged. (Photo: Vancouver, BC., JWC)

This section provides guidelines for installation of "public infrastructure" elements that extend beyond individual parcels. These include curbs and gutters, street lights, sidewalks, street furniture and landscaping in the public "right of way."

General Infrastructure Character

Within the industrial areas, the ground plane was utilitarian. A key feature was the web-like network of rail lines that served the entire area. As a result, most sites lacked any curbs and gutters. There were some exceptions, especially in those areas contiguous to administrative or institutional uses, but the general perception was of a flat, continuous hard surface. This character of the ground plane is a key feature that should be respected.

There were few amenities related to pedestrians on the street. Walkways were defined in simple ways, and other furnishings, such as benches, were used sparsely. This generally utilitarian character should be maintained. However it is understood that the area is adapting to new uses that will involve more pedestrian activity in some places. An objective is to accommodate this adaptive use of the streetscape while preserving the key features of the historic character.

However, there are some exceptions. Certain cross streets historically were more refined in terms of landscape features, presumably to facilitate pedestrian movement from residential areas to the waterfront, and some isolated "islands" of plantings occurred as accents and, occasionally, to screen a service area. This pattern indicates that additional streetscape improvements are appropriate along these cross streets and that landscaping in parking lots may include some larger planted areas.

It is also important to note that some streets run through different types of character areas. An example is Walnut Avenue, which links two residential areas as it passes through some industrial areas. It is appropriate in such a case to maintain a consistent streetscape design that reflects the residential nature, such that the streetscape does not become fragmented from block to block.

Streetscape Character

10.1 Improvements to the streetscape should not impede one's ability to interpret the historic character of the industrial areas.

a. Streetscape improvements should be utilitarian, of simple and modest character.
b. Highly ornamental elements are inappropriate and would suggest an inaccurate heritage of the area.

10.2 A more refined streetscape design is appropriate where it will link residential areas with other neighborhoods or will provide access to the waterfront.

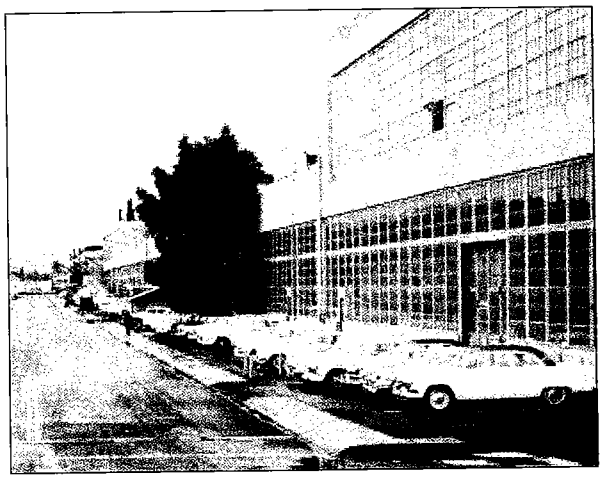
a. This applies to Walnut, specifically.
b. This may include the use of curbs and gutters and street trees.
c. Even so, these designs should be in character with the historic district overall and should not convey a false sense of history by using early designs from more urban settings. A highly ornamental "Victorian" bench, for example, would be inappropriate.

Curbs & Gutters

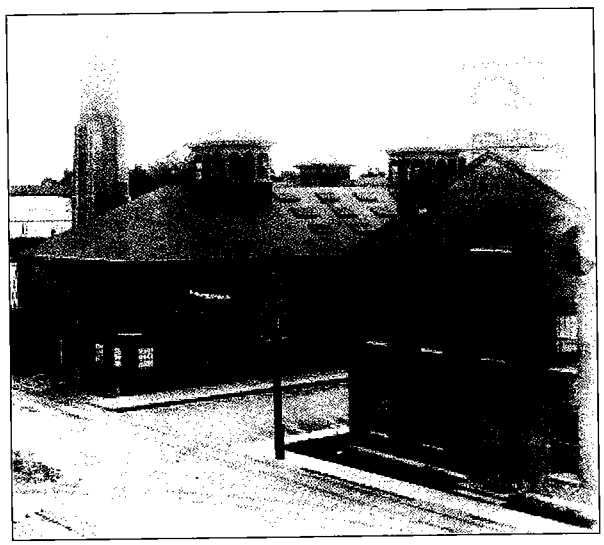
Historically, the industrial areas had very few curbs and gutters, probably as a result of the rail access that was key to operations there. To the extent feasible, the use of curbs and gutters should be avoided, in keeping with this tradition. However, today, drainage requirements may dictate that curbs and gutters be installed in some places. Where they are to be used, they should be designed to be subdued and simple in character such that the utilitarian feel of the area is maintained.

10.3 Minimize the visual impacts of curbs and gutters in the industrial areas.

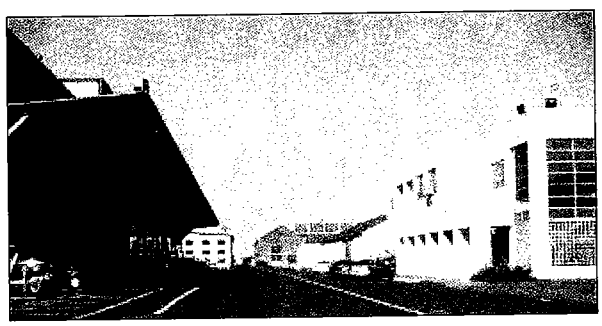
a. Avoid using curbs and gutters where feasible.
b. A low-profile curb should be used. Color may be integrated into the curb material to visually blend with adjacent paving.



In the Industrial Character Areas, a pedestrian route should be defined in a simple way. (Photo: 1960, National Archives and Records Administration)

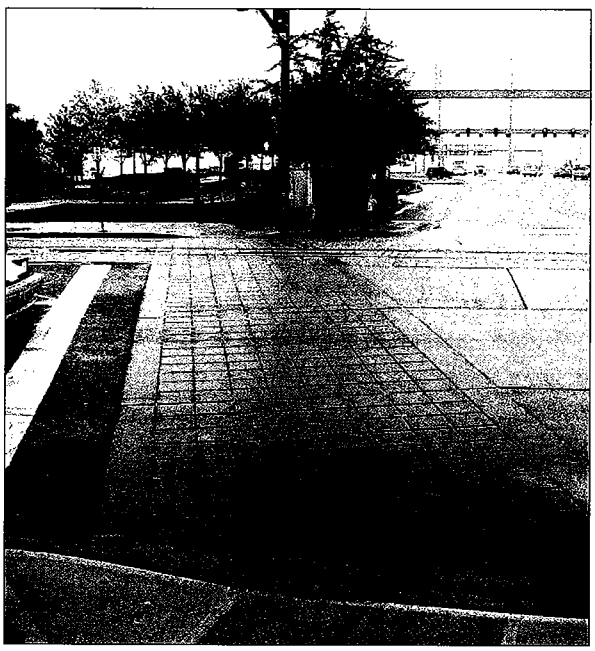


In limited circumstances sidewalks were used in the Industrial Character Areas. This one on 8th Street provided a connection to the Administrative Character Area. (Photo: c. 1900, National Archives and Records Administration)



Using a painted stripe to indicate pedestrian zones and parking areas is typical of the Industrial Character Areas. (2004)

Bollards may be used to define a walkway. (Photo: SWA)



Textured paving, which is muted in appearance, may be considered to define a crosswalk. (Tacoma, WA)

Sidewalks and Crosswalks

Historically, there was little definition given to pedestrian crosswalks in the industrial areas. Today, with a change in users, these may be needed in some locations. Where they are to be installed, they should be relatively modest in character, such that they remain visually subordinate to historic landscape features.

Where it is feasible, a sidewalk should be simply defined by a painted stripe. This is most likely to be practical in the older portions of the industrial areas, where buildings stand close together and architectural details provide interest to pedestrians.

In the northern portions of the industrial character areas, defining a walkway more clearly is appropriate. There, sidewalks may be installed, in a design that minimizes contrast with the surrounding ground plane.

10.4 Visually blend a sidewalk with the adjacent ground plane.

a. Pedestrian walkways and sidewalks should be simple in character, reflecting the industrial nature of the area.
b. Where feasible, define pedestrian corridors across and adjacent to vehicular routes with a painted stripe.
c. Bollards may also be used to define a walkway and to provide appropriate separation between vehicular and pedestrian circulation.

10.5 Where a sidewalk must be installed, minimize its contrast with the dominant ground plane.

a. Use a broom finished concrete.
b. Consider dying or coloring the concrete to be similar to the dominant color of the ground plan.
c. An attached sidewalk is appropriate.

10.6 Crosswalks should be defined with simple treatments.

a. Painted, striped crosswalks are appropriate.
b. Textured paving, which is muted in appearance, may also be considered.
c. Avoid highly decorative patterns and strongly contrasting colors in crosswalk paving. (The exception is that a contrasting color may be used at the bottom of a ramp to make the change apparent for the visually impaired.)

Street Trees

Traditionally, street trees did not appear in the industrial areas. Grounds around the buildings were paved instead. An exception is when a row of trees was used to define a key pedestrian route through the industrial area from administrative or residential zones. The row of palms along 14th Street is the one surviving example and provides a precedent for defining cross-island pedestrian connections. In general, using street trees should be avoided, except where primary pedestrian connections to the waterfront are to be established.

Street trees may be used in the industrial areas to define key pedestrian routes. (Photo: SWA)

10.7 Street trees should be used with restraint in the Industrial Area.

a. In general, street trees should not be used in industrial areas, except to identify special destinations, pedestrian gathering places or unique corridors and connections, similar to the hospital allee.
b. When street trees are installed, they should be in gravel or grates, flush with the walkway to create a uniform appearance along the street edge.
c. Trees also may be used as accents at building entrances, in small open spaces and pocket parks.

Street Lights

Throughout the history of Mare Island, a variety of designs for street lights have been employed. In residential and administrative areas, an acorn style predominated for much of the period of historic significance, and, while some of these appeared in the industrial areas, utilitarian fixtures were more typical. If individual examples of the more ornamental acorn fixtures are found in the industrial areas, they should be preserved, but may be considered for relocation to other settings where this style remains. In the industrial areas a light fixture that reflects their utilitarian nature is considered appropriate today.

10.8 Preserve historic street lights.

a. If historic street lights are found in the industrial areas, they will only survive as isolated remnants. They may be preserved in place as accent features, or they may be relocated to other areas where the same light design is to be used.
b. See also the guidelines for preservation of historic features.

10.9 Where new street lights are to be installed, a utilitarian design should be used.

a. A "contemporary," industrial light is appropriate.
b. An ornamental light that implies a more refined history would be inappropriate in the industrial areas.

Street Furnishings

Street furnishings were not common in the industrial areas. Some exceptions exist along streets that connected residential areas to the waterfront.

10.10 Street furnishings should be simple and utilitarian in character.

a. All street furnishings should exhibit consistency in materials and color.
b. An industrial type metal bench would be appropriate.
c. Street furnishings include, but are not limited to benches, trash receptacles, ash urns, bicycle racks, water fountains, light fixtures, and bollards.

Building Orientation and Setbacks

When new buildings are to be constructed, they should reflect historic siting patterns in the area. This does not mean that a new structure should literally fit within the footprint of an earlier building, but that the general spirit of the relationship of buildings to streets and open spaces should be conveyed.

In many cases, industrial buildings are aligned along their front sides. Reflecting this siting pattern is encouraged.

Even in areas where most buildings are consistently aligned, there are almost always some exceptions. This indicates that some variation in building setbacks would be appropriate in these contexts. In any case, the predominant alignment pattern should be maintained.

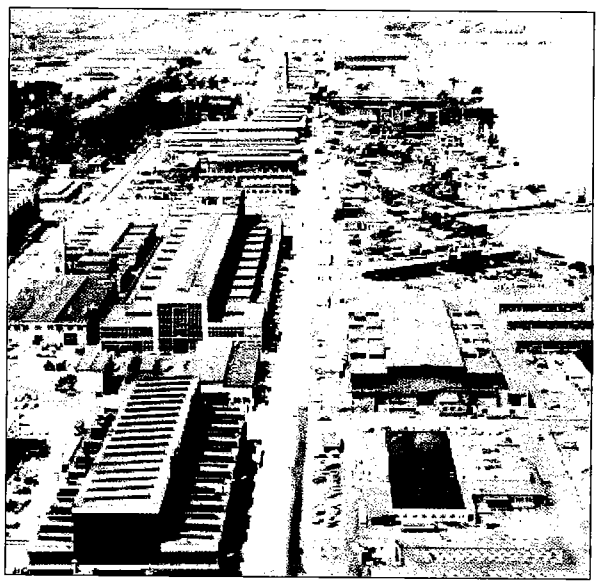
In some portions of the Industrial Character Areas, buildings have large open spaces around them. Historically, these were used for outdoor storage and "laydown" functions. This provides precedent for parking lots. Note also the short row of trees along the edge of the site in the background.

10.11 New development should align with established circulation routes in the Industrial Character Areas.

a. An orthogonal grid exists based on the original "Sanger Plan." The streets interconnect in a grid, creating easy access and orientation for visitors. Most buildings on Mare Island are oriented to this basic grid and primary facades align along the major streets.
b. This pattern should be maintained. Placing a building at a diagonal to the street grid is inappropriate.

10.12 Where historic buildings align, this siting pattern should be maintained.

a. In some cases uniform alignment of buildings is very strong and any new construction should respect this pattern.
b. In other cases, while a general alignment exists, there is some variation in setbacks, but within a narrow range. A new building in this context should fit within the range of historic setbacks.
c. Where building alignment is not a distinct pattern, variation in setbacks may be considered.



In the southern portion of the Shipyard South Character Area, a strong alignment of building fronts exists along the inland side of California Avenue. This siting pattern should be respected in new construction. (Photo: c. 1966, National Archives and Records Administration)

Defining a pedestrian route through a parking lot with landscaping is appropriate. (Photo: SWA)

Parking Lot Layout

In the past, exterior storage areas occurred throughout the industrial areas. This condition provides a precedent for outdoor areas related to storage and parking. Parking traditionally occurred informally, off street and with little, if any concern for visual impacts. It was allocated to those exterior spaces that did not impede rail access or to under-used, exterior storage areas.

Today, new development will stimulate an increased need for parking. Broader urban design and planning principles seek to more fully integrate surface parking lots with traditional development patterns.

Parking should not be the primary focal point of new development within the Industrial Character Areas, but should be subordinate. Buffering of parking areas by buildings or landscape should be provided. At the same time, it is not necessary to screen views of cars as extensively as one might in more urban settings. Similarly, using a few large areas of landscaping would be more in keeping with the traditional laydown areas than distributing small landscape islands throughout.

10.13 Parking access points should be designed to minimize conflicts with vehicular and pedestrian traffic.

a. Curb cuts should be located to minimize conflicts with cross-island traffic and should be distanced from intersections, using existing City of Vallejo street standards.

10.14 In the Shipyard North area, surface parking lots should be visually subordinate to the building and streetscape.

a. Locate surface lots and visitor parking to the sides and/or rear of new development, when feasible, to allow the front building facade to contribute and dominate the streetscape. See the Specific Plan for more information.
b. In a block where the majority of buildings align, a parking lot should be located to the rear. See the Specific Plan for more information.

10.15 Parking stall configurations may vary according to specific needs of development.

a. Concrete wheel stops and striping may be used to identify parking areas and drive lanes.
b. Stall configuration may be parallel, 90 degrees or diagonal.

Parking Lot Landscaping

Parking lot landscaping should be simple in character. Rather than installing a series of smaller landscaped islands throughout a parking lot, using a few, larger areas with plantings is more in keeping with historic traditions.

10.16 Maintain a utilitarian, simple character in parking lot landscaping.

a. Green hedges and metal fences are appropriate along the edges of parking lots.
b. Accent color in plants should be limited to identify special circulation routes, outdoor use areas or entries.
c. Use varieties of plants seen historically, while also considering present-day water management needs.
d. Use larger concentrations of landscaped areas in parking lots.
e. Defining key pedestrian routes through parking with plantings is in keeping with earlier traditions.

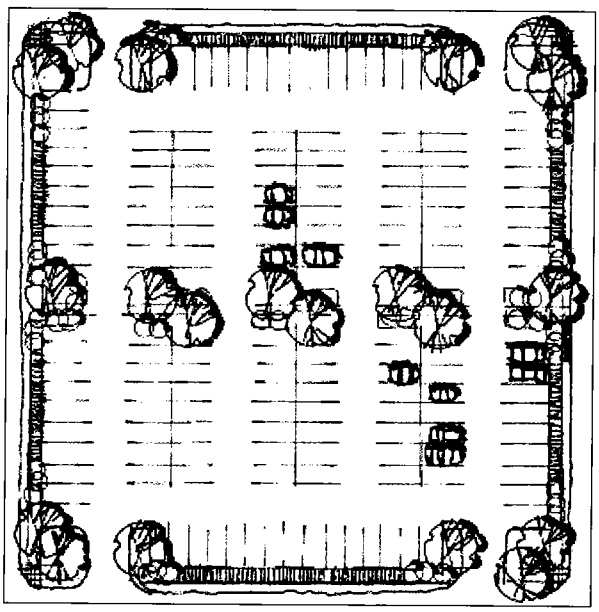
Parking Structures

Structured parking was not a part of the traditional building pattern of Mare Island. Parking was generally accommodated in the large expanses of land surrounding the industrial uses. In the future, development may reach a point where structured parking is economically feasible. This would be in keeping with the character of the Lumber Yards and Shipyard South Character Areas.

Should a new parking structure be considered, the following guidelines would apply. (Note that adaptive reuse of an existing industrial structure for parking is another possibility, in which case the rehabilitation guidelines also would apply.)

A painted stripe on a street is appropriate for defining a parking lane. (Photo: JWC)

Screening for parking lots should be simple in character. (Photo: JWC)



Maintain a utilitarian, simple character in parking lot landscaping; however, one may still use basic central landscaped areas in parking lots.

A parking structure should be designed to reflect the industrial qualities of the area. (Photo: JWC)

Incorporating public art in service area screens is appropriate. (Photo: JWC)

Incorporating commercial uses at the street level is one method that may be used to create a street level that is visually attractive to pedestrians. (Boulder, CO)

10.17 Parking structures shall incorporate elements to minimize visual impacts from a street, pedestrian corridor or the waterfront.

a. Structured parking facilities shall provide visual interest and/or activities at street level.
b. Building materials should be compatible with materials exhibited elsewhere in the character area.
c. Refer to the guidelines for Building Design, which also apply to parking structures. (Found later in this chapter)

10.18 Design a parking structure to stimulate an active and visually attractive pedestrian environment.

a. Visible edges of parking structures and/or facades that abut local streets should contain one or more of the following elements:
   - murals or public art
   - decorative architectural features
   - retail/commercial square footage accessible from street with display windows
   - surface treatment that provides visual interest
b. Internal access shall be configured to ensure that internal ramping is not visible from the street.

Service Areas

Traditionally, utility lines and service equipment were left exposed in many parts of the Island. However, new adaptive uses and increased pedestrian activity, as well as visitor-related businesses, require mitigation of visual impacts associated with utilities and service equipment, especially along major circulation routes and in view corridors.

10.19 Service area screening should convey an industrial character.

a. Green hedges and metal fences are appropriate as screens.

General Landscape Character

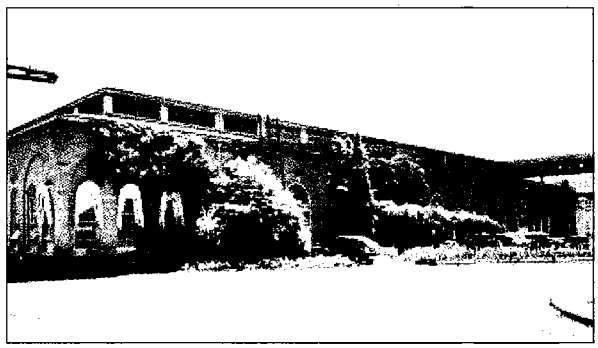
Traditionally, the industrial areas of Mare Island were sparse, in terms of landscaping and site amenities. Functional requirements predominated. Today, with changing uses, more amenities may be needed, particularly with respect to buffering of parking and service areas, providing shade within parking lots, offering outdoor seating areas and enhancing pedestrian connections. These enhancements should be accomplished in a manner that reflects the more modest site design traditions of the area, as well as accommodating new functions.

There were very few formal landscape installations within the Industrial Character Areas. Historic photographs show some plantings and ornamental paving near building entrances, but the majority of the open space between buildings was simply paved.

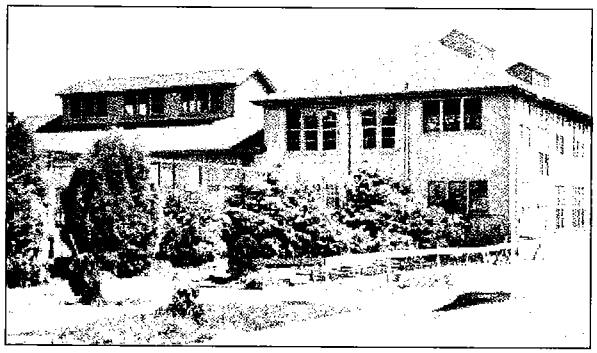
Post-1950, some areas within the Industrial Character Areas included limited recreation facilities for use by employees and enlisted personnel. These included ball fields, basketball and tennis courts. These elements did not dominate the landscape, but were easily accessible. These design traditions should be continued.

10.20 Landscape improvements should be modest in character.

a. Landscape plantings should be limited to those areas that experience pedestrian traffic, such as at building entrances and outdoor use areas.
b. Plant palettes should be simple and easily maintained, offering visual interest throughout the year.
c. Hardscape improvements, excluding drives and parking areas, should also be limited to those areas with high volumes of pedestrian traffic.
d. Highly detailed paving designs are inappropriate in the Industrial Character Areas.



Though rare in the industrial areas, landscape plantings at building foundations were used in some locations. They may be used today in similar applications. Note also the low landscape buffer used in front of a row of parking. (Photo: c. 1944, National Archives and Records Administration)



Development of small outdoor use areas is encouraged. *(Photo: c. 1942, National Archives and Records Administration)*

10.21 Development of small outdoor use areas is encouraged.

a. New development may include plazas and courtyards for public use.
b. Furnishings should be simple and complement the overall industrial character of the area. Ash urns and trash receptacles should be provided.
c. A simple planting palette should be used to define the edges of these areas.

10.22 External storage yards may be fenced.

a. Screening, if desired, should be simply constructed.
b. Plant material was not typically used to screen and/or buffer external storage areas. However, a limited plant material may be used in some instances where screening is desirable.
c. Edge treatments of each new development should be modest and allow the building to dominate the landscape.

Foundation Plantings

Foundation plantings were not typically installed around the entire base of a building in the industrial character areas. When plantings were used, it was sparingly and to accentuate specific areas of a building, such as the entrance and/or building corners.

10.23 Use foundation plantings with restraint.

a. Where they are employed, simple, modest landscape materials should be used that do not detract from the architectural detail of the building.
b. Foundation treatment may be simple, using low-growing ground covers and small, easily maintained shrubs. Trees should be sited to accentuate important elements of the site, such as pedestrian entrances.

Entry Areas

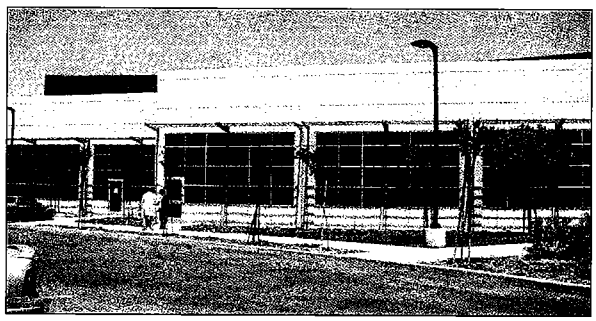
Building entrances were typically devoid of plant material. However, simple landscape treatment at primary locations can help to identify building entrances. If they are used, ornamental plantings should be directed to areas experiencing pedestrian traffic.

10.24 A building entrance may contain a simple combination of plant materials.

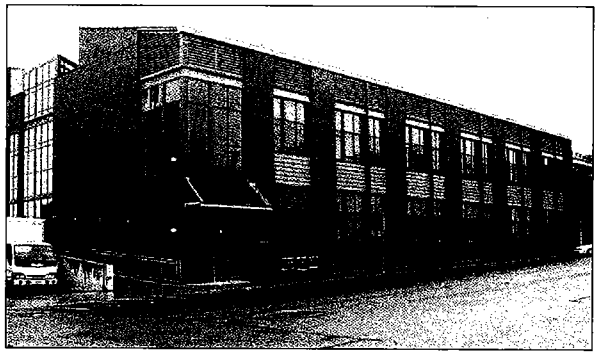
A building entrance may contain a simple combination of plant materials. (Berkeley, CA)

General Building Character

This section provides directives for the design and construction of new buildings in the Industrial Character Areas. These structures should respect the traditional character of the area as seen during the period of significance. They also should contribute to the overall character of the Island.



Rectilinear building forms that are simple in character are appropriate. (Richmond, CA)



Basic rectilinear building forms are appropriate. (Tacoma, WA)

Building Form

10.25 A primary building form should appear similar to those seen traditionally in the Industrial Character Areas.

a. Simple rectilinear building forms are appropriate. Avoid the use of highly complex forms.

Building Mass

A new building should reflect the traditional massing of historic buildings in the area. Because of the diversity of building sizes exhibited throughout the Industrial Character Areas, a wide variety of building sizes will be suitable for development. Generally, smaller buildings were located closer to the waterfront to allow for multiple and direct access routes to the ships being serviced. Larger buildings were located inland, which also accommodated the need for expansive exterior storage areas. However, throughout each Industrial Character Area, there is a strong similarity of building types, primarily as a result of the industrial uses and dominating rail access to and between buildings. Even the largest warehouses on the Island included interesting fenestration and roof delineation, which created visual interest, and is partially why the older industrial buildings are so visually appealing.

10.26 In locations where the context is of smaller historic buildings, a new, larger structure should be divided into modules or "bays" that are similar in massing to buildings seen traditionally.

a. This guideline is particularly applicable to the Shipyard North and Submarine Base areas.
b. Refer to Chapter #2, Architectural Styles, for descriptions of traditional building types and typical dimensions.

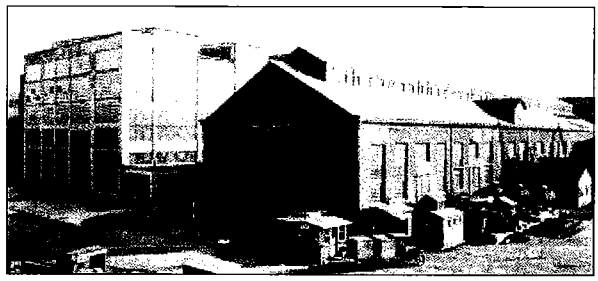
Varying wall planes to create a sense of scale, while maintaining an overall simplicity of form, is appropriate. (Berkeley, CA)

Building Scale

New buildings may vary considerably, with some potentially quite large. Even so, a building should convey a "human scale." Building scale is established by materials, windows, doors and architectural details that can be understood in terms of the size of a person.

10.27 Delineate facade components to establish human scale at building entrances.

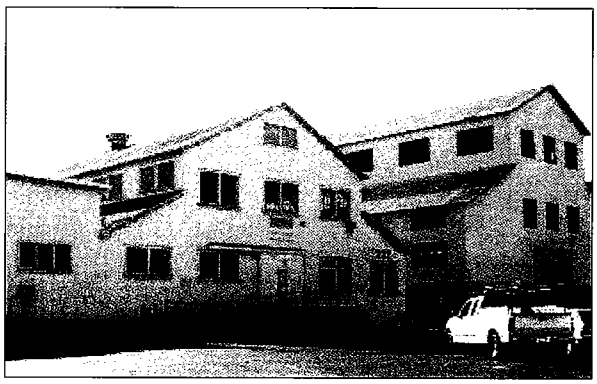
a. Use windows and doors similar in scale to those seen historically. A wide range of window types and configurations existed historically which indicates that flexibility in fenestration design is appropriate in new construction.
b. Also provide detailing that helps to convey a sense of scale.



Building forms vary throughout the Industrial areas. A diversity of building forms is encouraged in new construction. (Photo: Buildings 271 and 91, c. 1920, National Archives and Records Administration)

Building Materials

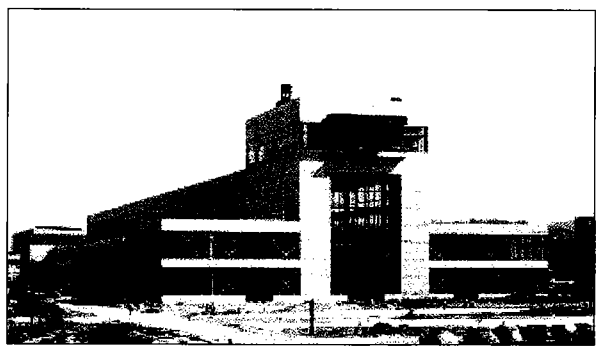
Traditionally, metal, brick and wood were the predominate materials used throughout the Industrial Character Areas. Older buildings located in the Historic Landmark boundaries (in the Shipyard North Area) were composed of brick, while the new and larger warehouse and manufacturing buildings (in Shipyard South and Lumber Yards) were constructed primarily of wood and metal. This materials palette should continue in new development. However, alternative materials may also be considered if they retain similar scale, textures, finishes and detailing exhibited by more traditional materials.



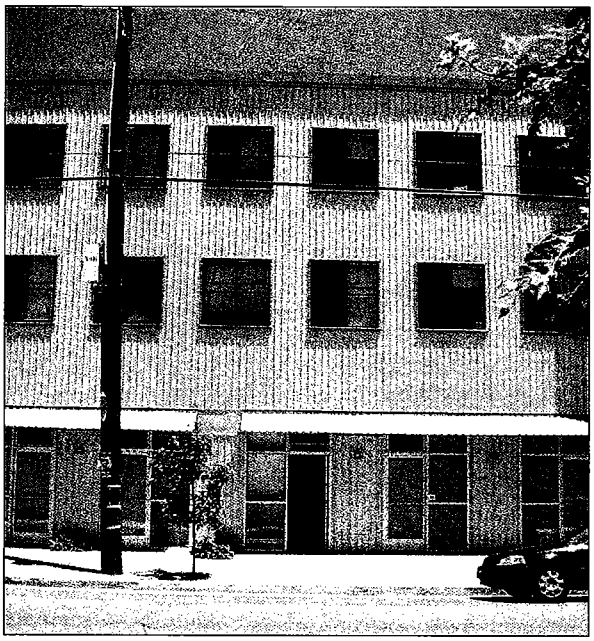
Sloping roof forms are a part of the design traditions of Mare Island and their use in new construction within the Industrial Character Areas is appropriate.

10.28 Buildings should be clad in materials similar to those used traditionally.

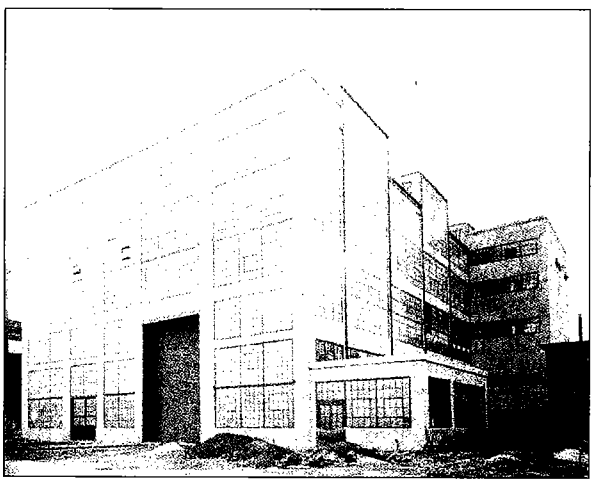
a. Building materials should reflect the industrial character of the area.
b. See descriptions of the individual character areas, which follow, for a listing of appropriate materials.



Many industrial buildings on Mare Island have symmetrical compositions. Although there are exceptions, continuing this approach in new construction is encouraged. (Photo: Building 680, 1940, National Archives and Records Administration)



Contemporary adaptations of traditional building materials are appropriate. Seamed metal siding, for example, is appropriate.



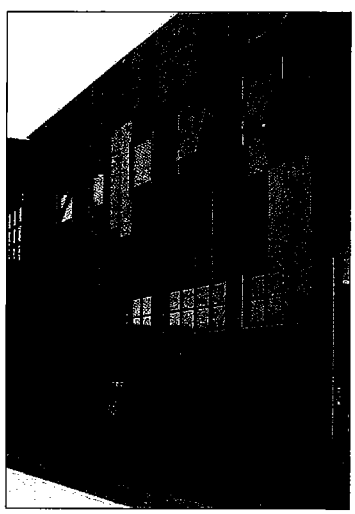
Traditionally, fenestration patterns helped to convey a sense of scale, even to very large industrial buildings. New buildings should also use window designs that convey a sense of scale. In this example, an addition had been added to Building 271 in 1920. Its addition had materials and fenestration patterns similar to the original, while it also was distinguishable as an alteration. (Photo: National Archives and Records Administration)

10.29 New materials may be considered, if they are similar in scale and character to those used during the period of historic significance.

a. New materials should have a demonstrated durability in the Northern California coastal climate.
b. Large expanses of featureless materials are inappropriate.
c. Stucco and concrete should be detailed to convey human scale.
d. New buildings should reflect the diversity of materials that existed historically, which are indicative of different periods of development and functions.

10.30 A simple material finish is encouraged for large expanses of wall plane.

a. A matte or non-reflective finish is preferred. Polished stone and mirrored glass are inappropriate.



Building materials should reflect the industrial character of the area. (Photo: JWC)

Entry Treatments

Two types of entry ways occur in the industrial areas. First are "people doors," for normal use by tenants accessing a building. These are of a conventional human scale. The second are "industrial" doors, which are typically sized to accommodate vehicles (either trucks or trains).

Generally, entries were treated with simple details, but most still conveyed a sense of scale. This is particularly true in the Shipyard North Area.

10.31 A building entrance should be in keeping with those seen historically in the particular Character Area.

a. Define a man door with a canopy, recess or other architectural features.
b. Orient an entry to the street, an outdoor courtyard or pedestrian route. See also the specific descriptions for individual character areas that follow later in this chapter.

Appropriate industrial door (Bozeman, MT)

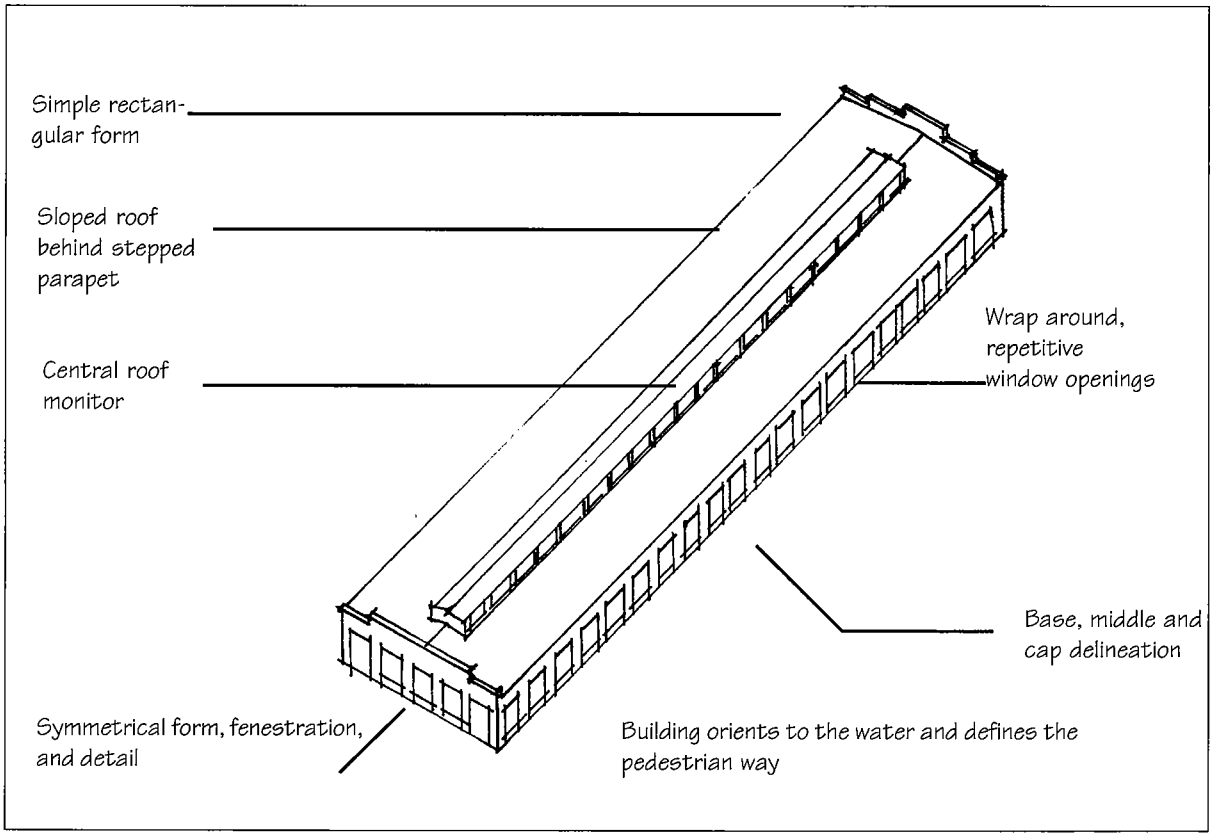
Appropriate recessed man door entry (Berkeley, CA)

Loading Bay (Berkeley, CA)

CASE STUDIES

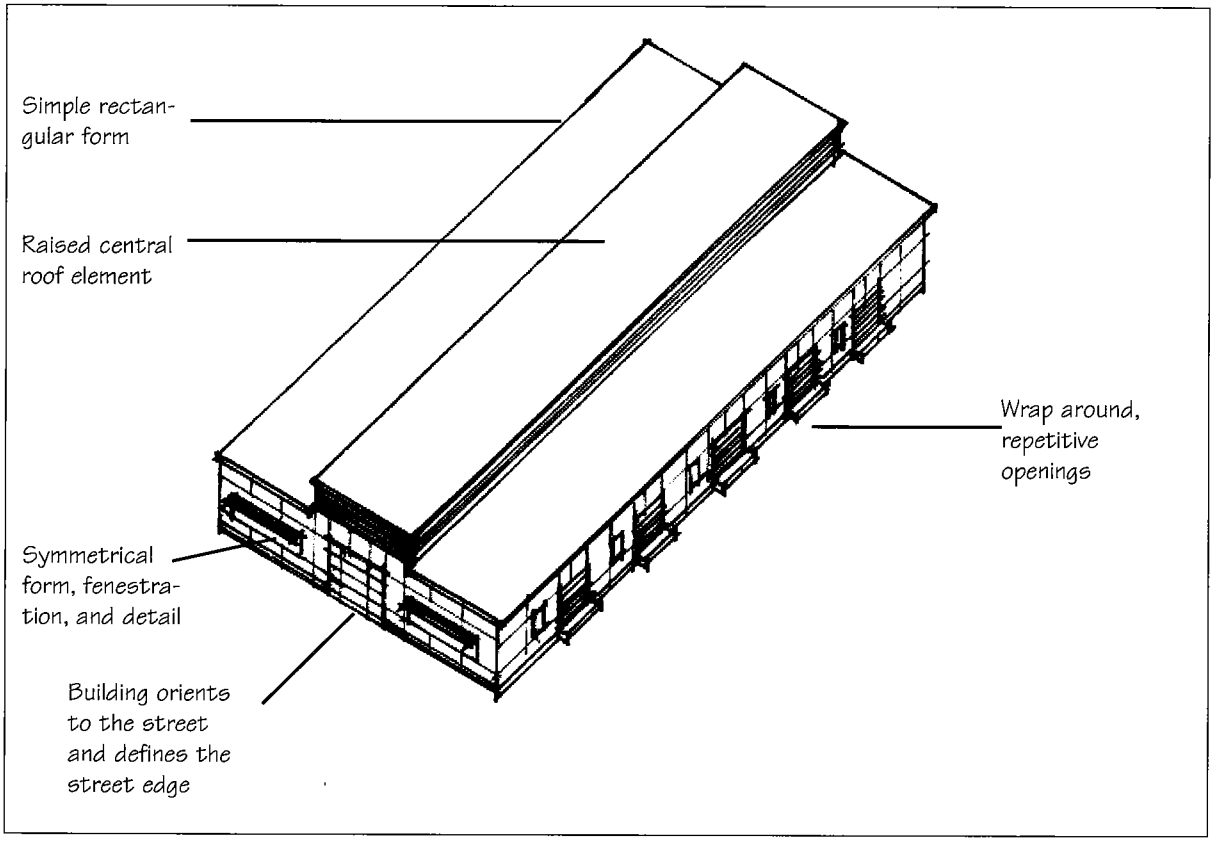
The following cases studies illustrate the application of the design guidelines for new construction in the Industrial Character Areas. First, a prototypical historic structure is shown that sets a precedent for new construction. The features and forms serve as a basis for design interpretation. Following it is a sketch of a potential contemporary interpretation of this building type.

Historic Prototype A



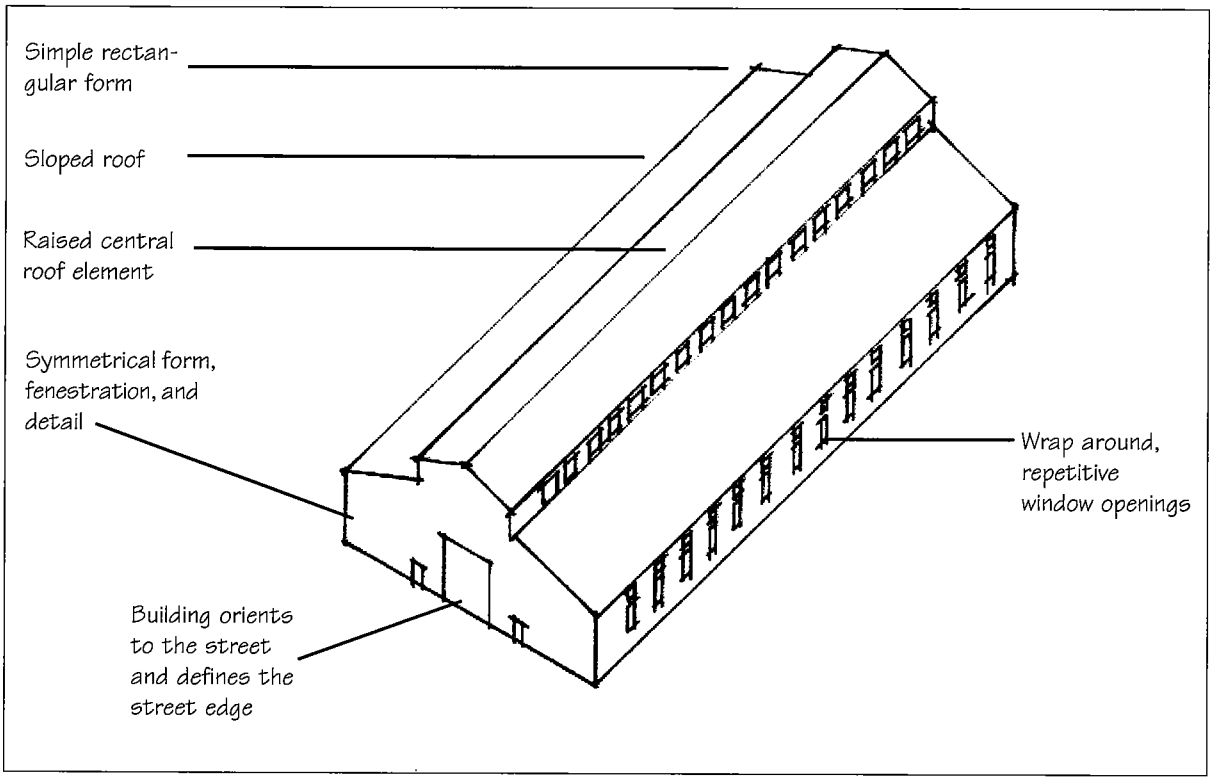
The prototype historic warehouse illustrates several of the significant features of the typical industrial building type, including a simple rectangular form and wrap-around, repetitive window openings. The central roof monitor and a sloped roof behind a stepped parapet are distinct features.

Contemporary Interpretation A



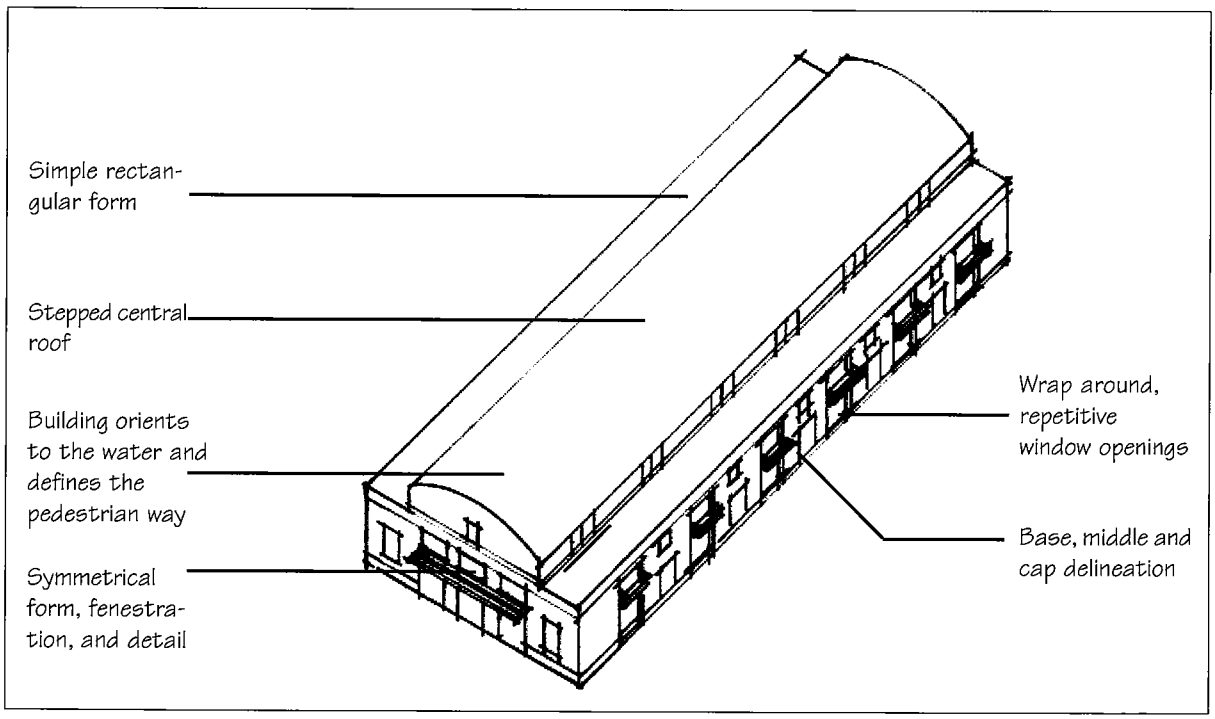
The interpretation of the warehouse form maintains an orientation to the street, defining the street edge. In addition, it provides a raised central roof element and maintains a simple rectangular form without copying the historic design.

Historic Prototype B



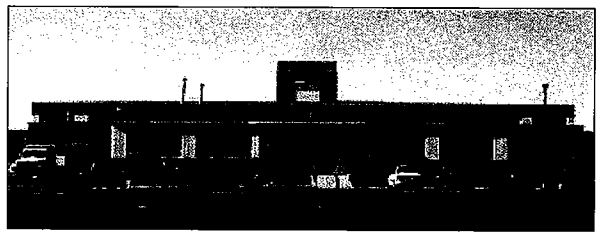
This historic building form represents some of the common features of industrial structures on Mare Island including a simple rectangular form, symmetrical fenestration and detail and wrap around windows.

Contemporary Interpretation B



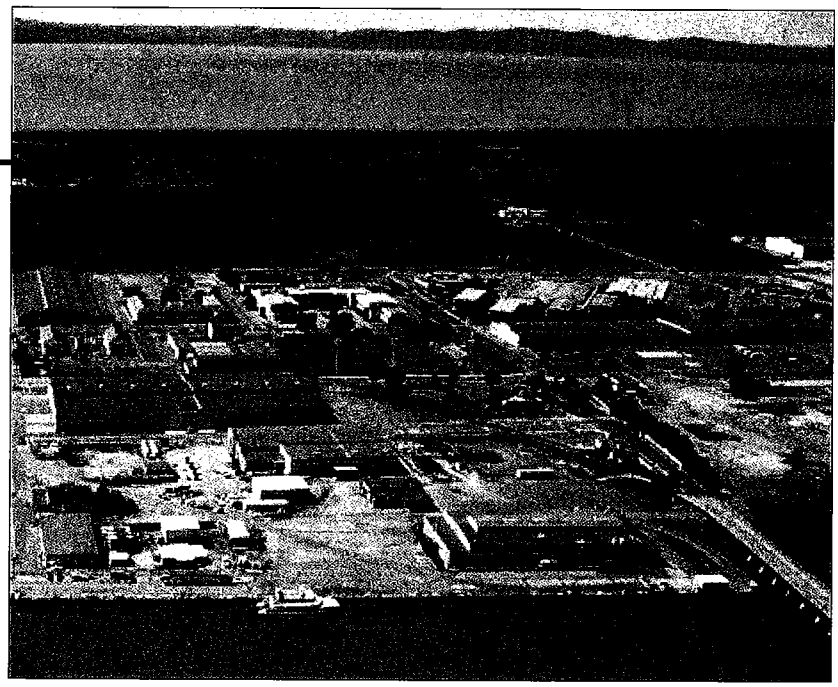
INDIVIDUAL INDUSTRIAL CHARACTER AREAS

This section provides descriptions of each Industrial Character Area, as well as its design objectives. Specific design considerations are highlighted that are particularly relevant. This information should be used in conjunction with the preceding guidelines for all Industrial Character Areas. See the Individual Character Areas Map at the end of the guidelines for details on the boundaries and relationships of the character areas.



Building 505, the core of the Radio Station Complex.

Character Area A: Radio Station Complex



The Radio Station Complex, Character Area A, is an isolated site located northwest of the Causeway. It is accessed by I Street.

Description:

The Radio Station Complex is an isolated site located to the northwest of the Causeway. It is comprised of three buildings, 505, 505A and 505B. They were built in 1940 and are one of the best remaining examples of the history of radio communication at Mare Island. The buildings are located at the end of a long driveway which is a continuation of I Street. A circular perimeter drive frames the site and features a circle of palms.

Intent:

Opportunities for expansion on this site would be limited; however, any development within or adjacent to the area should respect the existing character of the site.

Key Features:

- Streamline Moderne complex of structures
- Perimeter drive framed by a circle of palm trees

Design Policies:

- Maintain similar building forms and orientation.
- Minimize visual impacts of any adjacent development.
- Maintain the historic drive configuration and the circle of palms.

Character Area C: Lumberyards

Description:

The Lumberyards Area lies generally north and west of the Residential and Ship Yard North areas. Its boundary reflects the area's history as a place where sites were located that were more open, with larger outdoor storage areas, in contrast to adjacent areas that were more densely developed. The southern boundary varies between 3rd and 5th Streets. The western boundary is defined by the line of the historic district. The northern boundary extends east along D Street, from the historic district line to Walnut Avenue and south to C Street. It then continues east to Railroad Avenue. The eastern boundary then extends south to A Street, turns east to California Avenue and then proceeds south to 5th Street. The southern boundary jogs along 5th and 4th Street, but also jogs to exclude residential properties along Walnut Avenue.

At its peak, this area was more densely built than it is today. Although some activity is documented here early in the history of the Island, it saw the most significant development just prior to and during World War II. Several buildings were constructed then for warehousing, lumber operations and other base support functions, noted as "Public Works" on maps. In comparison with other industrial buildings constructed at Mare Island, these were medium-sized. Many were erected as independent structures with substantial outdoor yards. Some others were assembled in short rows with building fronts aligned along the street edge.

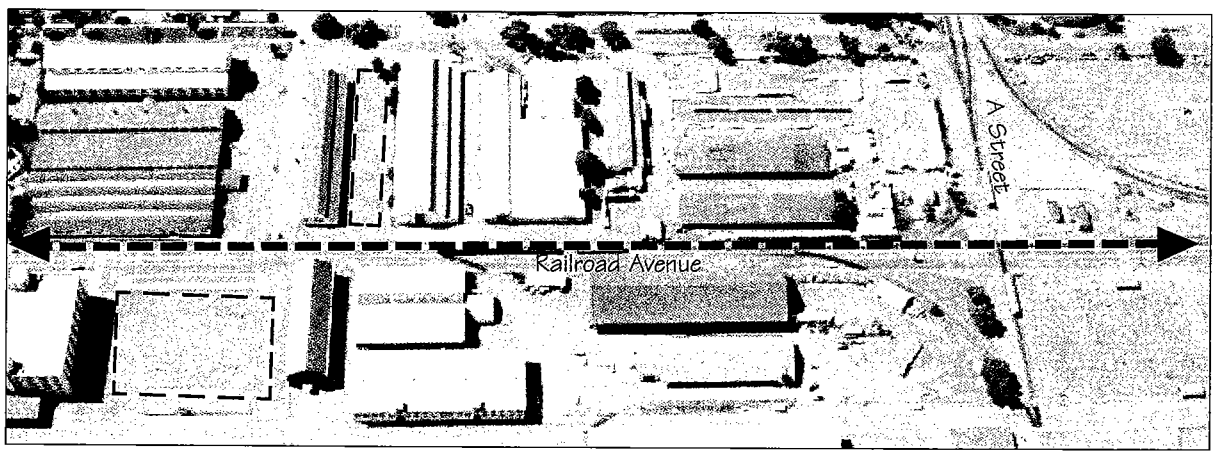
A distinguishing feature is that most of these buildings were accessed by rail. This functional requirement seems to have set the minimum spacing between buildings, because rail lines led to each primary loading door. The turning radius of rail access also influenced the distance that these buildings were set back from *de facto* street edges. These streets typically had undefined edges, with no curbs or gutters. Travel lanes (and parking lanes, where they were established) were defined by painted stripes.

Landscaping was minimal. It appeared occasionally as simple foundation planting, as a cluster of plant materials at the corner of a site or, occasionally, to screen an outdoor use area. The result is that the ground plane was generally a grey, utilitarian surface. Amenities for pedestrians focused on personnel entry points to buildings.

Of special note is Walnut Street, which runs through the center of this area linking other neighborhoods with residential and institutional character.

Intent:

Character Area C should retain its sense of openness and its simple, utilitarian qualities, while accommodating new compatible uses. Key features of the street system should be maintained. Major auto circulation routes should retain a utilitarian character, minimizing the visual impacts of sidewalks for



Buildings align as groups in many parts of the Lumberyards, as seen along Railroad Avenue. Open spaces are formed by areas defined by building and street edges and are generally rectilinear in form. (Examples are shown here as dashed-line boxes.)

example, while still making the area more inviting for pedestrians.

New buildings should orient toward the primary streets and the waterfront, when feasible. It is appropriate that buildings read as free-standing structures within lay down space and parking lots and it is appropriate that parking be exposed and in front of buildings.

It is also appropriate for some buildings to align along the street edge, with parking lots to the side. Where a parking lot abuts a street edge, a sidewalk and a landscape buffer should be provided and should be modest in character, in keeping with the industrial traditions of the area.

Within a parking lot it is appropriate to provide a few, relatively large landscaped islands rather than distributing several small ones across the lot.

Although street trees were not typically seen along streets paralleling the waterfront, rows of large deciduous trees and palms running east/west were used to create strong visual and pedestrian links connecting the waterfront to other uses.

Street trees may be installed along these east/west streets to accentuate their connections to the Waterfront. Because rail access was critical and some components of the rail system will be maintained, existing rails should be integrated into future landscape and hardscape areas to maintain access, when necessary, or to act as visual clues to the historic uses of the area.

In terms of architectural character, new buildings should draw upon the range of building forms and materials seen historically among warehouses and industrial buildings. Within this context, a wide variety of specific design approaches will be appropriate.

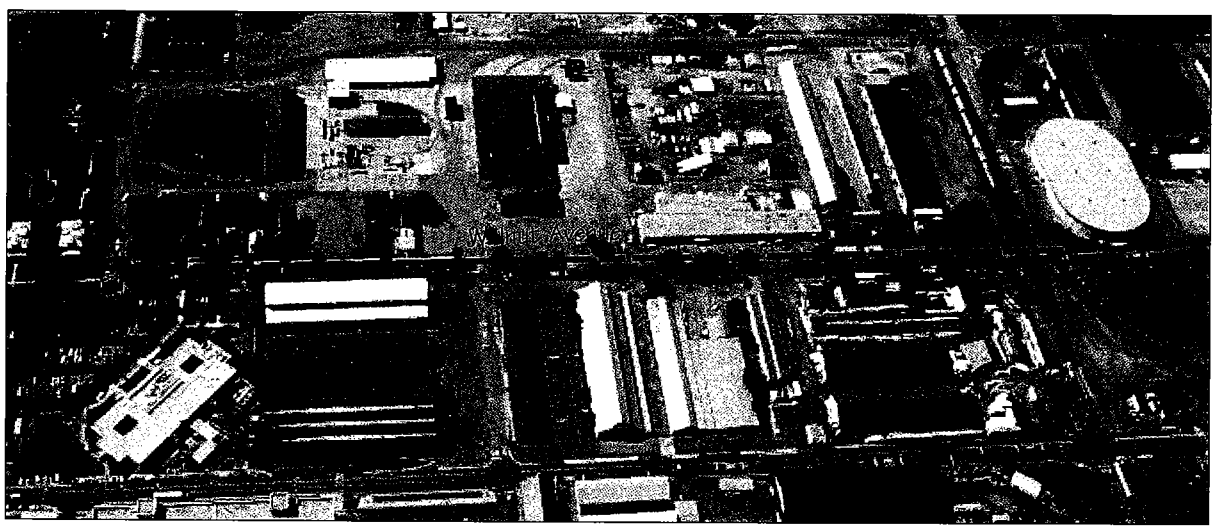
Fixed canopies are appropriate to define entry ways and to shelter service areas.

Key Features:

- Freestanding buildings
- Limited use of curbs and gutters; significant rail access
- Limited amounts of plantings at building foundations and entrances
- Buildings align at the street edge and with one another.
- Rectilinear building forms
- Imposing building mass
- Metal and wood cladding are typical; some masonry is seen as well.

Design Policies:

- Maintain similar building forms and orientation.
- Minimize visual impacts of curbs and gutters.
- Maintain historic streets.
- Promote pedestrian access and views to the waterfront.



A scattering of trees along Walnut Avenue in the Lumberyards area reflects its role of connecting residential areas. This more refined tradition should be continued.

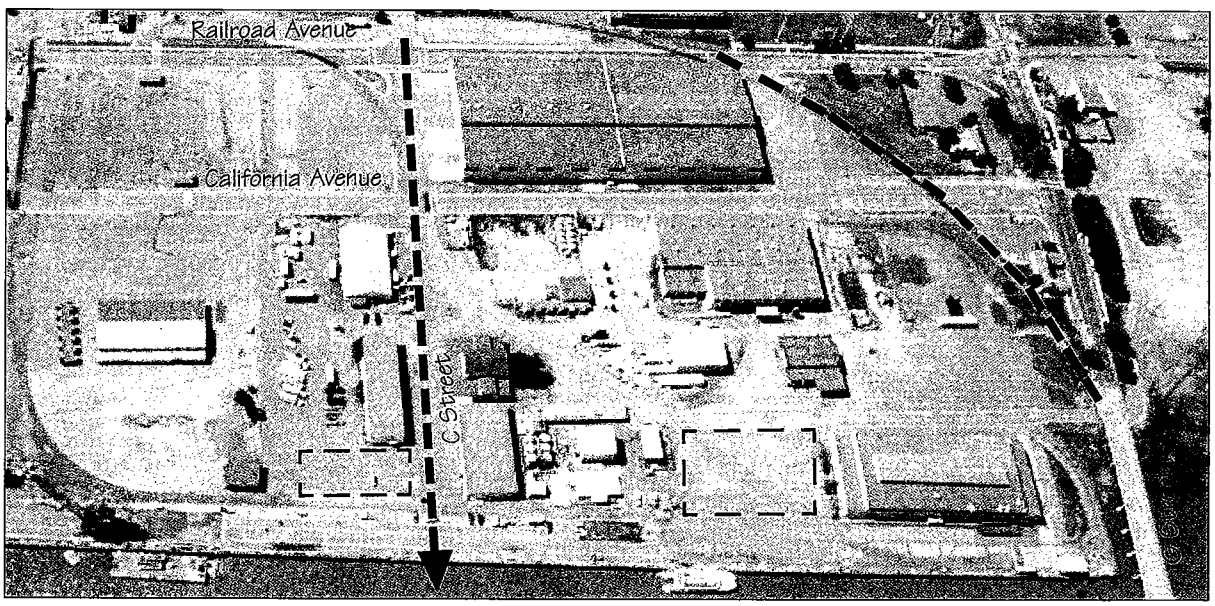
- Recognize large parking areas as appropriate.
- Recognize a wide range of materials as appropriate, including metal, wood, stucco and concrete.

Character Area D: Submarine Yards

Description:
The Submarine Yards Area is located in the northeastern portion of the historic district. The northern edge is approximately the Causeway, but it then curves to include an arc segment of railroad tracks. The eastern boundary is the shore line of the strait, while the western edge is generally Railroad Avenue. The southern edge is A Street. These boundaries are defined to encompass the area historically associated with submarine servicing. Rail and shore lines are key factors in determining these edges.

Historically, this character area contained many industrial buildings that were smaller than others on the Island, with the exception of Building 599. Some were arranged in clusters that defined outdoor spaces.

Rail access existed here, which probably influenced the spacing between buildings, as well as the



A curving track is a feature of the Submarine Yards area that should be retained in site designs to the extent feasible. Open corridors to the waterfront, such as along C Street, also should be maintained. Within the Submarine Yards, open spaces are framed by structures, generally through a combination of smaller structures and one or two larger structures. (Examples are shown here as dashed-line boxes.)

orientation of loading entrances. Typically, these entries were placed on a north-south axis. However, some doorways also faced the water front. This shore line orientation is one of the historic character-defining features. The street grid and curving rail lines remain key features as well.

Intent:

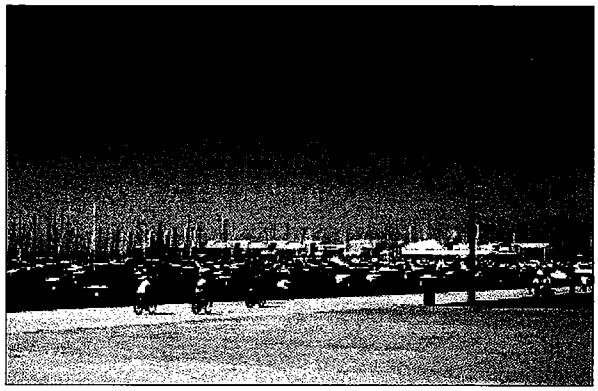
It is likely that this area may see a significant amount of new construction. It is not the intent that this new development mimic the buildings that were there during the period of historic significance. However, basic features of the historic development patterns should be reflected. This includes the orientation of structures to the water front and their general sense of scale.

It is also important that development at the edges of this character area be sensitive to features of abutting ones. In those portions of the character area that develop adjacent to G Street, for example, building footprints should not overwhelm the size of existing administrative buildings in the adjacent Character Area B. Although larger building footprints are acceptable, architectural configurations should include small building masses at the northernmost end of the site.

While buildings may orient to the street, it is also important that some face the waterfront as well. Buildings should be set back from the water edge to create and maintain discernible pedestrian access, both from individual buildings and along the entire length of the Waterfront Promenade.

Key Features:

- Variety of building sizes, including some relatively small ones
- Rectilinear building forms
- Buildings orient to the street and the waterfront
- Direct access to the waterfront
- Development is highly visible from the Causeway
- Industrial uses with large informal, exterior storage yards



A simple, utilitarian design is appropriate for the waterfront edge. (Photo: JWC)

Design Policies:

- Enhance pedestrian access to the waterfront.
- Maintain orthogonal orientation of buildings.
- Align surface parking lots with the street grid.
- Reflect historic siting patterns – varied placement; some "clustering" around small open spaces.
- Combine new construction with historic structures when feasible.

Character Area E: Shipyard North

Description:

The Shipyard North Area is located east of the Residential, Administrative and Lumber Yards Areas and includes the core historic shipyards. The shoreline defines the eastern boundary. The northern boundary extends west from the waterfront along A to California Avenue. The western boundary then follows California Avenue south to 5th Street, jogs west to Railroad Avenue and then proceeds south along Railroad Avenue to 10th Street, and then jogs west to include Building 1310. The southern boundary is 12th Street.

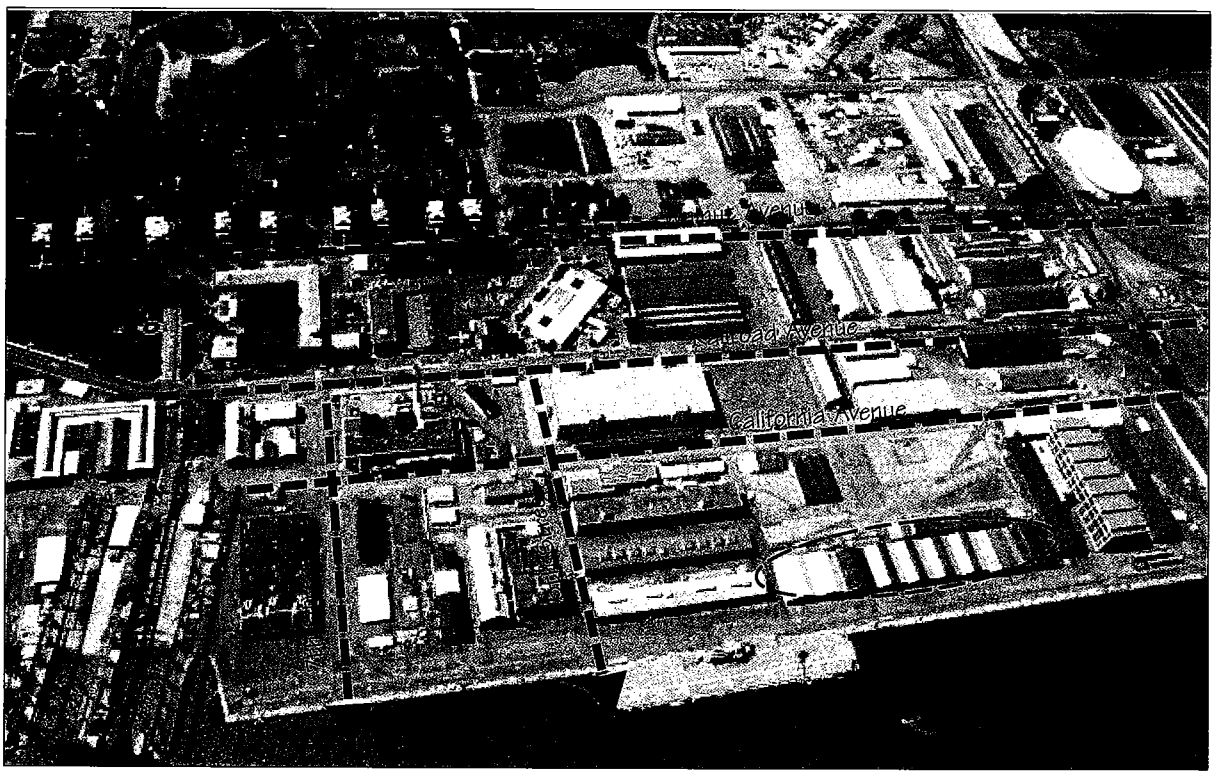
At its peak during the period of historic significance, Character Area E contained several large, rectilinear buildings which were sited close to one another. A distinctive feature was a row of coal sheds, which faced the waterfront. These aligned at the street edge to create a relatively dense, industrial corridor.

Some exterior storage areas also existed, although these were relatively small in proportion to the density of buildings seen in the area.

Direct rail access was provided to each individual building. Although several of the earlier structures have been demolished, the remaining ones convey specific orientation patterns that convey the historic character and should be maintained and enhanced by new development.

This also includes the original and historic granite drydock and several contributing buildings. All buildings near it were oriented towards the Waterfront and to California Avenue, which allowed for convenient, direct access to the drydocks, ways and railroad. Buildings aligned and long, linear forms orient east/west, creating a distinct pattern and rhythm of development.

With regard to building design, pedestrian access was secondary to rail access, which resulted in large openings on the shorter façade and pedestrian scaled doors either to the secondary façade or to the side of the garage door. Landscape improvements were minimal, although several historic photographs reveal sidewalks and street trees along streets running east/west, connecting the Waterfront to administration and residential uses.



A portion of the Shipyard North area includes a row of coal sheds, lower right in the photo. Open access to the waterfront is provided along 5th and 7th Streets, while buildings align along California and Railroad Avenues. Note also alignment patterns in the abutting character areas along Walnut Avenue.

Historic site features and structures are scattered throughout the Character Area. Many buildings here are included in the NHL district and merit special attention.

Intent:
Preserving the perception of the historic character is a high priority in this area. For this reason, preservation of all contributing resources is a high priority, and new development should complement the existing pattern of development.

While the potential for new construction may be somewhat limited, it is important that the massing of any new construction should not dominate the remaining historic buildings, and structures should align with existing building facades, the street edge or the waterfront.

Parking should be concealed to the extent feasible. It should be located to the sides or rear of buildings, except when the rear of the building abuts Railroad Avenue. Using parking resources in nearby character areas to support uses in the Shipyard North is encouraged.

Landscaping in this area should be limited to defining building entrances and the delineation of parking areas.

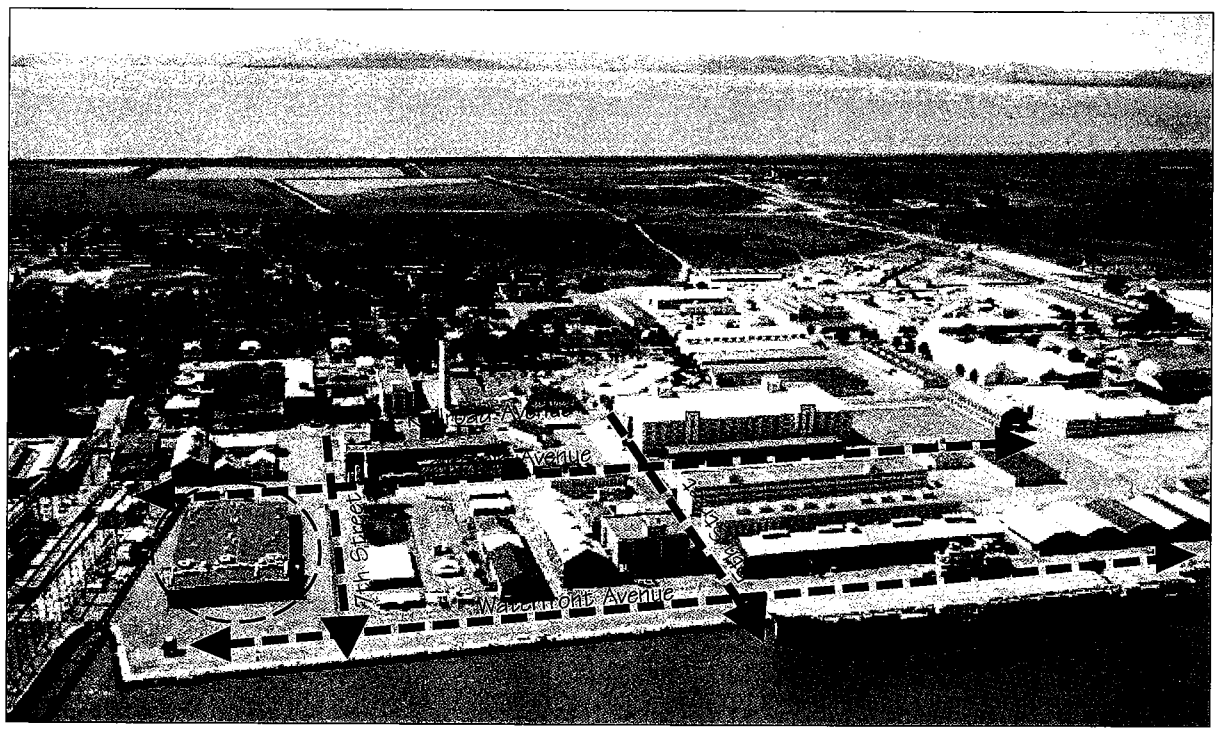
Any new development should be carefully integrated with contributing buildings. Building heights should be consistent with the existing roof lines and buildings should orient toward the Waterfront. Variations in setbacks are permissible, up to 10 feet.

Street trees should be used to highlight east/west pedestrian connections.

Proposed development on lots located between California and Railroad Avenues should strive to create a strong presence along one of both of these streets.

Key Features

- Narrow, stand-alone buildings, each with a primary access located in the center of a shorter façade.
- Minimal building setbacks
- Character area is densely developed



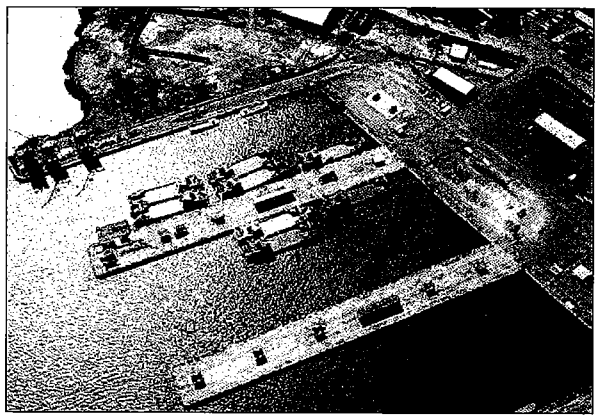
Structures in the Shipyard North area align along Waterfront and California Avenues. There are some non-contributing buildings, such as Building 117, which is noted with a dashed-line circle. Non-contributing structures may be removed to provide an opportunity for appropriate redevelopment projects. 5th and 7th Streets provide uninterrupted access from Railroad Avenue to the waterfront.

- Rail access winds through and into each building.
- Rail lines also parallel the Waterfront.
- Buildings align with the Sanger Grid.
- Building placement was influenced by rail access requirements.
- Historical waterfront, drydocks and ways
- Industrial remnants such as a stone round house and cranes contribute to the character.
- Exterior storage areas along and between the drydocks

Design Policies

- Align new structures with historic buildings and the Sanger Grid.
- Install modest landscape improvements to highlight pedestrian access to the Waterfront and building entrances.
- Minimize parking; if provided, it should be located to the side or rear of a building.
- Emphasize building orientation to the waterfront.
- Maintain established building setback lines along California and Railroad Avenues.
- Maintain existing building setbacks along the Waterfront.
- Facilitate direct pedestrian improvements to Historic Landmark District and granite drydock.
- Highlight east/west pedestrian links that connect the Waterfront to Railroad Avenue.
- Use limited landscape plantings to define building entrances.

Character Area I: Shipyard South



The southernmost end of the Shipyard South Character Area

Description:

The Shipyard South area is located north of the ammunitions areas and east of the Hospital Grounds. It is defined to the east by the shoreline and 12th Street to the north. Cedar and Railroad Avenues are the west edge of the boundary. Railroad Avenue and Johnson Street define the southern boundary.

As development expanded south along the waterfront, additional drydocks and ways were constructed. Heavy industrial uses were accompanied by immense industrial buildings, reportedly constructed to conceal uses from air surveillance. Many of these buildings have expansive footprints and are quite tall.

Railroad access to the buildings and the waterfront, combined with extensive plate storage yards, resulted in large expanses of paving, with little edge definition. Buildings are oriented according to the Sanger Street Grid. Most are rectilinear in form and because of their large scale, result in powerful north/south view corridors down California and Walnut Avenues.

Intent:

The design intent is to maintain the area's robust industrial character and to promote east/west pedestrian connections, which link the Waterfront and Waterfront Promenade. Primary streets such as California and Railroad should preserve and maintain streetscape elements representative of the current industrial character.

Reuse of existing buildings may warrant making circulation improvements that address pedestrian safety and orientation, but such work should result in minimal changes to the streetscape.

Key Features:

- Large areas of influence, defined by external storage yards, staging areas and rail access
- Rectilinear building footprints
- Buildings are aligned with the Sanger Street Grid.
- Remnants of a historic Palm Allee along 14th Street
- Undulating waterfront edge created by ways and drydocks

Note: The pages that follow provide a summary comparison of design guidelines for the individual Industrial Character Areas.

- Minimal landscape treatment
- Alignment of buildings along California Avenue

Design Policies:

- Maintain utilitarian character of the area.
- Infrastructure features should be visually subordinate and utilitarian in character.
- Simple rectangular buildings, sitting in larger open areas, are appropriate.
- Landscaping should be modest in character.

DESIGN GUIDELINES SUMMARY

Industrial Character Areas

Infrastructure

	Area C. Lumber Yards & Warehouses	Area D. Submarine Yard	Area E. Shipyard North	Area I. Shipyard South
General Infrastructure Character	Should be visually subordinate and utilitarian in character.	Should be visually subordinate and utilitarian in character.	Should be visually subordinate and utilitarian in character.	Should be visually subordinate and utilitarian in character.
Curbs & Gutters	Curbs and gutters may be used; should be visually subdued to blend with adjacent paved surfaces.	Curbs and gutters may be used; should be visually subdued to blend with adjacent paved surfaces.	Use only where needed to control drainage; should be visually subdued to blend with adjacent paved surfaces.	Curbs and gutters may be used; should be visually subdued to blend with adjacent paved surfaces.
Sidewalks & Crosswalks	Sidewalks OK, subdued in character; Define crosswalk by painted striping, or subtle change in paving material and color.	Sidewalks OK, subdued in character; Define crosswalk by painted striping, or subtle change in paving material and color.	Sidewalks OK on cross streets with ped activity, subdued in character; Define crosswalk by painted striping, or subtle change in paving.	Sidewalks OK, subdued in character; Define crosswalk by painted striping, or subtle change in paving material and color.
Street Lights	Contemporary, industrial fixture appropriate. (Special pendant for waterfront and Cedar)	Contemporary, industrial fixture appropriate. Special fixture OK along waterfront.	Contemporary, industrial fixture appropriate.	Contemporary, industrial fixture appropriate.
Street Trees	May be considered, when creating visual connection or defining a street edge or key pedestrian route.	May be considered, when creating visual connection or defining a street edge or key pedestrian route.	Limit to use on key east-west pedestrian routes	May be considered, when creating visual connection or defining a street edge or key pedestrian route.
Street Furniture	Simple, industrial character; wire mesh or metal strap for bench	Simple, industrial character; wire mesh or metal strap for bench	Simple, industrial character; wire mesh or metal strap for bench	Simple, industrial character; wire mesh or metal strap for bench

DESIGN GUIDELINES SUMMARY

Industrial Character Areas

Site Design

	Area C. Lumber Yards & Warehouses	Area D. Submarine Yard	Area E. Shipyard North	Area I. Shipyard South
General Site Character	Should be sparse and utilitarian. May convey a sense of independent buildings surrounded by paving and exterior storage.	Relate to character of historic submarine yards; finer grain in scale and detail than warehouse areas. Special treatment along waterfront OK	Should be sparse and utilitarian. Respect compact development in area; define special circulation and use areas.	Should be sparse and utilitarian. May convey a sense of independent buildings surrounded by paving and exterior storage.
Building Orientation and Setbacks	Align with adjacent buildings or may appear isolated within a specific lot, depending on external storage and access needs.	Simple rectangular or square footprints, with flat or gable roofs.	Simple rectangular footprints; some U or E-shapes appropriate; gable roofs	Simple rectangular footprints, with flat or gable roofs; rooftop vents and monitors encouraged.
Parking Location	May be located anywhere on site. Structured parking appropriate.	Locate away from waterfront	Minimize amount of parking in this area; locate away from street edges	May be located anywhere on site.
Parking Landscape	Modest, low scale screening and buffering is appropriate. Use in larger massings.	Modest, low scale screening and buffering is appropriate.	Modest, low scale screening and buffering is appropriate.	Modest, low scale screening and buffering is appropriate.
Service Areas	Use simple metal fences, buffered with shrubbery & small trees	Use simple metal fences, buffered with shrubbery & small trees; locate away from waterfront.	Use simple metal fences, buffered with shrubbery & small trees; locate away from pedestrian ways.	Use simple metal fences, buffered with shrubbery & small trees
Entry Treatment	Provide sense of human scale at entry; identify with modest landscape	Provide sense of human scale at entry; identify with modest landscape	Provide sense of human scale at entry; planters on hard surface appropriate	Provide sense of human scale at entry; identify with modest landscape

DESIGN GUIDELINES SUMMARY

Industrial Character Areas

Landscape Design

	Area C. Lumber Yards & Warehouses	Area D. Submarine Yard	Area E. Shipyard North	Area I. Shipyard South
General Landscape Character	Should be minimal, limited to pedestrian entrances and for special outdoor use areas.	Relate to character of historic submarine yards; finer grain in scale and detail than warehouse areas. Special treatment along waterfront OK	Should be sparse and utilitarian. Respect compact development in area; define special circulation and use areas.	Should be minimal, limited to pedestrian entrances and for special outdoor use areas.
Yards in General	External storage is permitted.	External storage is permitted.	External storage is permitted.	External storage is permitted.
Foundation Planting	Should be limited and directed only to small, contained areas.	Should be limited and directed only to small, contained areas.	No foundation planting preferred. Only in small amounts, if used.	Should be limited and directed only to small, contained areas.
Entry Areas	Use modest amounts of plant materials to identify entries, provide human scale.	Use modest amounts of plant materials to identify entries, provide human scale.	Use plants in containers to identify entries, provide human scale.	Use modest amounts of plant materials to identify entries, provide human scale.

DESIGN GUIDELINES SUMMARY

Industrial Character Areas

Building Mass, Form & Scale

	Area C. Lumber Yards & Warehouses	Area D. Submarine Yard	Area E. Shipyard North	Area I. Shipyard South
General Building Character	Relate in basic character of historic warehouses and industrial buildings in the area. Greater flexibility here.	Relate to character of historic submarine yard buildings; finer grain in scale and detail than warehouse areas.	Relate to distinct features of individual building groupings; strong sense of visual continuity.	Relate in basic character to historic industrial buildings in the area. Greater variety and flexibility appropriate here.
Building Form	Simple rectangular footprints, with flat or gable roofs; rooftop vents and monitors encouraged.	Simple rectangular or square footprints, with flat or gable roofs.	Simple rectangular footprints; some U or E-shapes appropriate; gable roofs.	Simple rectangular footprints, with flat or gable roofs; rooftop vents and monitors encouraged.
Building Mass	Wide variety in mass is appropriate; keep within range seen historically.	Wide variety in mass is appropriate; "medium" size preferred, especially along waterfront.	Keep within scale of historic buildings, especially early masonry structures.	Wide variety in mass is appropriate; keep within range seen historically.
Building Scale	Relate to relatively large warehouse buildings.	Some diversity, but "medium" sized building scale appropriate along waterfront edge.	Some diversity, but "medium" sized building scale preferred.	Relate to relatively large warehouse buildings.
Building Materials	Wood, concrete and stucco preferred; brick and metal siding also appropriate.	Wood, concrete and stucco preferred; brick and metal siding also appropriate.	Red brick preferred. Wood siding also appropriate.	Wood, concrete and stucco preferred; brick and metal siding also appropriate.
Building Entries	May orient to the street, or to the interior of the lot, toward parking or outdoor use areas.	Orient to the street, to the waterfront, or to open space defined by building group.	Orient to street, in line with historic entries, and to waterfront.	May orient to the street, or to the interior of the lot, toward parking or outdoor use areas.

CHAPTER II
ADMINISTRATIVE & INSTITUTIONAL CHARACTER AREAS

These guidelines apply to a band of character areas which form a corridor of administrative and institutional functions that runs north-south through the center of Mare Island. The core of this spine dates from the initial Sanger Plan and reflects a basic organizing concept in which these functions served as the "link" between the industrial areas along the waterfront and the residential uses to the west. It is distinguished in aerial photographs as a "band of green," in which buildings are set within landscaped environments.

The following are the Administrative & Institutional Character Areas of the Mare Island Historic District:
F. Administrative
J. Hospital Grounds (Touro Campus)

The guidelines in this chapter apply to both of the Administrative & Institutional Character Areas. Note that the degree to which certain guidelines may apply, or the degree of emphasis that are accorded, varies in response to the specific conditions of individual character areas. The final section of this chapter presents a discussion of the specific features of each of these character areas and indicates where special emphasis in the guidelines is appropriate.

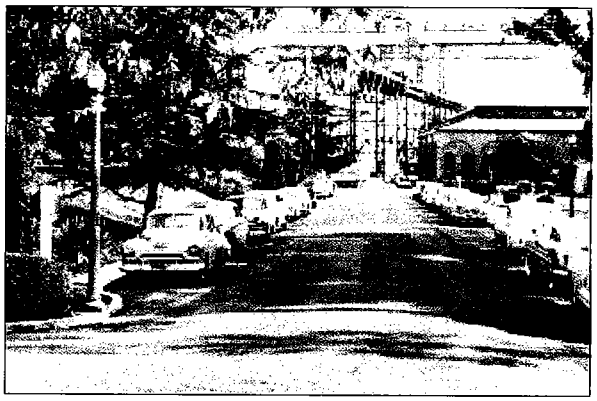
Historically, the Naval Administration Area was focused between Walnut and Railroad Avenues, between 5th and 8th Streets. The area generally housed office uses and services for residents and employees at the base. Alden Park defined the southern end of this administrative segment, but the green space continued to wrap around to the west, to include St. Peter's Chapel and Park. Farther to the south, the hospital complex was organized around a series of courtyards and allees of trees.

Of special note is that several of the properties within these character areas are included in the National Historic Landmark designation. Special care should be given to improvements in the vicinity of these resources.

Objectives for the Administrative and Institutional Character Areas:

- Retain the historic character.
- Maintain and enhance historic streetscapes.
- Protect the National Historic Landmark.
- Ensure that new development reflects the character of institutional and administrative buildings that has evolved over time.
- Enhance connections to the waterfront and to residential character areas.

INFRASTRUCTURE



Street scene on 8th Street in 1950, looking east to the shipyards. Building 47 is on the left. Note the "bulb out" at the corner. (Photo: National Archives and Records Administration)

This section provides guidelines for installation of "public infrastructure" elements that extend beyond individual sites to create a framework for development within the Institutional and Administrative Character Areas.

Key features of this area include streetscape enhancements such as curbs and gutters, as well as designed landscapes, for each of the buildings. There are some exceptions, especially in those areas contiguous to industrial uses. The use of plant material, combined with sidewalks and curbs and gutters, creates a marked difference between the large paved areas associated with industrial development.

Streetscape Character

Improvements to the streetscape should enhance one's ability to perceive the traditional character of the area. Existing use patterns for both vehicular and pedestrian circulation should be maintained.

11.1 The overall character of the streetscape should respect historic development and use patterns.

a. Ornamental elements are appropriate when sited near building entrances and should not be located in areas that would compete with the palette of street trees, light fixtures and street furnishings.
b. Streetscape improvements should be simple and modest in character and meet basic functional requirements for improvements typically found within the public right-of-way.

Streets

Key streets of the historic layout should be preserved. These include portions of Walnut and Railroad Avenues as well as cross streets, such as 8th and 5th that link this area with the waterfront.

11.2 Maintain the historic street system in the Administrative/Institutional Character Areas.

a. Maintain the alignment of Railroad and Walnut Avenues.
b. Maintain (and enhance) connections to the waterfront along 8th and 5th Streets.

Curbs & Gutters

Historically, streets serving institutional and administrative development included formal edge treatments. Curbs, gutters, sidewalks and tree lawns were installed in a variety of combinations to create pleasant streetscapes that are quite different in character than those seen in the Industrial Character Areas. Existing curbs and gutters should be maintained and repaired to maintain a distinct edge between the public right-of-way and development.

11.3 Provide curbs and gutters to define street edges.

a. Existing curbs and gutters should be carefully maintained and repaired, as necessary.
b. Connections to existing curbs in the Residential Character Area should be encouraged, when feasible, to promote continuity along the street edge.

11.4 Curbs and gutters should be similar to that seen historically.

a. A simple, square profile (vertical curb) is appropriate.

Concrete sidewalks attached to the curbs are appropriate in the Administrative and Institutional Character Areas. (Photo: Building 521, 1944, National Archives and Records Administration)

Sidewalks & Crosswalks

Sidewalks appear in early photographs within this area, in part reflecting the nature of the uses. The sidewalk system should be maintained (and extended) to enhance pedestrian circulation and access here. Historically, most sidewalks in the Administrative and Institutional Character Areas were simple and were attached to the curbs. New sidewalks should continue to follow this historic precedent.

Historically, there was little definition given to pedestrian crosswalks in the residential areas. Today, with a change in users, crosswalks may be needed in some locations. Where crosswalks are to be installed, they should be relatively modest in character, such that they remain visually subordinate to historic landscape features.

Trees may be located in tree lawns, or in grates. If they are used, a tree grate design should be simple in character, not highly ornate. (Fremont, CA. Photo: JWC)

11.5 Sidewalks should reflect those seen historically in the Administrative/ Institutional Character Areas.

a. Broom finished concrete is appropriate.
b. See also guidelines for treatment of historic landscape features for sidewalk designs that would abut historic ones.
c. Minimum width should be 5 feet.
d. An attached sidewalk is appropriate in these areas, although a detached design with a tree lawn may be used where space permits.

11.6 Crosswalks should be defined with simple treatments.

a. Painted striped walks are appropriate.
b. Unit pavers, or textured paving, which is muted in appearance, may be considered. A color that is only slightly different from the background paving may also be considered.
c. Avoid highly decorative patterns and strongly contrasting colors in crosswalk paving.

Street Trees

Street trees occurred along the edges of a few special sites within the Administrative and Institutional Character Areas. For example, rows of palms were installed along 15th and California Streets near the hospital complex and eucalyptus trees lined the edges of Chapel Park. Trees also appeared in some other locations near the road edge, but usually in a cluster or as a part of a focused element of landscaping.

11.7 Preserve historic street trees where feasible.

a. If a mature tree must be removed because of age or disease, it should be replaced with a similar variety.

11.8 New street trees should be installed to replace ones that once existed.

a. Trees should be similar to the species used historically.
b. Trees may be located in tree lawns, or in grates. If they are used, a tree grate design should be simple in character, not highly ornate.

Street Lights

In the history of Mare Island, a variety of lighting designs have been employed, but it appears that a consistent fixture was often used for a grouping of buildings. Today, an acorn style fixture on a cast metal column is the predominant type in these areas. This style should be continued in the Administrative and Institutional Character Areas. In addition, where historic street lights survive, they should be preserved, if feasible. This may involve re-wiring existing fixtures to comply with current standards and is preferred over replacement with new ones.

11.9 Preserve historic street lights.

a. Maintain historic lights and replace components when feasible.
b. If a street light is missing in a row of historic lights, a new one should be installed to match the original.

11.10 Where a new row of street lights is to be installed, a contemporary interpretation of the traditional acorn style should be used.

a. A smooth shaft should be used to distinguish the newer ones from the historic fixtures.
b. An acorn shaped luminaire should be used.
c. A new lamp should employ devices to direct light downward to minimize light scatter. A cap or refracting lens may be used, for example.

Street Furnishings

11.11 Street furnishings should be consistent throughout the Institutional and Administrative Character Areas.

a. Street furnishings include, but are not limited to benches, trash receptacles, ash urns, bicycle racks, water fountains, light fixtures, bollards, newspaper box enclosures and in some cases, transit stops.
b. A more refined set of furnishings is appropriate. A bench with a board seat and back, for example, may be considered.

Site design within the Administrative and Institutional Character Areas should exhibit a campus-like setting. While this is readily achievable in the Hospital Character Area, it also applies to the spine of facilities along Railroad Avenue, even though the density of buildings here will have an effect on this approach. Pedestrian walks, internal vehicular circulation, parking, landscaping and public spaces should all be carefully integrated to create cohesive developments.

Both institutional and administrative buildings were sited to allow for formal public entrances. The unifying elements along the street edge were building facades and public spaces. These traditions should continue in these areas.

Building Orientation and Setbacks

When new buildings are to be constructed, they should reflect historic siting patterns exhibited by institutional and administrative offices.

11.12 New development should align with established circulation routes through the Administrative and Institutional Character Areas.

a. An orthogonal grid reflects the original Sanger Plan. The development should respect the existing street grid and portions of the proposed buildings should align with the street edge.
b. Public entry plazas should be sited to include direct connections to sidewalks and public streets.
c. Buildings should align with others in the block.

Parking Facilities

The Sanger Grid was established in the late 1800s and created a circulation network that provided access from administrative and industrial areas to the waterfront. These served pedestrians and automobiles and provided some places for parking. For many years, parking was a secondary concern.

As development increased and more automobiles were brought to the Island by residents and employees, the need for parking lots increased.

Formal parking areas were typically small and isolated, especially within the administrative and industrial areas. Where new surface parking lots are to be developed, they should not be the primary focal point but, instead, should be subordinate visually.

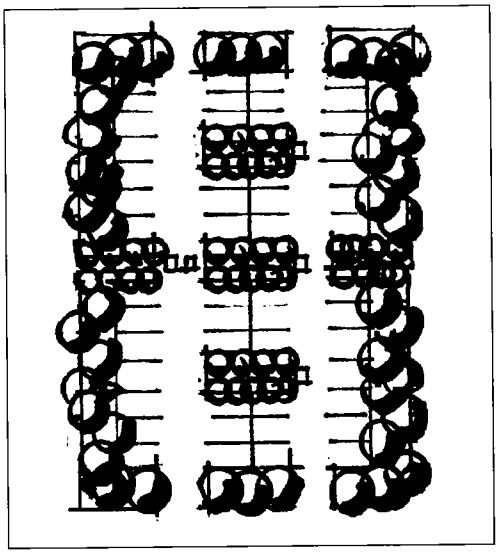
Although not currently part of the development plan for Mare Island, in the future, it is possible that a parking structure may be considered. If such a facility is contemplated, it should also be designed to fit within the historic context.

11.13 Surface parking lots should be visually subordinate.

a. Locate a surface lot to the side or rear of a building.
b. Screen parking areas with landscape elements that are consistent with historic precedent in these character areas.
c. Striping should be used to identify parking areas and drive lanes.
d. Simple asphalt paving is appropriate, although decorative paving may be used if it remains subdued in color and texture.
e. A lot should not exceed approximately 60 cars.

11.14 Install landscape islands in a parking lot to break up the perception of its size.

a. As opposed to the treatment of parking lots in the industrial character areas, parking lots here should be "disguised" to the extent possible by landscaping their edges and providing planted islands within them.
b. Several small landscaped islands would be appropriate.



Trees distributed throughout a parking area suggest a park-like heritage and are appropriate.

Screen parking areas with landscape elements that are consistent with historic precedent in these character areas. (Photo: JWC)

11.15 A parking structure shall incorporate elements to minimize visual impacts from streets, pedestrian corridors and the waterfront.

a. Structured parking facilities that abut the street edge or are located adjacent to the Historic Landmark Areas shall provide visual interest and/ or activities at street level.
b. Divide a parking structure facade into modules that reflect the typical scale of buildings in the area.
c. Building materials should be compatible with those exhibited historically in the character area.
d. Refer to the Guidelines for Building Mass, Form and Scale, which also apply to parking structures.

Service Areas

Service areas and loading docks associated with development in the Institutional and Administrative Character Areas should be located in areas that are not visible from the street and primary building entrances.

11.16 Service areas, loading docks and dumpsters shall be screened from public view.

a. Service areas and loading docks shall be screened from public view by architectural detailing or fencing.
b. Dumpsters should be enclosed at all times and screened from public view. Screening devices shall contain similar architectural detailing and materials that are used on the primary building.

General Landscape Character

Formal landscape installations were typically located at the main building entry. Occasionally and depending on the lot configuration, lawns and foundation plantings wrapped around a building, which contributed to the overall character of the street.

The hospital was organized around a main campus "quad" that included pedestrian connections to adjacent facilities. Providing publicly accessible plazas and/or entry courts that allow for congregation and outdoor activities is encouraged in this area.

11.17 Lands located between the primary building entrance and the street shall be formally landscaped.

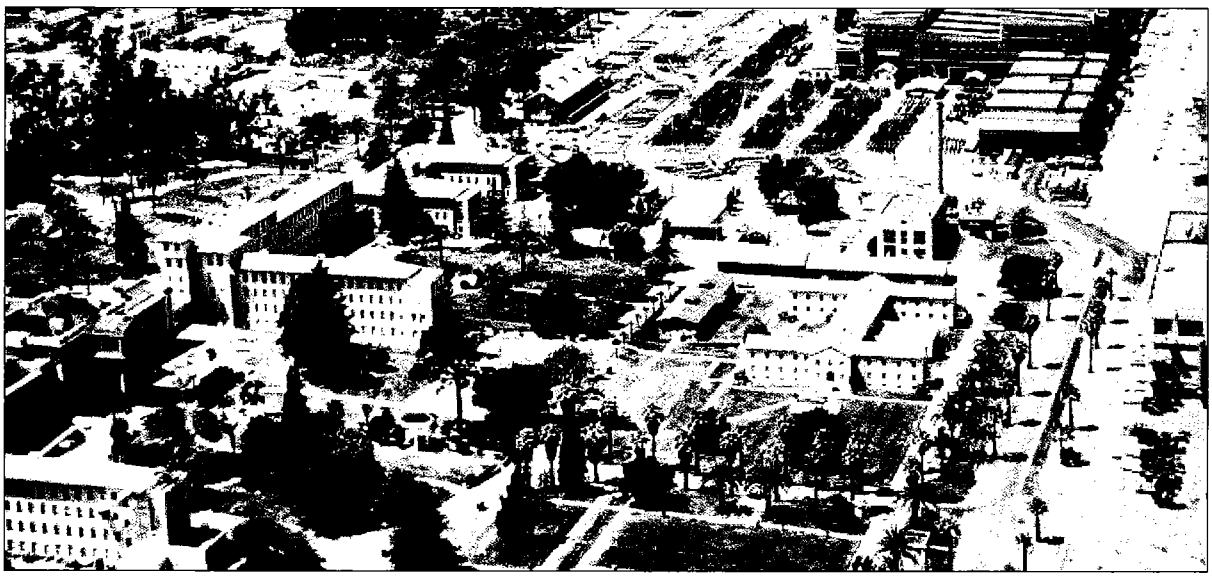
a. The plant palette shall be a combination of ornamental materials as well as plant material traditionally found on the Island.
b. Hardscape improvements should include pedestrian connections between sidewalks and parking areas and may contain ornamental paving materials such as brick, stone and/or unit pavers. Paving should reflect patterns seen traditionally on the Island.

11.18 Small pocket parks are encouraged in the Administrative and Institutional Character Areas.

a. New development may include exterior space.
b. Furnishings should be simple and complement the overall character of the area.

Foundation Plantings

Foundation plantings were typically installed around the entire base of a building. Ornamental plantings were used to accentuate specific areas of a building, such as the primary entrance.



In the Hospital Character Area, buildings were placed to enclose open spaces and trees were used in formal lines along walkways and streets to define circulation and view corridors. These design traditions should be respected in new construction. To the extent feasible, historic landscapes should be restored to their identified period of significance. (Photo: Hospital context, 1963, National Archives and Records Administration)

11.19 The use of foundation plantings is encouraged.

a. Landscape materials should complement the architectural character of the building.
b. Foundation plantings, formal lawns and gardens should complement the streetscape and create an inviting environment for pedestrians.

Entry Areas

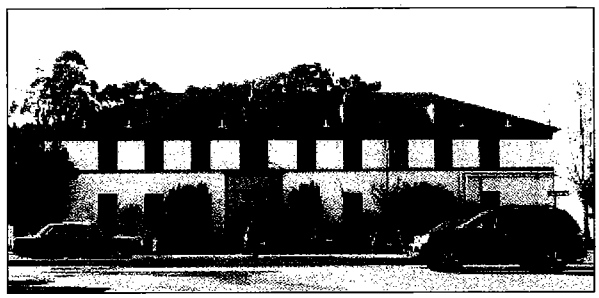
Building entrances typically contained simple landscape treatment at primary locations that helped to identify building entrances. Ornamental plantings should be directed to areas experiencing pedestrian traffic.

11.20 Building entrances should contain interesting landscape and hardscape design elements that contribute to the overall character of the area.

a. Building entrances should complement the character of the street.

General Building Character

New buildings should enhance the Administrative and Institutional Areas and contribute to the character of the historic district. Because of the diversity of uses and architectural styles visible today, these guidelines focus on building mass and scale. Greater flexibility is given to architectural detailing.



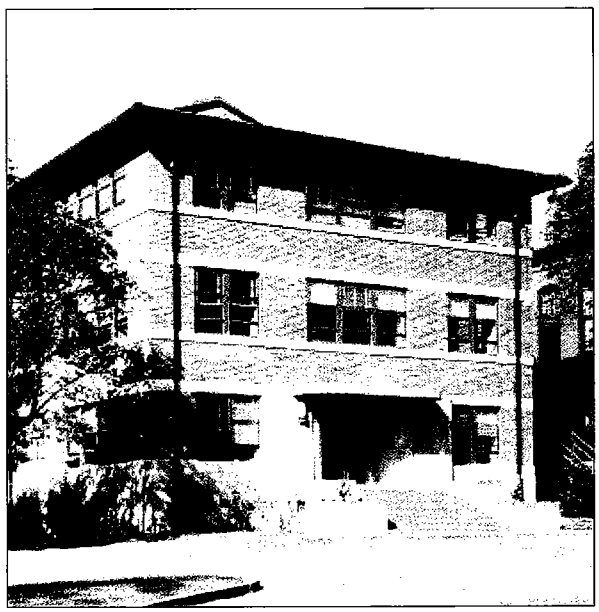
Building 497 was historically used for administrative purposes and has recently been renovated for office use. Parking is located to the rear and sides of the building and is separated from the building by curbs and foundation plantings. (2004)

Building Form

Buildings located in these areas are simple in form. This treatment should continue.

11.21 Primary building forms should appear similar to those seen traditionally in the Administrative and Institutional Character Areas.

a. A simple, rectilinear form is appropriate. Rectilinear building forms may be of varying sizes with modular, subordinate additions proportionate to the primary form.
b. Buildings that have some vertical emphasis are also appropriate.
c. Hip and gable roofs are also appropriate.



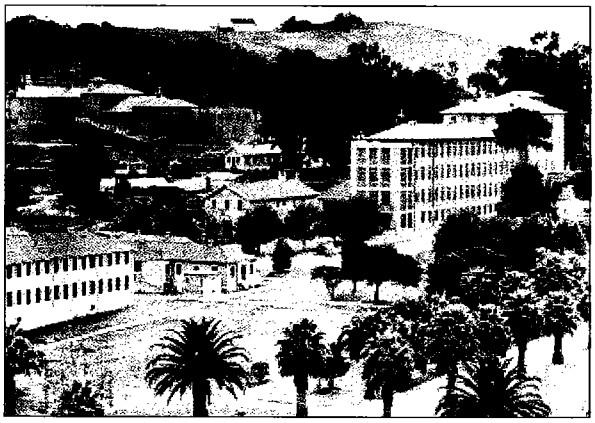
New buildings in the Administrative and Institutional Character Areas should reflect the window patterns seen historically. (Photo: Building 521, 1947, National Archives and Records Administration)

Building Mass

A new building should reflect the traditional massing exhibited by existing institutional and/or administrative development.

11.22 Larger buildings should be divided into modules or "bays" that are similar in massing to buildings seen traditionally.

a. Refer to Chapter #2, Architectural Styles & Key Features, for descriptions of traditional building types and typical dimensions.
b. Using a central building mass, which is then flanked by attached wings is an appropriate approach.



The unique distribution of windows along building walls is a feature that should be reflected in the Administration and Institutional Character Areas. (Photo: Hospital View, 1940, National Archives and Records Administration)

Building Scale

A new building should reflect the scale of buildings traditionally located in the area. Typically, buildings were two to four stories.

11.23 Maintain the traditional scale of building in the area.

a. Use windows and doors that are similar in size to those seen historically to convey a sense of scale.
b. Using trim elements that establish horizontal lines that reflect individual floor levels is also appropriate.

Building Materials

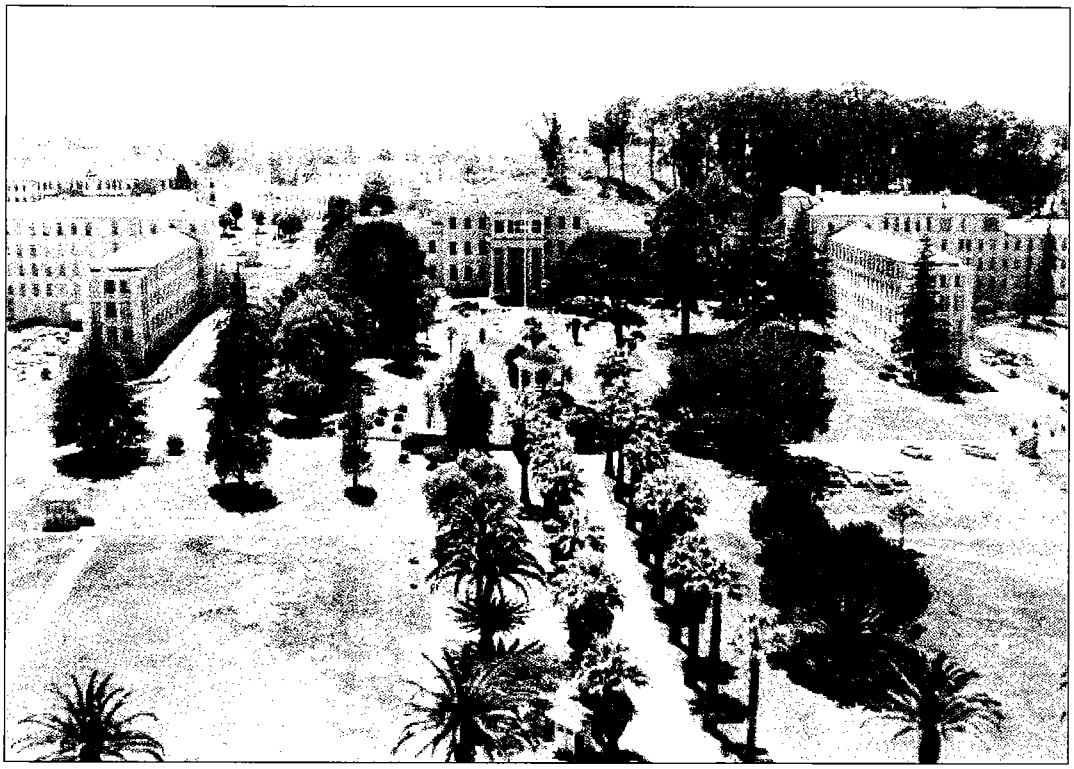
Traditionally, wood, masonry and stucco were the predominate materials used. The historic materials palette should continue. However, materials may also be considered if they retain similar scale, textures, finishes and detailing exhibited by more traditional materials.

11.24 Buildings should be constructed of materials similar to those used traditionally.

a. Building materials should reflect the institutional and/or administrative character of the area.
b. Concrete, brick, and wood are preferred.
c. A material should be used with consistency throughout a building. There should be only one primary material, with accent provided by a secondary material.

11.25 New materials may be considered, if they are similar in scale and character to those used during the period of significance.

a. New materials should have demonstrated durability in the Northern California coastal climate.
b. Large expanses of featureless materials are prohibited.
c. Stucco and concrete should be detailed to convey human scale.



Formal landscape elements, like the palm allee seen above, were used to define entries and create view corridors. Additional elements including open green with a flag pole and pavilion were present in this historic photo. To the extent feasible, historic landscapes should be restored and elements such as the pavilion may be considered for reconstruction. (Photo: Hospital context, 1963, National Archives and Records Administration)

Entry Treatments

Entry treatment may vary and may be articulated by ornamental entry doors, landscaping and site furnishings. Entrances shall be oriented to the street or courtyards. Building entrances were typically primary building features and exhibited interesting architectural detailing and ornamental plantings.

11.26 A primary building entrance should be visible from a street or courtyard.

a. The building entrance shall be linked to existing pedestrian corridors and parking lots by a series of walkways.

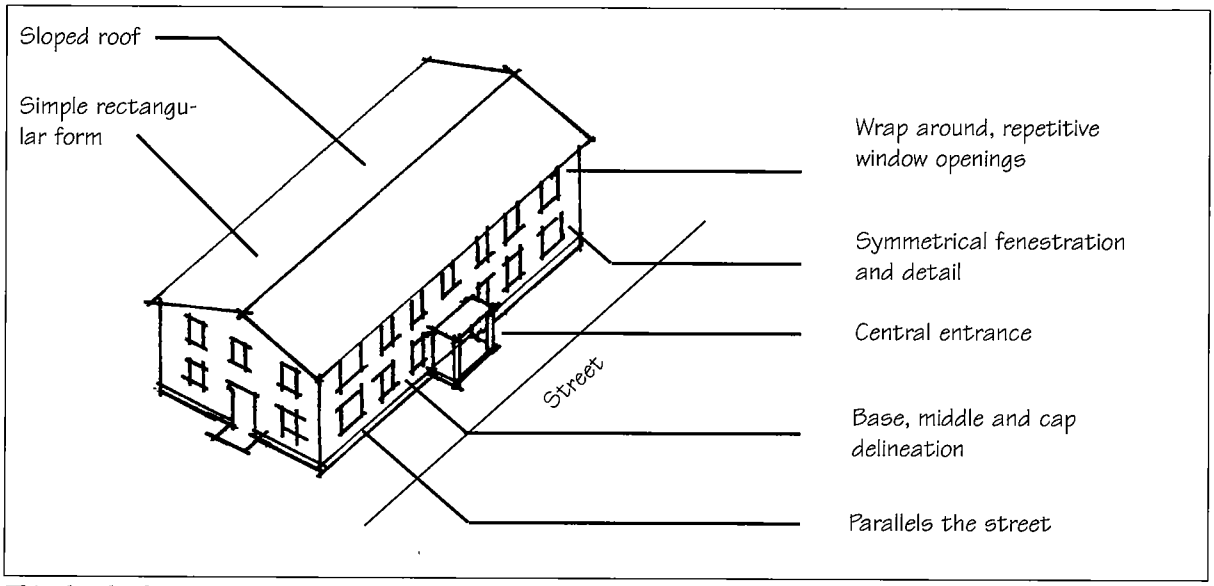
11.27 A primary entrance should convey a human scale.

a. Use architectural details, porches, doors, and canopies to convey a sense of human scale.

CASE STUDIES

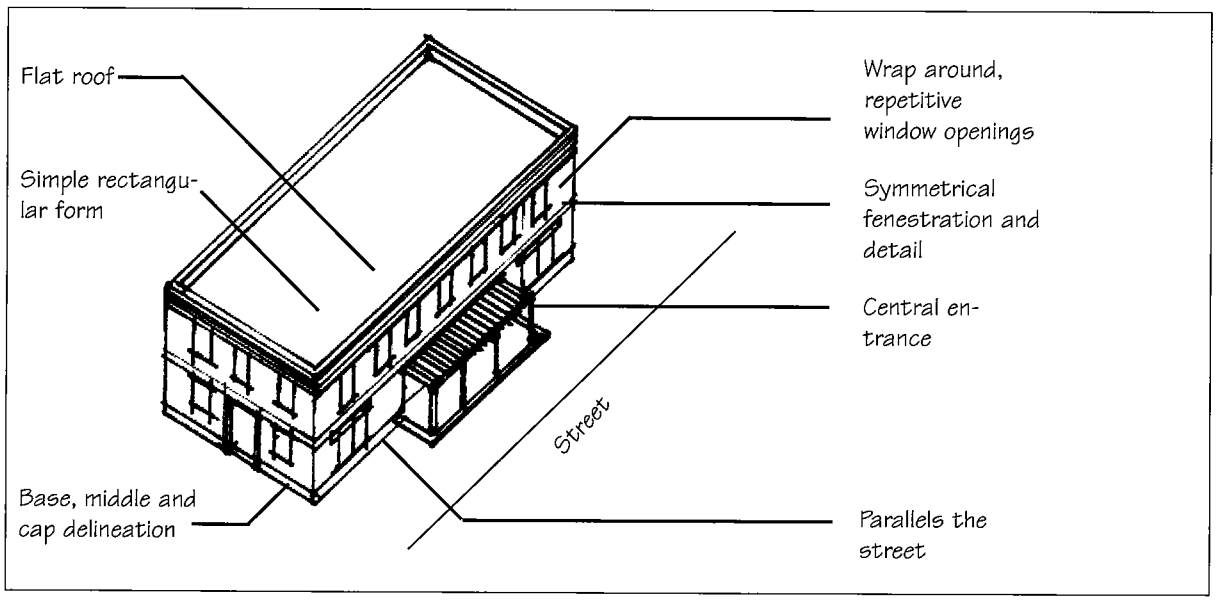
This case study illustrates the basic components of a structure that serves as a historic precedent for new construction in the Administrative & Institutional Character Areas. These features should serve as a basis for design of new construction.

Historic Prototype



This sketch of an existing administrative building illustrates the key components of a historic structure including a central entrance and symmetrical fenestration.

Contemporary Interpretation



This sketch illustrates a simplified interpretation of the features of a historic administrative building.

INDIVIDUAL ADMINISTRATIVE & INSTITUTIONAL CHARACTER AREAS

This section provides descriptions of each Administrative & Institutional Character Area as well as design objectives for them. It highlights specific design considerations that are particularly relevant to an individual character area. This information should be used in conjunction with the preceding guidelines.

Character Area F: Administrative

Description:

The Administrative Character Area lies in the center of the Mare Island Historic District. The north boundary line for the area is identified as the center line of 4th Street between Railroad and Walnut Avenues. The west boundary extends south from 4th Street along the center line of Walnut Avenue to the alley south of Building H. At the alley, the boundary line extends west to the center line of Cedar Avenue, which defines the westernmost edge of the area between the alley on the north and the center line of 12th Street on the south. The southern boundary is located along 12th Street between the center line of Cedar and Walnut Avenues. The eastern boundary of Area F is defined by Walnut Street along the east edge of Chapel Park to 10th Street where it jogs east to the center line of Railroad Avenue. Most of the eastern edge of the area is then along the center line of Railroad Avenue to the historic center line of 4th Street.

This character area contains a collection of buildings that historically served as management headquarters for the Island. Other buildings provided services to residents and workers. The chapel and a post office are examples.

Office buildings were simple building masses, usually designed in a symmetrical composition with a main entrance as a central focus. Rows of windows were spaced uniformly, creating rhythmic patterns and resulting in ratios of solid to void that were distinctly different from residential or industrial building types. Other buildings were designed for special functions and the resulting designs expressed these uses. The chapel is an example.

Most of the buildings were of masonry, although the chapel, which is wood, is a notable exception. All of these structures employed details of substantial scale that expressed the quality and permanence anticipated in these buildings.

Formally landscaped areas were located in fronts of buildings and sometimes to the sides. Some were simple lawns; others included foundation plants. Primary entrances were often defined with specimen plants.

Alden, Farragut and Chapel parks are important designed landscapes in this character area. Chapel Park retains many of its historic features, although a path, which is documented as running along its northern edge, no longer survives. Large trees line the perimeter. Decorative brick paving, in a herringbone pattern, exists in walkways connected to the chapel itself.

Alden Park has experienced more change since its creation in 1893. Early maps document that it began as a rectilinear space, its northern edge along 8th Street. It had a symmetrical composition, with a central axis that aligned with the main entrance of Building 47 which stood across 8th Street. A walkway parallel to 8th Street had decorative faceted pavers. Noteworthy structures included a bandstand, flag pole and artillery.

Over time, Alden Park was expanded. Maps circa 1910 document a new area being added to the south. By 1923, a long, slender strip appeared farther south. This park remained a key green space on the Island and appears to have served as a pedestrian link between the residential areas and the administrative and industrial areas. This role continued until World War II, when a series of concrete bunkers were installed, dramatically changing the character of the park and probably its function. Rather than serving as a connecting

element, it became more of a barrier separating other use areas.

It is important to note that Alden Park is a part of the NHL designation. Therefore, restoring the original portion of the park to the condition that it had for the bulk of its historic period of significance should be considered. Bomb shelters could be retained in the newer portion of the park, thus permitting an interpretation of the evolving nature of the green space.

A segment of this area south of the Chapel included a mix of uses. Some were related to nearby Chapel Park and others served as laboratories for research. Building 746 was an anchor element. Historic maps indicate the presence of greenhouses and gardens. As development extended toward the west, gardens were replaced with recreational facilities, which were, in turn, replaced by permanent structures including enlisted personnel housing.

Finally, Irwin Park also is located in this area. Originally, it matched Alden Park in scale, forming a square open space to the north of Building 47. Over time, buildings and parking lots were constructed here, to the extent that Irwin Park is but a remnant of its historic size.

Streets in this area reflect the Sanger Grid, and even convey the points at which it was modified where topographic features existed. Sidewalks defined street edges. One rail spur served buildings along Railroad Avenue, but rail access was limited to the southern edge, allowing for formally landscaped parking lots that served the expanding administrative offices. The primary entrance to Building 47 contains formal pedestrian walks and stairs, significant ornamental landscape plantings and site furnishings such as hitching posts, lampposts and ornamental handrails.

Because the edges of Character Area F convey a distinct character, any proposed development adjacent to this character area should respond to its unique site and historic features.

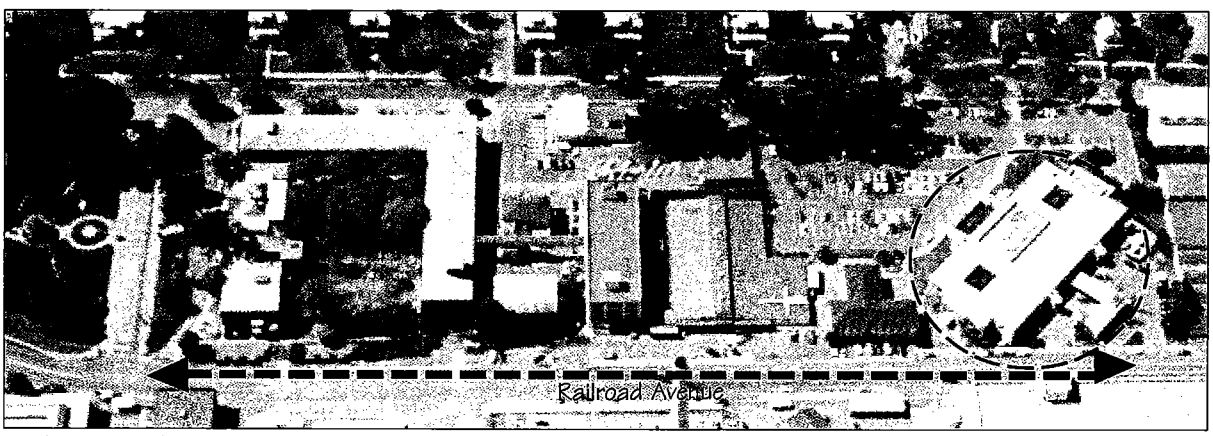
Intent:

The character of this area as a collection of buildings in a park-like setting should be preserved, while accommodating compatible new development. The street grid should be maintained and sidewalks should continue to be provided for pedestrians. These should extend to adjoining residential areas and key connecting routes to the waterfront should be maintained and enhanced, especially along 12th Street. Designed landscapes should be incorporated in site plans, especially at building foundations and entrances.

Buildings should orient toward the street and primary building entrances should be clearly visible. Landscape improvements should include street trees located and spaced evenly to create a distinctive shade canopy over the street. Ornamental plantings should be located near primary building entrances and should screen internal parking and services areas.

Key Features:

- Institutional buildings with rhythmic fenestration patterns and formal pedestrian entrances



In the image of the Administrative Character Area Alden Park is at the left edge across from the complex of Buildings 521 and 47. Building 201 (at the far right) is a non-contributing structure and is out of character.

- Formal landscape plantings along the street edge, building foundation and pedestrian entrances
- Internal parking areas with defined parking bays
- Curbs and gutters
- Limited rail access

Design Policies:

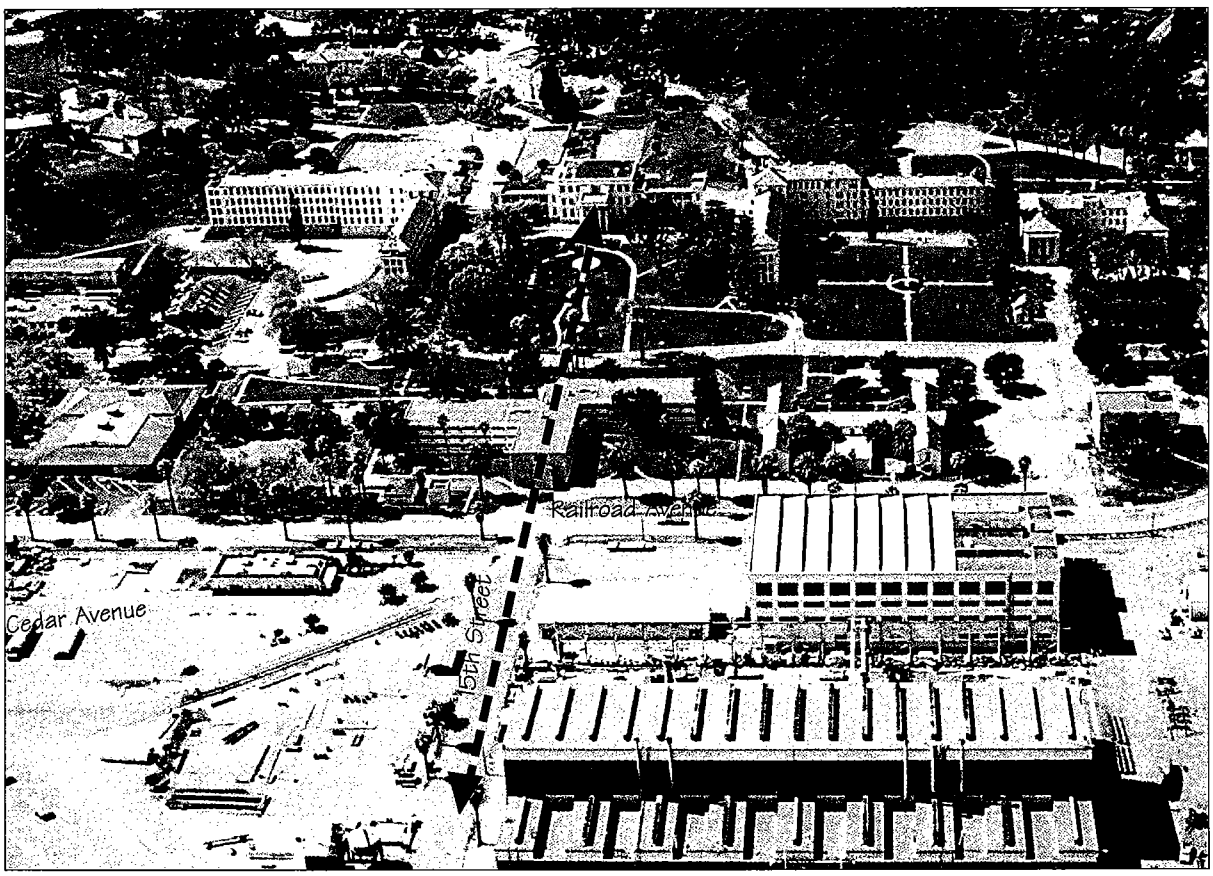
- Maintain traditional building massing, scale and setbacks.
- Locate parking lots to side or rear of buildings.
- Minimize visual impacts of parking lots by providing substantial screening and internal landscaping, such that these read like parks as much as possible.
- Install landscape elements including street trees, foundation plantings and parking lot screening.
- Restore the original portion of Alden Park.
- Rehabilitate the newer portions of Alden Park, retaining evidence of its evolution.
- Enhance pedestrian circulation systems within the area and strengthen key routes to other adjoining areas.
- New building should reflect traditional design traditions of institutional buildings.
- Use window arrangements similar to those seen on historic administrative buildings.

Character Area J: Hospital Grounds (Touro Campus)

Description:

The historic hospital complex anchors the central spine of administrative and institutional uses on the Island. The grounds themselves, however, are laid out in a distinctive grid in which sets of buildings frame outdoor spaces. The hospital sits at the end of Railroad Avenue and is flanked by streets that follow topographic features.

The northern edge is 14th Street, and the eastern edge is Railroad Avenue. The southern edge is the driveway south of building H-86. The western edge follows



Area J-Infill and redevelopment should continue the traditional campus site planning principles. Buildings should be internally focused toward publicly accessible open areas that accommodate pedestrian activities and circulation. Re-establishing the axis between the hospital core and the waterfront along 15th Street is appropriate.

the toe of the hill. The purpose is to include all the structures with an "H" member, except the site of the historic residence H-2.

The original hospital was located amidst formal, landscaped grounds with direct views to Mare Island Strait. Early maps and photographs illustrate a substantial amount of green space, typically as manicured lawns with areas of accent plantings and structures. In later years, more buildings were added and some lawns were replaced with parking lots. These changes have to some extent altered the historic character.

Although changes have occurred, one can still see remnants of planned pedestrian and vehicular circulation and of landscape features. Primary access to the area is from Walnut Avenue and formal entry features are located on 15th Street. Surface parking lots are accessed by an internal vehicular circulation network, which still respects the more traditional campus configurations that include central quadrangles.

Key historic buildings are oriented toward Mare Island Strait. The historic ones are of finished stucco or plaster, with detailing to provide a sense of scale. Many are two to four stories tall and have tiled, hip and gabled roofs. Building H1, the original and central building, is a part of the NHL designation.

Landscape features include formal lawns, street trees, ornamental plantings and perennial gardens. Generally, most of the buildings were sensitively integrated into the existing topography. Cut and fill of building sites was minimal, creating a terracing of buildings that is well screened from the shipyards and heavy industrial uses along the waterfront.

Intent:

Infill and redevelopment should continue the traditional campus site planning principles. Buildings should be internally focused toward publicly accessible open areas that accommodate pedestrian activities and circulation. Internal access roads should include street trees. Where a remnant of a formal allee exists, such as the allee of palm trees along 15th Street which connected the hospital to the Waterfront, the same species should be used to complete any missing sections. Although the visual connection has been fragmented by more recent development, re-establishing this axis to the water would be appropriate.

Key Features

- Internal site configuration; including buildings facing quadrangles
- Palm allee linking the Hospital to Character Area L
- Undulating topography
- Mature landscapes including established lawns and dense tree canopies
- Internal vehicular access
- Small to moderate sized surface parking lots serving current tenants.

Design Policies

- Maintain quadrangle configurations.
- Ensure that infill and redevelopment projects create enclosed spaces, which serve as open space and parks for students.
- Maintain distinct street edges along Railroad Avenue and 14th Street.
- Minimize the number of curb cuts to preserve established pedestrian and internal vehicular circulation patterns.
- Maintain and enhance existing formal landscape plantings.
- Landscape all surface parking lots extensively.
- Screen service and loading areas.
- Use traditional building massing.
- Use symmetrical compositions in building design
- Use window arrangements that are similar to those on historic hospital buildings.
- Restore the palm allee to the extent feasible.

CHAPTER 12
RESIDENTIAL CHARACTER AREAS

This chapter applies to the Residential Character Areas of the Mare Island Historic District. It includes guidelines for streets, site design and landscape improvements, as well as buildings.

The following are the Residential Character Areas of the Mare Island Historic District:
B. The North Gate
G. Residential
H. Marine Base

The guidelines in this chapter apply to all of these Residential Character Areas. Note that the degree to which certain guidelines may apply, or the degree of emphasis that is accorded, varies in response to the specific conditions of individual character areas. The final section of this chapter presents a discussion of the specific features of each of these character areas and indicates where special emphasis in the guidelines is appropriate.

Historically, the residential areas were oriented to pedestrians while also being served by automobiles. No rail service occurred there. Typically buildings faced the street and often were set back with front yards. Landscape features were designed to establish a sense of visual continuity for a set of buildings. Secondary structures, located behind the primary structure, sometimes were used to support the functions of the site.

Two basic buildings types were seen: First were residential structures, designed for a single family or sometimes in duplex of fourplex arrangements. Most of these conveyed the form and scale of traditional single family homes, although some were more grand than others. The majority were composed in a symmetrical massing, with a primary entrance facing the street. Covered porches defined the entries. This tradition in residential building should be continued, for single family and small multi-family structures.

The barracks was the second residential building type seen historically. These were larger structures which occurred in a variety of forms and styles in different periods of development. They typically had one main entrance, with other secondary entrances as well.

An early set of barracks on Walnut Avenue (1880) illustrates key site plan principles for residential development: Buildings align, with entrances facing the street. Front yards are defined by landscaping and fences. (Photo: National Archives and Records Administration)

Streetscape designs have changed over the years on Mare Island. In this 1884 image of Officer's Row, brick paving was laid in a herringbone pattern. A "colonial" lamp was used and bollards lined the inner edge of the sidewalk. Street trees were adjacent to the curb. This arrangement was later replaced with a sidewalk that was separated from the curb by a landscape strip or tree lawn, which in itself has taken on historic significance. (See below.) (Photo: National Archives and Records Administration)

A detached sidewalk, with a planting strip for street trees, should be used in residential areas. (Photo: Walnut Avenue, 1962, National Archives and Records Administration)

The guidelines in this section apply to the public infrastructure in residential areas. These are elements that link sets of properties into discernible groupings, or smaller character areas. A sense of visual continuity should be established with these features, and their design should be compatible with historic precedents.

Streets

Key streets of the historic layout should be preserved. These include portions of Walnut and Cedar Avenues as well as cross streets that link residential areas with the waterfront. Exceptions are in some areas along the western edge of the district where street layouts have changed over time.

12.1 Maintain the historic street grid system in the core of the residential character areas.

a. Maintain the alignment of Cedar and Walnut Avenues in this area.
b. Maintain (and enhance) connections to the waterfront along 15th, 12th, 7th and 3rd Streets.
c. Greater variety in street plans have precedence in the western area (Marine Base) and may be considered.

Sidewalks, Curbs, and Gutter

Sidewalks, curbs, and gutters are appropriate in the residential character areas. Historically, most sidewalks in these areas were simple in character, although there were locations where more decorative designs were used (specifically along Officer's Row). Although a few examples exist of their being attached, most were detached from the curb and separated with a planting strip. New sidewalks should continue in this historic precedent.

12.2 Curbs and gutters should be used in the Residential Character Areas of the historic district.

a. The design should be similar to that seen historically.
b. A simple, square profile is appropriate for the curb.

12.3 Sidewalks should reflect the traditional character of the Residential Areas.

a. Broom finished concrete is appropriate.
b. Decorative paving that is similar to that used historically may be considered along Officer's Row and in other areas to identify a distinctive grouping of buildings. The current historic design is a hexagonal concrete module. This may be repeated as a unit paver or in a scored concrete design.

12.4 Sidewalks should be detached where feasible.

a. Provide a tree lawn, or planting strip, between the curb and sidewalk.
b. A minimum sidewalk width of five feet should be used.

Crosswalks

Historically, there was little definition given to pedestrian crosswalks in the residential areas. Today, with a change in users, and the introduction of Island wide trail systems, pedestrian connections may be needed in some locations. New installations should be relatively modest in character and remain visually subordinate to historic landscape features.

12.5 Crosswalks may be defined with simple treatments.

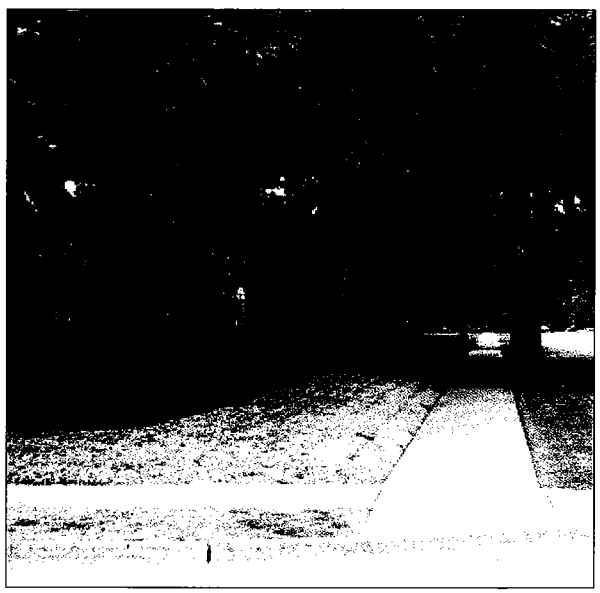
a. Painted stripes are appropriate for defining crosswalks.
b. Textured paving, which is muted in appearance, may also be considered. A color that is only slightly different from the background paving should be used.
c. Avoid highly decorative paving patterns or strongly contrasting colors.

Street Trees

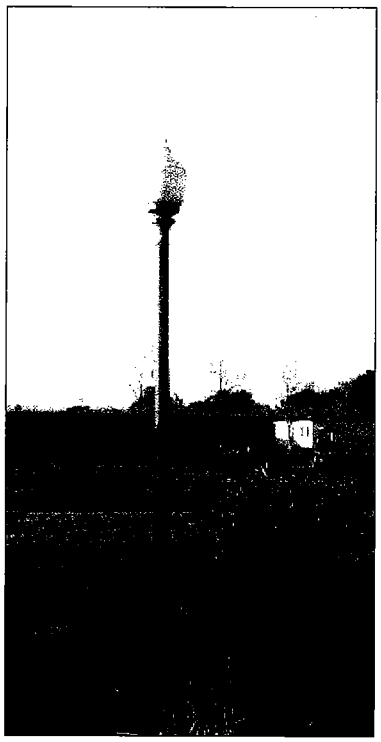
The use of trees, regularly spaced and aligned along the road edge, is a feature that appeared early in the development of residential areas of Mare Island. Many of these features survive, although in some cases, gaps now exist. To the extent feasible, historic street tree rows should be preserved and new street tree segments should be installed where additional residential units are to be constructed.

A planting strip, with street trees, should be used in residential areas. (Photo: Walnut/Central Avenue, 1889, National Archives and Records Administration)

Landscapes in the residential area should include a sidewalk that is detached from the curb. (Photo: Walnut Street, Officer's Row, 1932, National Archives and Records Administration)



Sidewalks should be detached where feasible. (Photo: JWC)



An acorn light design is appropriate in residential areas.

12.6 Preserve existing street trees where feasible.

a. If a tree must be removed because of age or disease, it should be replaced with a similar variety and in the same position, to the extent feasible. The row of trees along Officer's Row is an example.

12.7 New street trees should be installed in the Residential Areas.

a. Spacing patterns should be similar to those used historically.
b. Trees should be similar to the species used historically.

Street Lights

In the history of Mare Island, a variety of lighting designs have been employed, but it appears that a consistent fixture was often used for a grouping of buildings. Today, some older acorn style fixtures, on cast metal columns survive. Where historic street lights exist, they should be preserved, to the extent that is feasible. In addition, an interpretation of this style should be continued along local streets where new residential groupings are to be developed. An exception is along Cedar Avenue, where an alternate lighting design is appropriate. In the late 1940s and through the 1960s, a meandering tree-lined road ran along the edge of the residential area and then connected to present-day Cedar Avenue. Most of that alignment is outside the historic district. A different fixture would help to define the edge of the district here.

12.8 Preserve historic street lights.

a. Maintain historic lights and replace components as needed.
b. If a street light is missing in a row of historic lights, a new one should be installed to match those existing.

12.9 Where a new row of street lights is to be installed along a residential street, a contemporary interpretation of the traditional acorn style should be used.

a. A smooth shaft should be used to distinguish the newer ones from the historic fixtures.
b. An acorn shaped luminaire should be used.
c. A new lamp should employ devices to direct light downward to minimize light scatter. A cap or refracting lens may be used, for example.
d. The exception is along the western edge of the district, where an alternate design may be considered.

SITE DESIGN

This section provides guidelines for the arrangement of buildings, parking and outdoor uses in the Residential Character Areas.

Historically, sets of buildings were arranged in consistent patterns within a grouping. Building fronts generally aligned uniformly, and were oriented to the street in a similar way. Where these features survive, they should be maintained and, where new residential groupings are to be constructed, similar patterns should be used.

Building Alignment

When new buildings are to be constructed, they should reflect historic siting patterns in the area. Generally, groups of buildings should align in front.

12.10 Maintain the alignment of historic building groupings.

a. Where a set of historic residential structures align, this arrangement should be preserved.
b. New construction in the context of a historic building grouping should align with the existing structures.
c. A new grouping of residential structures should also align.

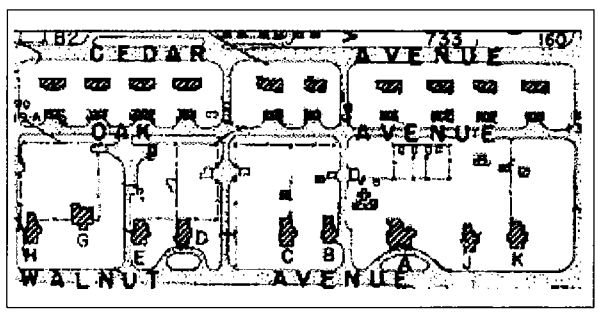
Building Grouping

Historically, residential structures were arranged in sets, in which a relatively consistent architectural style was employed. In some cases, a single design was repeated, but in other situations, variety did occur. The degree of variation was limited to subtle stylistic differences and to changes in architectural details. The details of porches, dormers and windows, for example, were designed to distinguish one building from an adjoining one. New residential structures also should be arranged in groupings, in which a sense of relatedness in terms of styles should occur.

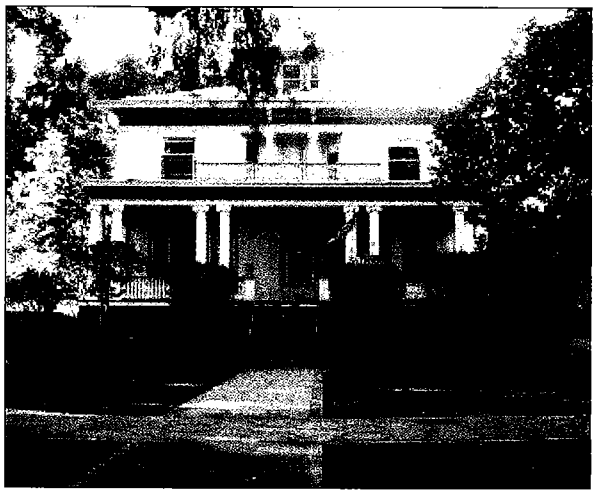
12.11 Locate new residential structures to reflect historic siting patterns.

a. Buildings should be arranged in groups that are related architecturally.
b. They should exhibit similarities of materials, mass and form; some variation in details is appropriate, however.

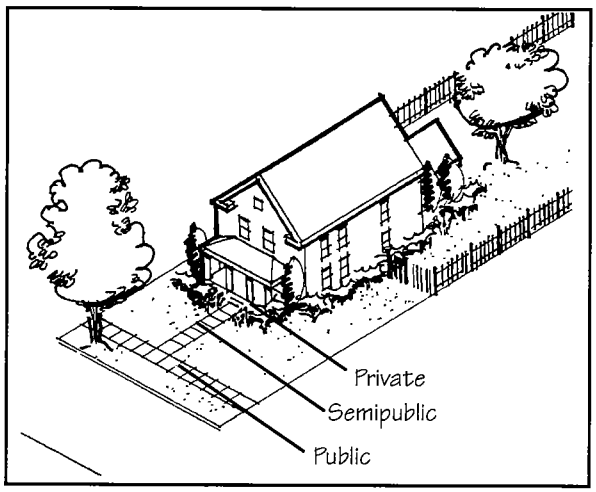
Historically, many housing types were constructed in groups. These typically were of a single style, although variety sometimes appeared in the use of details. This grouping of duplex units along Cedar Avenue is an example. New residential construction should respect this tradition of design in groups.



Historically, residential structures were arranged in sets, in which a relatively consistent architectural style was employed. (Map, 1951)



A "progression" of outdoor spaces is a tradition in residential construction on Mare Island: First a "public" sidewalk leads to a "semipublic" walkway, which terminates at a "semiprivate" porch. This shelters the "private" entry.



Provide a "progression" of public to private space in front yards.

Side yards provide views to buildings in the distance in many residential groupings.

Orientation of Building Entry

Historically, most residential structures had entrances that were oriented to the street. There were some exceptions, in which the entry was to the side, but even in these cases, a walkway and porch was used that clearly defined the entry location. New buildings should reflect these historic traditions of orientation.

12.12 The primary entrance to a residential building should be oriented to the street.

a. A single entrance should appear to be the primary entry.

Progression of Outdoor Spaces

Historically, residential structures were arranged with a "progression" of outdoor spaces that led from the "public realm" of the street to the "private realm" of the building. This began with the public sidewalk, which then connected to a walkway that led to a porch and finally to the door. This progression appeared in a variety of ways and often reflected the differences in residential building types, from single family structures to duplex units to barracks, but nonetheless appeared in most settings. This sense of progression of spaces should be preserved in historic building groupings and should be interpreted in new building groupings as well.

12.13 Provide a "progression" of public to private space in front yards.

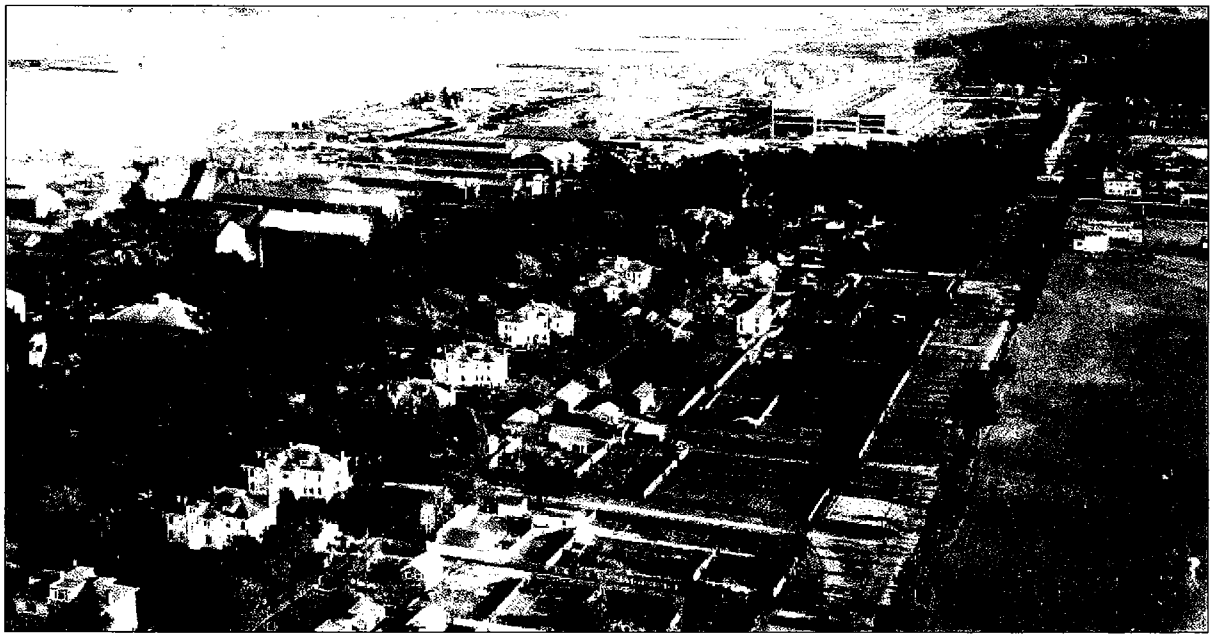
Parking

Historically, on-site parking was provided for some residential building groups. Sometimes this occurred as a garage located at the rear of the property. In some later examples, residences shared a small parking lot. In most cases, these areas were visually subordinate to the presence of the residences as seen from the street. This site planning tradition should continue.

12.14 The visual impacts of parking in the residential areas should be minimized.

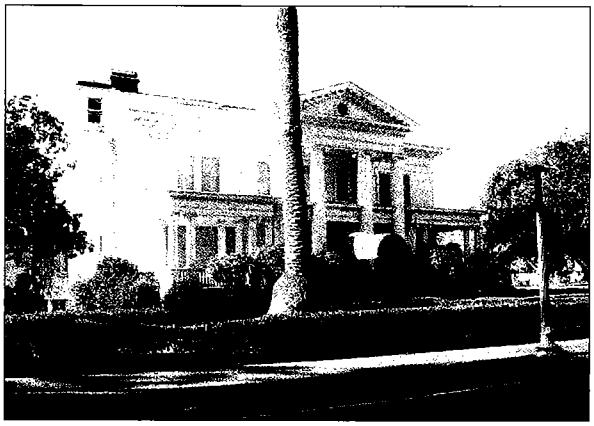
a. Locate parking behind a building when feasible.
b. Screen on-site parking to the extent feasible.
c. Also use on street parking to accommodate some parking needs.

Residential site layout principles



An aerial view of 1921 (looking south) graphically illustrates the alignment of houses along Officers Row. The spine of mature trees is along Walnut Avenue, and then bends to link Chapel Park, and continues along Cedar. (Photo: National Archives and Records Administration)

A rhythm of buildings uniformly spaced along the street is a characteristic of housing groups on Mare Island. This siting pattern should be respected in new construction.



Many residential yards are defined with hedges.

Using foundation planting in residential areas is appropriate.

Lawns

Lawns were incorporated in most residential landscape designs, often with formal arrangements. These generally appeared along Officer's Row. In the Marine Base, some buildings had yards along a street edge, while others looked onto parade grounds. This siting pattern should be continued.

12.15 Front yards should be planted as lawns.

a. Special plantings and decorative paving may be used as accents, but should be subordinate to the lawn character.

Fences and Hedges

For many residential properties, the perimeter of the site was defined with a fence or hedge. Quite early photographs document the use of fences along street fronts; later treatments included hedges. Other photographs illustrate the use of fences to define rear yards. Both fences and hedges are appropriate precedents for existing sites and for new development.

12.16 A residential site may be defined with a hedge or fence.

a. Where a fence is used, it should be relatively "transparent," such as in a picket design.

Landscape Materials

Historically, plant materials defined entries, walkways and building foundations. The degree of intensity of planting generally increased for larger single family structures. Smaller single family structures and multi-family units were generally more modest in landscape character.

There also was a balance in the degree of variety and similarity of plant materials used among properties within a grouping. Specimen trees and hedges were often similar, while plant beds held more individualized materials and differentiated structures. These design traditions should be continued.

12.17 For an existing historic residence, the key features of the historic landscape should be preserved.

a. These may include paving, fences and other structures.
b. See also the chapter of the guidelines addressing the preservation treatment.

12.18 New residential landscape designs should be compatible with those seen historically in the area.

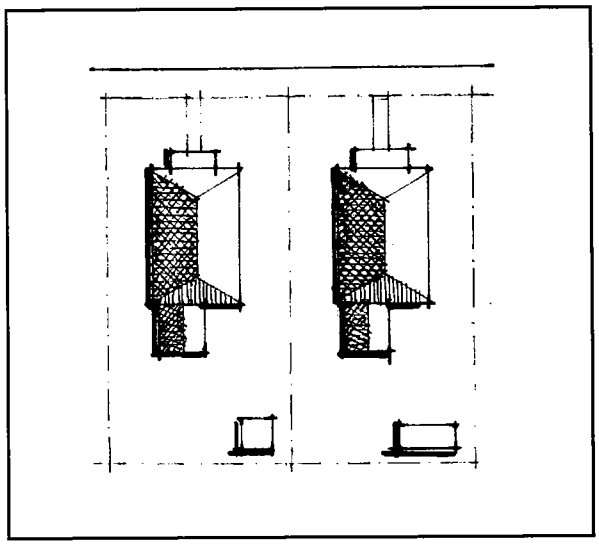
a. Use simple, modest landscape materials to define property edges.
b. Use accent materials at entrances and to define special outdoor use areas.

Service Areas

Service areas should be visually subordinate in residential areas. Historically, these were located to the rear of buildings. This tradition should be continued to the extent feasible.

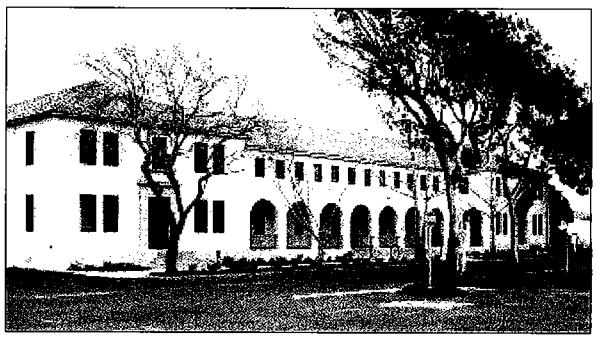
12.19 Locate a service area such that it will not be prominently visible from a street.

a. Screen the service area with a fence, wall or hedge.
b. The design should be in character with that of primary structures in the area.

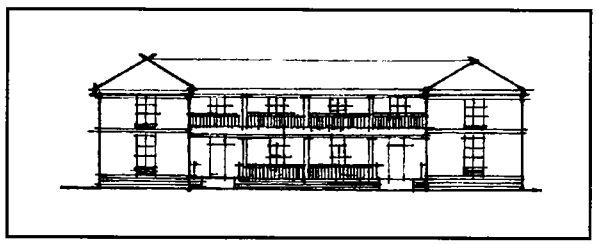


Service areas should be visually subordinate in residential areas.

Several larger residential buildings (barracks) had symmetrical compositions.



The first floor of the barracks building type was designed to orient to a street or major public open space. This tradition should be continued. Note that Building 459 also conveys the tripartite composition typical of residential structures.



A building should have a base, middle and cap.

A variety of building styles and types existed within the historic residential areas on Mare Island. These reflected the various periods of development as well as changing programmatic requirements. Even so, a relative consistency of design existed within an individual residential character area, particularly within a single grouping of buildings.

Residential structures may be considered in two general categories: First are those that draw upon traditions of single family residences. Many of these were genuinely for a single family. Others were duplex, triplex or fourplex units in a single building. All of these residential types draw upon compositional traditions of single family structures.

The second category includes large multiple occupancy buildings, which typically were barracks for unmarried personnel. At various times on the Island, there were many of these, in various styles. Only a limited number of this building type survive today. Nonetheless, they provide precedent for larger residential buildings that may be proposed in the future.

New residential structures should reflect these design traditions, while interpreting them in contemporary ways, in order to reflect the continuing evolution of the Island.

Building Composition

12.20 A building should reflect the traditional "tripartite" composition seen historically in residential structures.

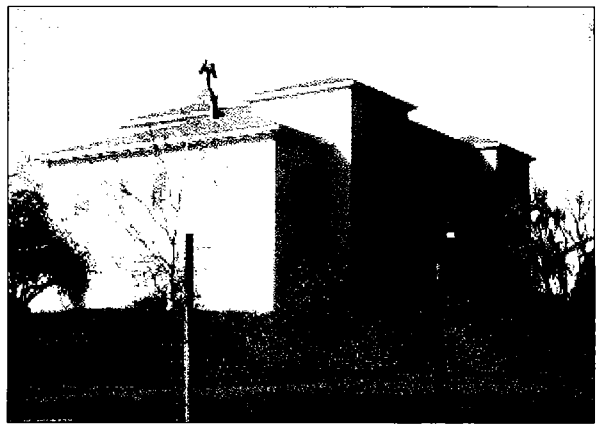
a. A building should have a base, middle and cap.
b. This may be conveyed by a change on materials, form or trim element.

Mass & Scale

Most residential structures were one or two stories in height. Some of the larger residences had a third floor. These conveyed the scale of a large "mansion." Other examples also existed of smaller cottages. The result is a range of building sizes representative of typical single-family buildings, which also applied to duplex and fourplex units. While there was some diversity, it was within a limited range. This typical scale should be reflected in new construction.

12.21 A new residential structure should appear to be in scale with those seen historically.

a. Use windows and doors that are similar in size to those used historically on residential buildings.
b. The exception is for larger multi-family structures, which are anticipated to be in character with barracks seen historically. These should be placed in a context comparable to that of the barracks as well.



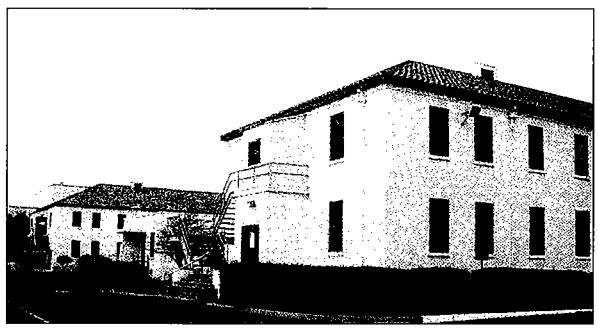
A new residential structure should appear to be in scale with those seen historically.

Building Form

Historically, a residential building consisted of a simple rectilinear volume. It may have then been embellished with subordinate volumes, but nonetheless the composition was generally restrained in the overall form. The majority of residential buildings also consisted of symmetrical compositions. These characteristics should be continued in new construction.

12.22 Use simple rectilinear building forms.

a. Sloped roofs, especially hip forms, are preferred in these areas.
b. A building may appear to be a single rectilinear solid, or it may be composed of a central form with subordinate, attached forms.

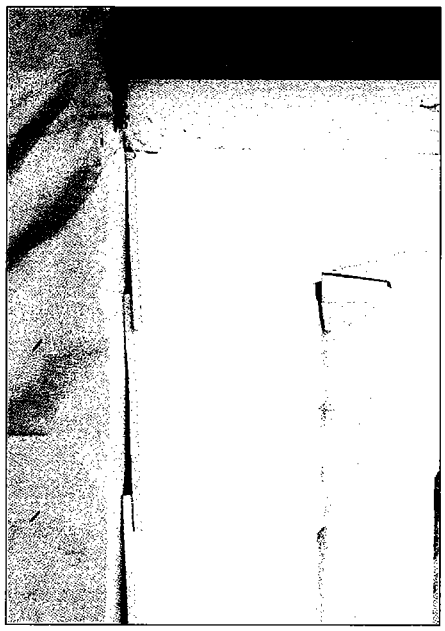


Building 543 (rear) illustrates the use of symmetrical masses to enclose open space. Windows are "punched" in a masonry wall, in a uniform rhythm.

12.23 Use a symmetrical building composition.

a. A central axis should be expressed.
b. A walkway leading to a central porch is an example.
c. Also use architectural details in a symmetrical composition.

Gable roof forms, with ridge lines parallel to the street, appear on many residential structures and are appropriate in new construction.



Synthetic, or substitute, materials may be considered on a case-by-case basis, but they must convey qualities similar to materials used historically and must have a proven durability in the Mare Island climate. This example is of Hardiplank being installed on a new residential building.

Building Materials

Historically, a limited palette of building materials existed within a specific residential character area and often a set, or grouping, of buildings was designed with a palette of similar materials. These generally were constructed within a narrow time frame and reflected a single building style. Within such a grouping, some variety sometimes appeared in the detailing of these materials, providing distinct identities for individual buildings.

Some groupings were very consistent. But some diversity did exist, generally reflecting different periods or functions. New buildings should reflect the degree of diversity for the area, in terms of materials. In addition, there should be a limited palette of materials within an individual building grouping. Building materials also should give a sense of human scale, even in larger structures.

12.24 Use building materials that are similar to those seen historically in the residential character areas.

a. Appropriate materials are:
   Painted wood siding
   Stucco, detailed to give a sense of scale
   Brick
   Concrete
b. Synthetic, or substitute, materials may be considered on a case-by-case basis, but they must convey qualities similar to materials used historically and must have a proven durability in the Mare Island climate.

12.25 Use building materials to convey a sense of scale.

a. Large, featureless surfaces are inappropriate.
b. Building materials which are assembled in units that help to convey scale are preferred. Wood lap siding is an example.

Building Components

While residential buildings consisted of simple volumes in a symmetrical composition, they did include some added elements that gave a sense of scale and interest. Most building entries were defined with porches and porticoes, for example. For some of the larger barracks, this was reinterpreted as an arcade. Dormers also were used on some building types. This design precedent should be continued in new construction.

12.26 Use porches to provide a sense of scale.

a. Railings, columns and roof overhangs should be in proportion to those seen historically.
b. A porch should have a substantial depth as well. A minimum depth of 8 feet should be used.

12.27 Use building components to provide a sense of scale.

a. Dormers and bay windows are examples.
b. Standard windows and doors are also appropriate. These should have frames and trim elements that are similar in scale to those seen historically.

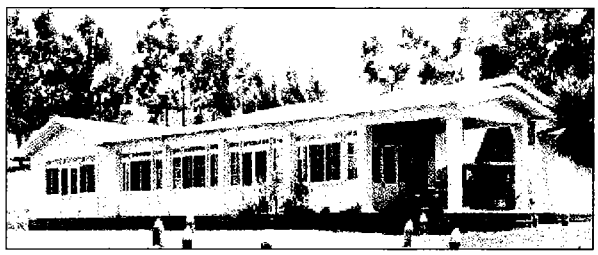
Building Details

Residential building designs on Mare Island were executed with detailing that provided visual interest and helped to establish a sense of scale. Details were used with a disciplined sense of consistency within an individual building type or style. Another distinct feature is that they were "substantial," not light weight or "fussy." They were generally of high quality materials and reflected a consistent design concept. This tradition for the treatment of building details should be continued in new construction.

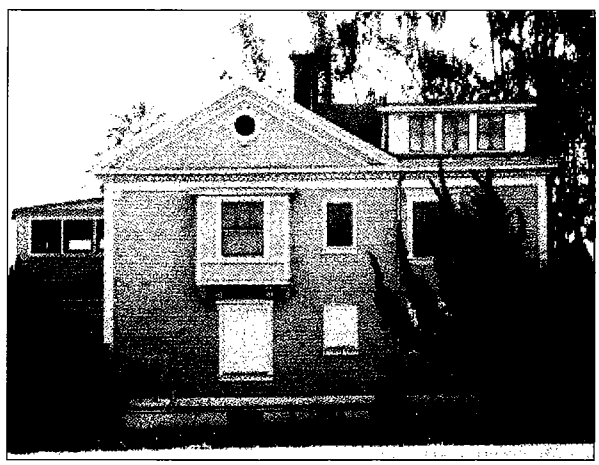
12.28 The use of architectural details is encouraged.

a. Details should convey a sense of being substantial and of having durability.
b. They should be used with a sense of consistency in an individual building and in sets of buildings.
c. Using trim elements around doors, windows, porches and eaves is appropriate.

Larger single family houses have one-story porches that provide a consistent scale along the street.



Windows and doors have substantial trim elements that provide distinct shadow lines and convey a sense of scale. (Photo: Building 398, 1921, National Archives and Records Administration)

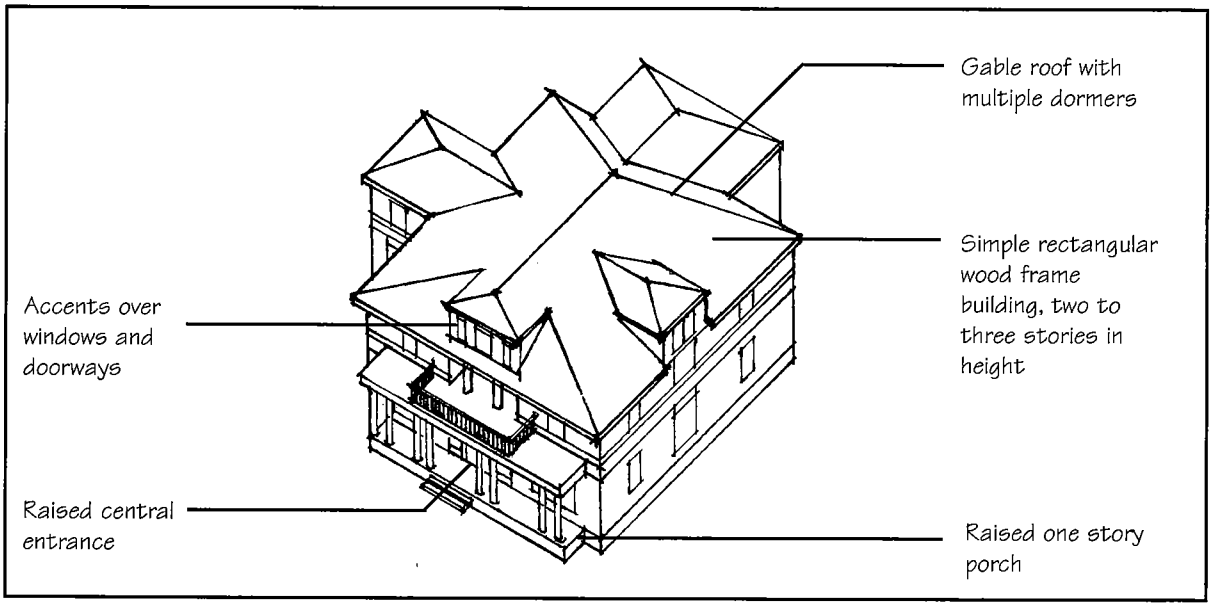


Trim elements define edges of building walls and roof forms. Using contemporary interpretations of architectural details on new buildings is appropriate. Buildings generally appear as relatively simple volumes, with small elements attached to the primary building form.

CASE STUDIES

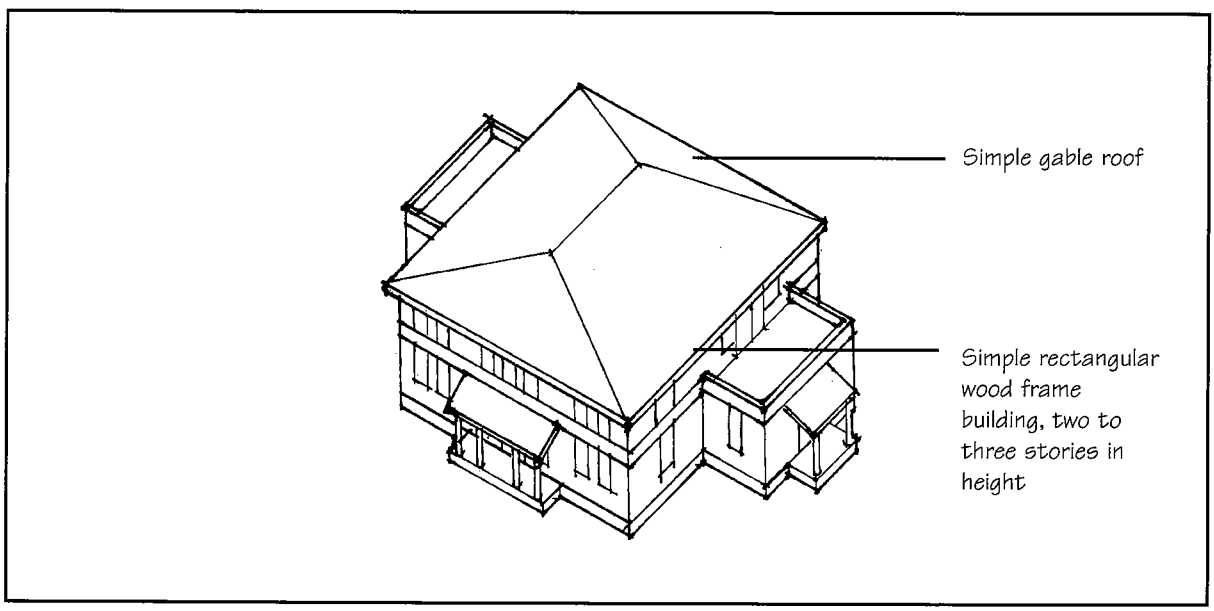
The case study illustrates the basic component of a structure that serves as a historic precedent for new construction in the Residential Character Areas. These features should serve as a basis for design of new construction.

Historic Residential Prototype



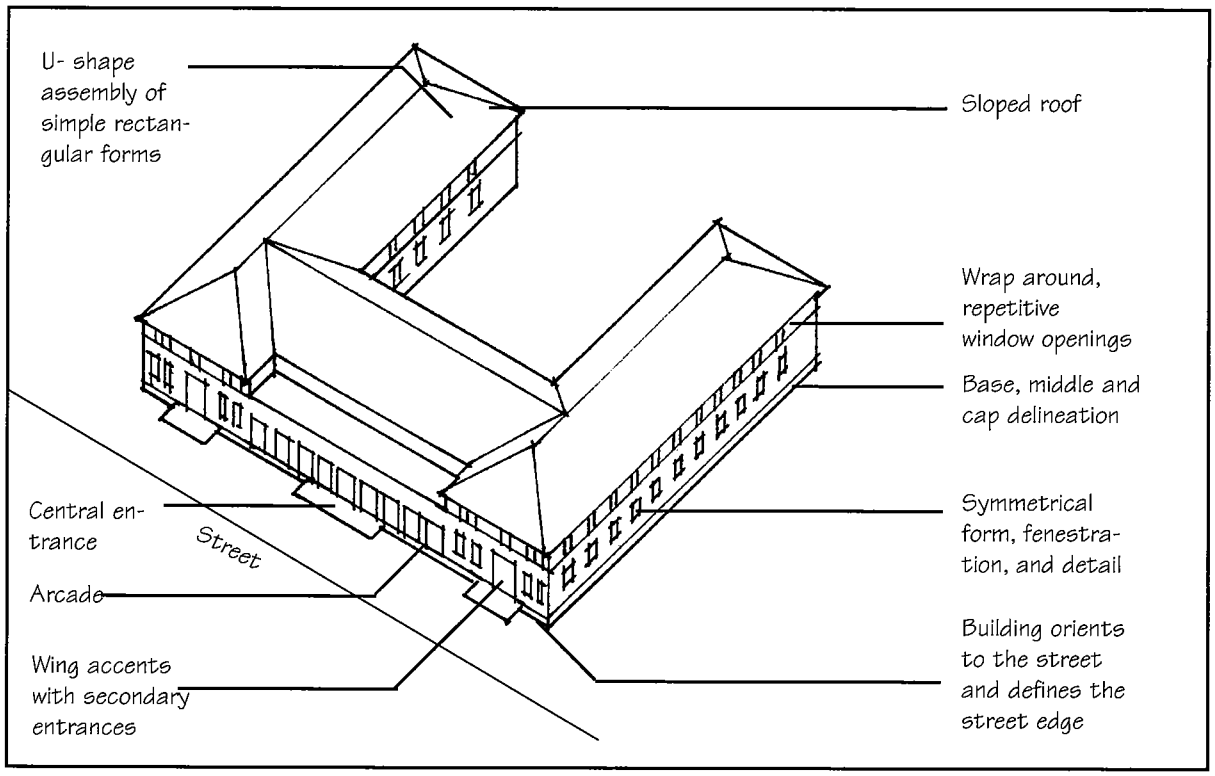
This sketch of an existing residential building illustrates the key components of a historic structure including a raised central entrance, accents over windows and doors and a gable roof.

Contemporary Residential Interpretation



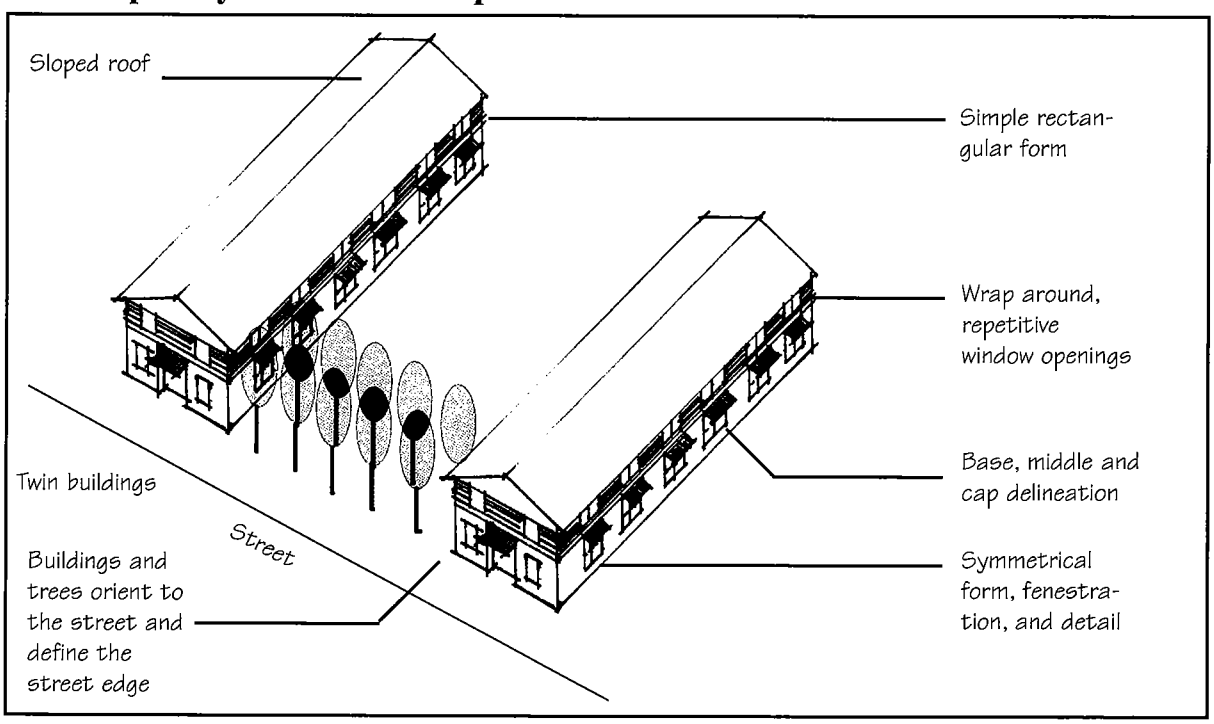
This sketch illustrates a simplified interpretation of the features from a historic building.

Historic Barracks Prototype



This sketch of an existing barracks building illustrates the key components of a historic structure including an arcade, symmetrical fenestration and building form

Contemporary Barracks Interpretation



This sketch illustrates a simplified interpretation of the features from a historic building.

THE RESIDENTIAL CHARACTER AREAS

This section provides descriptions of each Residential Character Area as well as design objectives for them. It highlights specific design considerations that are particularly relevant to an individual character area. This information should be used in conjunction with the preceding guidelines.

Character Area B: The North Gate

Description:

The North Gate is defined by the historic district boundary on the north and west, to a point midway between buildings 527 and 543, where it continues east to the center line of Walnut Avenue and then proceeds south to the center line of C Street and then proceeds east along C Street to Railroad Avenue, where it proceeds north along Railroad Avenue to the center line of E Street (north side of #599) and then follows the curve of the rail line until G Street.

The area contains two groupings of buildings. The first is associated with the primary arrival point at the foot of the causeway which contains small-scale buildings developed at a relatively low density. Many have front doors which are sheltered with porches, similar to single family residences.

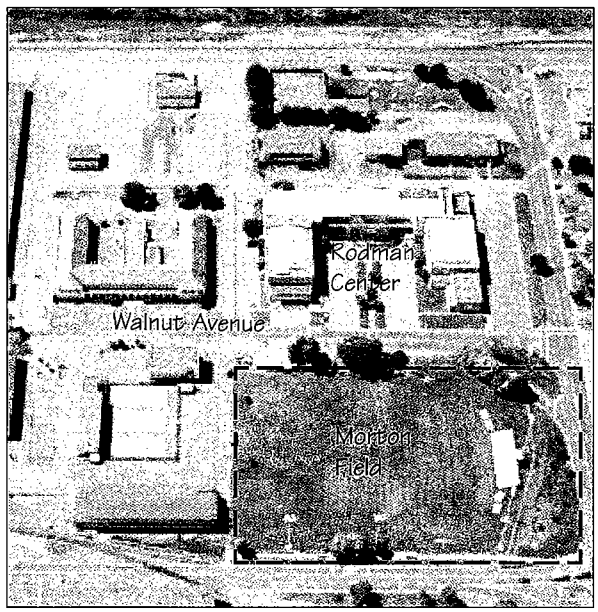
The other grouping consists of barracks and social buildings (Rodman Center) aligned along Walnut Avenue near G Street. This grouping is related to other residential uses farther south along Walnut Avenue, although it is separated from them with a segment of warehouses and lumber yards (now defined as part of Character Area C).

Throughout the North Gate, designs were oriented to pedestrians as well as automobile service. Structures were typically set back from the street, linked by walkways that led from a central entrance to a sidewalk. The street was defined by a curb. In some places, sidewalks were attached to the curb; in others they were separated with a planting strip.

Foundation plantings were used along the more public sides of buildings and at primary entrances. A special feature was Morton Field, a rectilinear green space with mature landscape plantings along the edges. To some extent, this area embodies features of both residential and administrative development.

Intent:

The historic character of the area should be retained and new development should be in keeping with this context. Buildings should be similar in scale to those seen historically and landscapes should reflect earlier precedents.



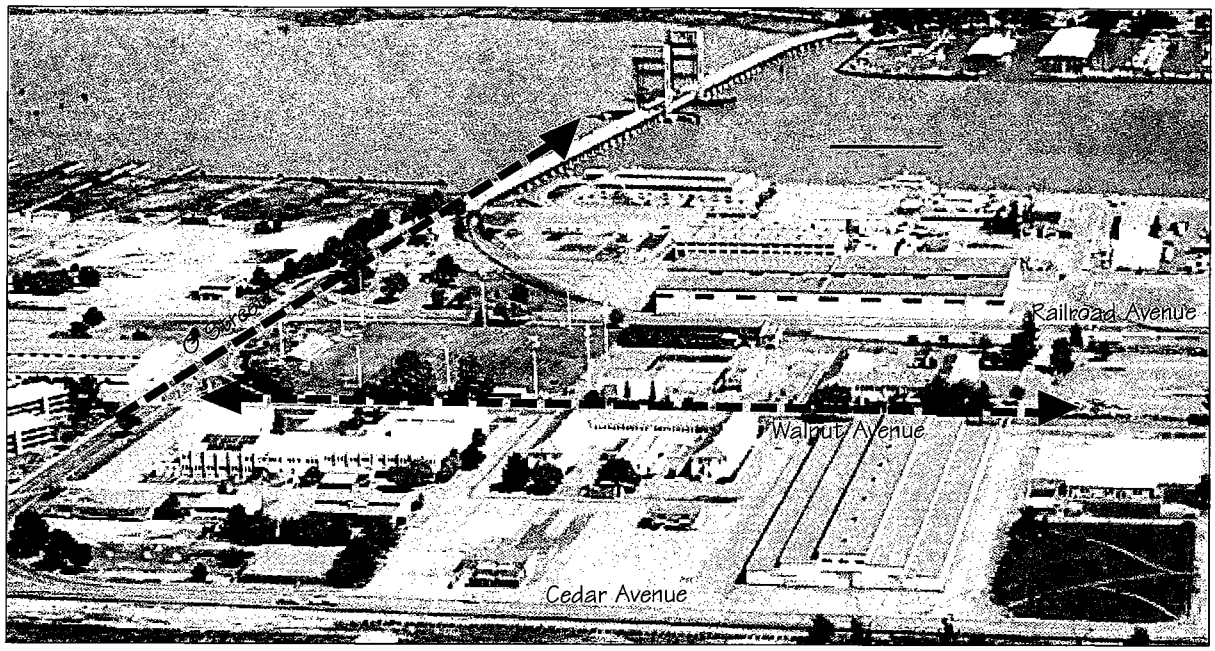
In the North Gate Character Area structures align along Walnut Avenue and frame open spaces, such as Morton Field.

One special consideration for new improvements is the enhancement of pedestrian connections from the grouping on Walnut Avenue to the waterfront of Mare Island Strait. Enhancing walkways along G Street would be appropriate and would be in keeping with the heritage of this area.

Another special consideration is that this area did historically serve as a "gateway" and that landscape features and informational systems that establish a sense of arrival and provide guidance about the organization of the Island have historic precedent.

Key Features

- Curbs and gutters; no rail access
- Landscape elements and foundation plantings
- Plantings highlight primary entrances.
- Buildings orient to the street.
- Buildings are set back from the sidewalk, with some yard area.
- Parking areas are subordinate, located to the side and rear.
- Mixed uses: residential, recreational, and administrative
- Morton Field, a large recreational area that includes turf, bleachers and supporting facilities such as tennis courts



Key framework features should be respected in any new development in the North Gate Character Area. These include the view corridor to the entryway and waterfront along G Street and trees lining Walnut Avenue. Buildings also orient to and align along Walnut Avenue.

- Spanish Colonial / Mission Revival style buildings
- Streamline Modern style (Rodman Center)
- Symmetrical building forms
- Buildings typically have a base, middle and cap.
- Masonry is the predominant building material.
- Finished details are used around entrances and windows.
- Mix of hip and flat roofs

Many sidewalks are detached from the curb.

Design Policies:

- Maintain setbacks established by existing buildings along Walnut Avenue.
- Use buildings to frame outdoor spaces for pedestrians.
- Locate surface parking to the side or rear of a building.
- Streetscape design should provide a sense of connection with other residential portions of Walnut Avenue.
- Preserve the sense of open space at Morton Field to the extent feasible.
- Ensure that new buildings respect the design precedents of the existing historic structures in the area.

Character Area G: Residential

Description:

This area contains a corridor of residential structures along portions of Walnut and Cedar Avenues, reaching from approximately 3rd Street on the northern end to the edge of the historic hospital grounds on the southern end. The boundary is the center line of Walnut Avenue from 3rd Street on the north to 10th Street. The boundary then continues west to Cedar Avenue along the path on the northern edge of Chapel Park, and then proceeds south along the center line of Cedar Avenue past the site of H-2. The western boundary is the historic district limit, from 4th Street to 11th Street, where the boundary then continues in a straight line south until terminating at the historic district boundary at 13th Street. Most buildings appear to be large single family houses in scale and character. Many in fact were for senior officers, but others were actually duplexes or other forms of multi-family use. Painted wood siding and masonry are predominant building materials.

Classical and Colonial Revival styles were used for many of the structures, although some reflect Modernist tastes and others are simply vernacular cottages. These styles appeared in groupings, in which a dominant stylistic approach was used for a set of buildings. Variations sometimes occurred within this single style by use of different details, porch designs or roof forms. A single primary entrance appeared to serve a typical building, even for many of the multi-family structures. The entry was usually defined by a porch and faced the street.

Within a grouping of buildings, setbacks were relatively uniform. Even where some variation occurred, it was rather limited in dimension.

Today, large trees along the street create a dense canopy that screens heavy industrial waterfront uses from Officer's Row. Detached sidewalks, formal landscaped lawns, hedges and rows of trees contribute to the distinct identity of this neighborhood. All parking and service access are located to the rear. Historical site features, such as hitching posts, light fixtures and unique paving patterns, appear throughout this character area.

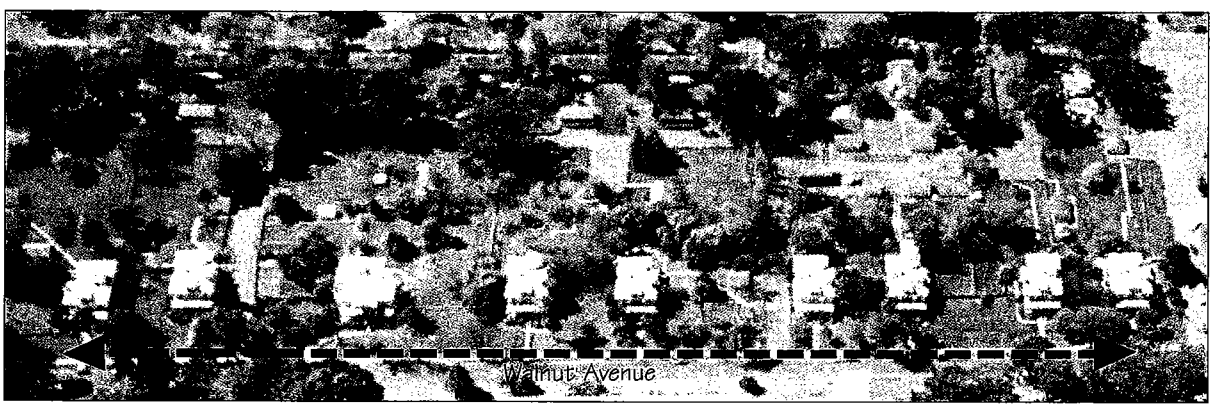
Hedges may be used to define yards in the Residential Character Area.

It is also important to recognize that portions of this character area are included in the National Historic Landmark designation.

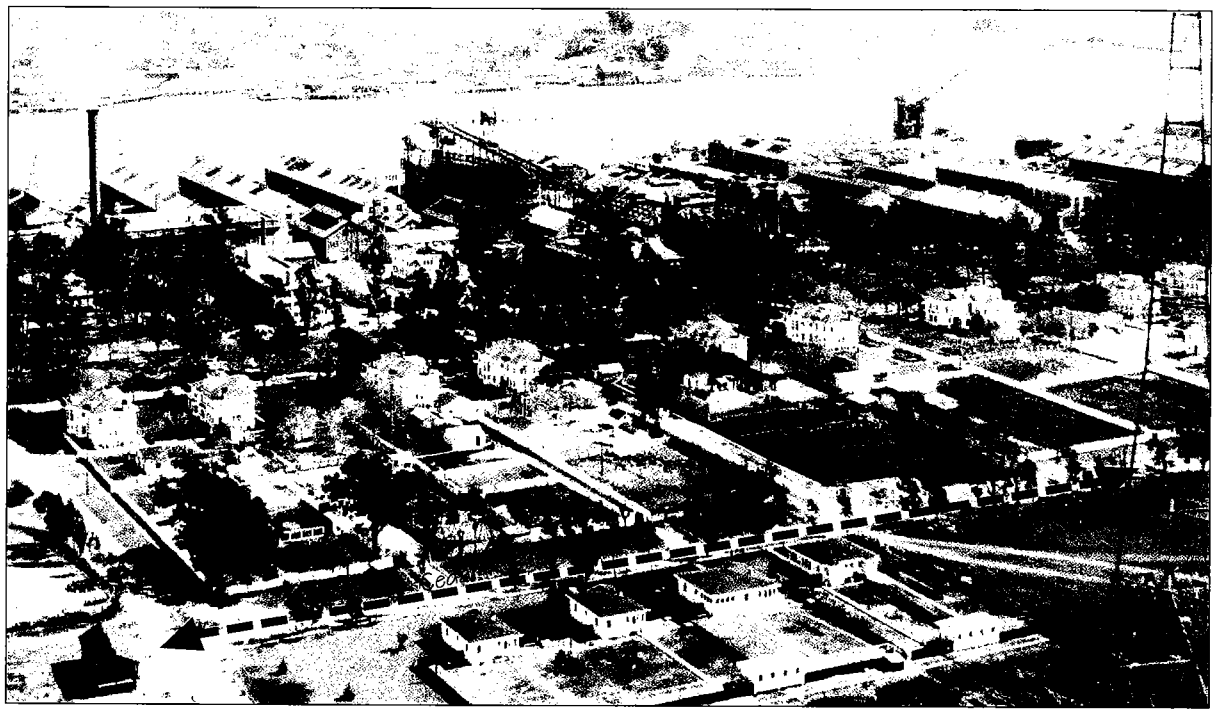
Intent:

Character Area G is a key element of the Sanger Plan and preservation of the area's historic character is a high priority. Because of the anticipated increase in development and the diversity of proposed land uses, it is important to acknowledge the critical role this character area will have in defining the overall image of Mare Island.

Preservation of NHL resources in this area is a high priority, and development in the vicinity of these resources should be planned carefully such that the ability to interpret the historic character is maintained.



Houses align along Walnut Avenue in the Residential and Parks Area and trees line the street, emphasizing the residential corridor.



Duplexes and small scale residential buildings are found on Cedar Avenue, while Walnut Avenue is dominated by large residences along Officer's Row in 1921. (Photo: National Archives and Records Administration)

A tradition of expansive lawns, large evergreen and deciduous shade trees and ornamental plantings are all visible along Walnut Avenue. This tradition should be continued. Residential setbacks are substantial and allow for detached walks that accommodate pedestrian circulation. This pattern should be maintained.

Key links from the residential area to the waterfront occurred along 8th and 5th Streets. Preserving these corridors and enhancing them to facilitate pedestrian use would be in keeping with the spirit of the Sanger Plan and should be made a priority.

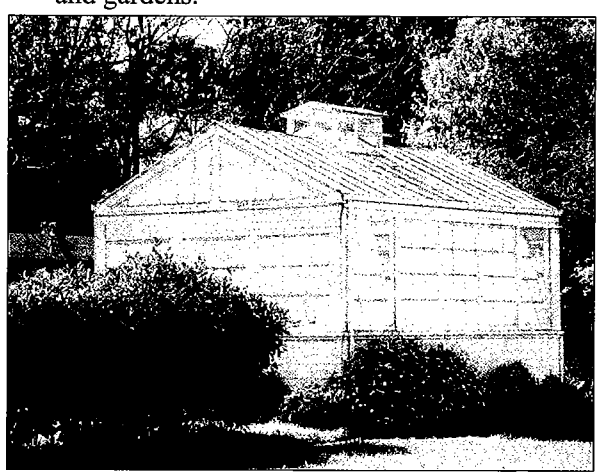
In general, future development within this character area should enhance both pedestrian and vehicular experiences. Infill and redevelopment sites should maintain existing setbacks and the architecture should respect established traditions without mimicry.

Key Features:

- Single and multi-family residential structures
- Clustering of architectural styles with similar densities
- Front porches and walks connecting to street
- Services, driveways, and parking located to sides and rear of building; limited on-street parking
- Detached sidewalks
- Large expanses of maintained lawns
- Formal landscape elements: street trees, tree lawns, hedges, perennial gardens
- Period site furnishings including hitching posts, horse mounts, light fixtures and ornamental paving
- Symmetrical building massing
- Most buildings reflect scale of large single family residences.
- Painted wood siding and masonry are typical building materials.

Design Policies:

- Place new buildings in groupings in which buildings have similar styles.
- Locate pedestrian-scaled amenities at and along the front facade. This includes front porch, walks and gardens.



The use of secondary structures is encouraged.

- Locate parking and a garage entrance at side or rear of a building.
- Maintain established residential setbacks.
- Provide pedestrian connections including detached sidewalks.
- Maintain the street tree canopy.
- Install formal lawns between the street edge and the building front.

Character Area H: Marine Base

Description:

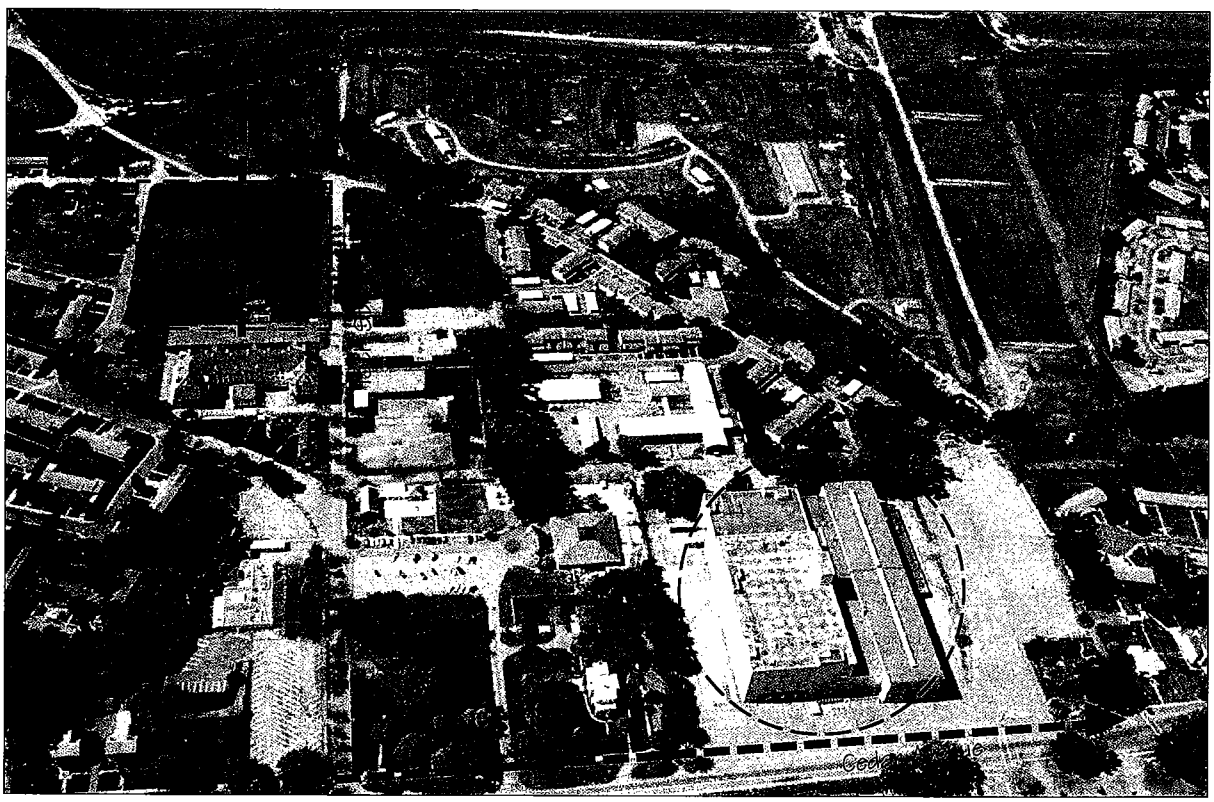
The Marine Base area contains the surviving core of facilities that were once associated with a more extensive complex designed primarily for use by Marines stationed on the Island. The central element is a parade ground, located along the south edge of 14th Street at the western boundary of the historic district. This is framed on its eastern edge by a large barracks. Three NHL residential structures stand along the southern edge of the parade ground. Other buildings are scattered along remnants of a street system to the north and east, where some residential structures exist (defined in the Residential & Parks Character Area).

The boundary is intended to include most properties that historically were numbered with an "M" and that remain within the historic district boundary. The historic district line is the boundary, except along the east edge, where it abuts the edge of G.

Outlying areas, which are not in the historic district, once contained additional war time housing. Street layouts also varied, possibly reflecting the differing town planning principles of the times, as well as changing functional requirements.

Intent:

Historically, this area contained more housing than it does today, and it would be appropriate for new housing to develop in the abutting areas because this would help convey the role that the parade grounds played. Preserving the character of the parade grounds and of the barracks is a high priority. In this regard, framing the grounds with other housing should be a goal. Historically, buildings were located informally



The Marine Base parade ground is in the upper left, shown with a dashed-line. Views should be preserved from the barracks across the marsh out to the bay, as indicated by the arrow. Building 866 is seen to the right encircled by a dashed-line, it is a non-contributing structure that is an intrusion in the area and removal of the structure may be considered. Note also the alignment of the buildings along Cedar Avenue.

with respect to the parade ground edge. No specific building arrangement for new buildings adjacent to the parade grounds is suggested by historic precedent.

A special consideration is the set of three Marine officer's residences that presently flank the southern edge of the parade ground. These are a part of the National Historic Landmark designation. While they do help to frame the parade grounds, these buildings were relocated to this location after the close of the period of historic significance for Mare Island. It would be appropriate to relocate them once again to a setting that more closely reflects their historic configuration.

Because a substantial amount of change has occurred in the Marine Base area, greater flexibility in the arrangement of streets may be considered here. At the same time, the tradition of arranging buildings in groupings that have similarities in styles should be continued.

Key Features:

- Street layouts vary; grids and curvilinear systems both existed.
- Buildings orient to streets and to open spaces.
- Yards are typical.
- Masonry and painted wood siding are typical building materials.
- Symmetrical building forms are typical.

Design Policies:

- Preserve the character of the parade grounds.
- Preserve the barracks.
- Maintain views from the barracks across the parade grounds to the bay.
- Give special consideration to the NHL houses.
- Accommodate new street layouts that reflect earlier patterns.
- Continue the tradition of grouping building styles.
- Provide landscaped yards.
- Provide detached sidewalks with planting strips.

CHAPTER 13
AMMUNITIONS CHARACTER AREAS

The guidelines in this chapter apply to a set of Character Areas that relate to the historic Naval Ammunition Depot (NAD). This part of the Island has a distinctive history associated with preparation and storage of munitions. It also includes some of the earliest structures on the Island.

The Naval Ammunition Depot contains structures intended to store ordnance in a location away from the shipyard itself. Structures include shell houses, filling houses and magazines. Other buildings supported the mission of the NAD, and include residences, reservoirs, piers and a watchman's quarters.

Building A1, the first of the magazines at Mare Island, was constructed in 1857 under supervision of Commandant David G. Farragut. It is the oldest Naval magazine facility on the West Coast. Two brick shell houses, Buildings A3 and A4, were erected nearby in 1859.

The oldest residence still standing on Mare Island, Building A45, sits upon a bluff overlooking the ordnance facility.

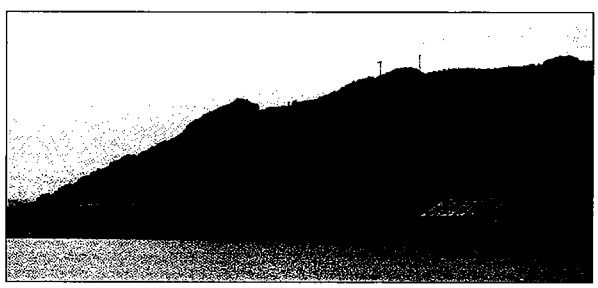
Archeological features are particularly relevant in the NAD. The base of the original ammunition area's wharf, built in 1864, is likely preserved under fill. Other features include portions of a seawall, retaining walls, and earth works from a Civil War defense battery.

The Mare Island Cemetery, which was established in 1858, also lies within the Naval Ammunition Depot and several significant landscape features exist in it. Landscapes with significant features also exist around residences within the NAD.

NAD buildings along the western edge of Character Area K.

Guidelines:

The Munitions Character Areas:



NAD buildings along the southern edge of Character Area K.

Much of the land within the NAD that lies within Character Area K, Ammunitions South, will remain under public ownership, primarily as a regional park through the California State Lands Commission.

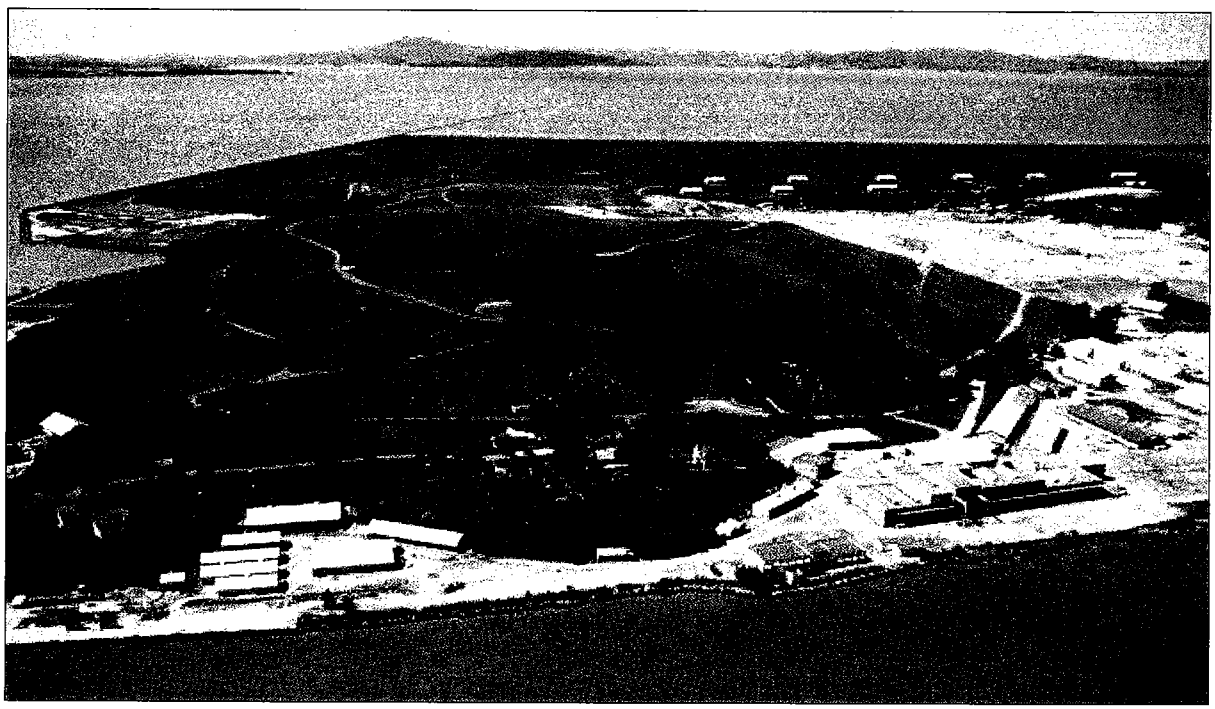
Another part, which makes up a portion of Character Area L, Ammunitions North, will remain under ownership of the U.S. Army Reserve.

Since much of the area will remain in public ownership, the reuse issues may be a bit different here. For the portions that will be park land, preserving historic structures may relate to minimizing access and stabilizing the buildings.

For portions that will remain in federal uses, preserving the integrity of the resources, while also meeting the mission of the agency, will be an issue.

Objectives for the Munitions Character Areas:

- Preserve cultural resources including historic structures, to the extent feasible.
- Maintain the sense of setting for individual structures and for groupings of related buildings.
- Maintain historic site features, including retaining walls.
- Preserve historic landscape features.



A substantial part of the Naval Ammunitions Depot is now defined as three character areas related to this historic use. Structures in the lower left foreground are included in Character Area M, Ammunitions Core. This also includes houses on the hill above. The cluster of buildings in the lower right are a part of character Area L, Ammunitions North. In the distance, buildings on the flat lands are in character Area K, Ammunitions South.

This section provides guidelines for installation of "public infrastructure" elements. Historically, these features were limited, primarily to retaining structures for roads and buildings. Roads were gravel, with no curb or gutter, and lights were utilitarian. This character should be maintained.

Streetscape Character

13.1 Improvements to the streetscape should not impede one's ability to interpret the historic character of the Ammunitions Areas.

a. Streetscape improvements should be utilitarian, of simple and modest character.
b. Highly ornamental elements are inappropriate and would suggest an inaccurate heritage of the area.

Curb & Gutter

Historically streets in the ammunitions areas had no curb & gutter. This should be continued.

13.2 Minimize the visual impacts of curb and gutter in the ammunitions character areas.

a. Avoid using curb and gutter where feasible.
b. Where they are used, they should be subdued in appearance, blending with the ground plane.
c. A low-profile curb should be used. The color may be integrated into the material to visually blend with adjacent paving.

Sidewalks & Walkways

Constructing formal sidewalks should be avoided, to the extent feasible. Where they are needed, their visual impacts should be minimized. Other walkways may include footpaths through open space. These also should remain visually subdued.

13.3 Visually blend a sidewalk with the adjacent ground plane.

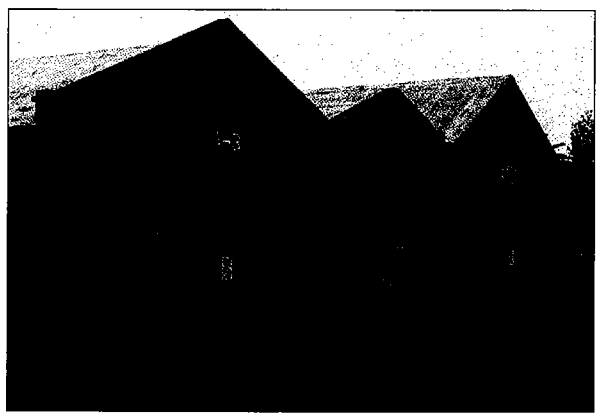
a. Pedestrian walkways and sidewalks should be simple in character, reflecting the utilitarian nature of the area.

Street or Site Lights

Street lighting should be minimized in the ammunitions character areas, in order to maintain the historic character and to minimize contributing to glare.

13.4 Where new street or site lights are to be installed, a utilitarian design should be used.

a. A shielded, "contemporary," industrial light is appropriate.
b. An ornamental light that implies a more refined history would be inappropriate in the ammunitions areas.



The streetscape should remain simple and utilitarian in character.

Street Trees

Traditionally, street trees did not appear in the ammunitions areas. An exception, to some extent, is that trees did line the roads that climb the hillside to serve residences at the southern end of the Island. In general, using street trees should be avoided. Maintaining the tree edge along residential roads, however, is appropriate.

13.5 Street trees should be used with restraint in the ammunitions character areas.

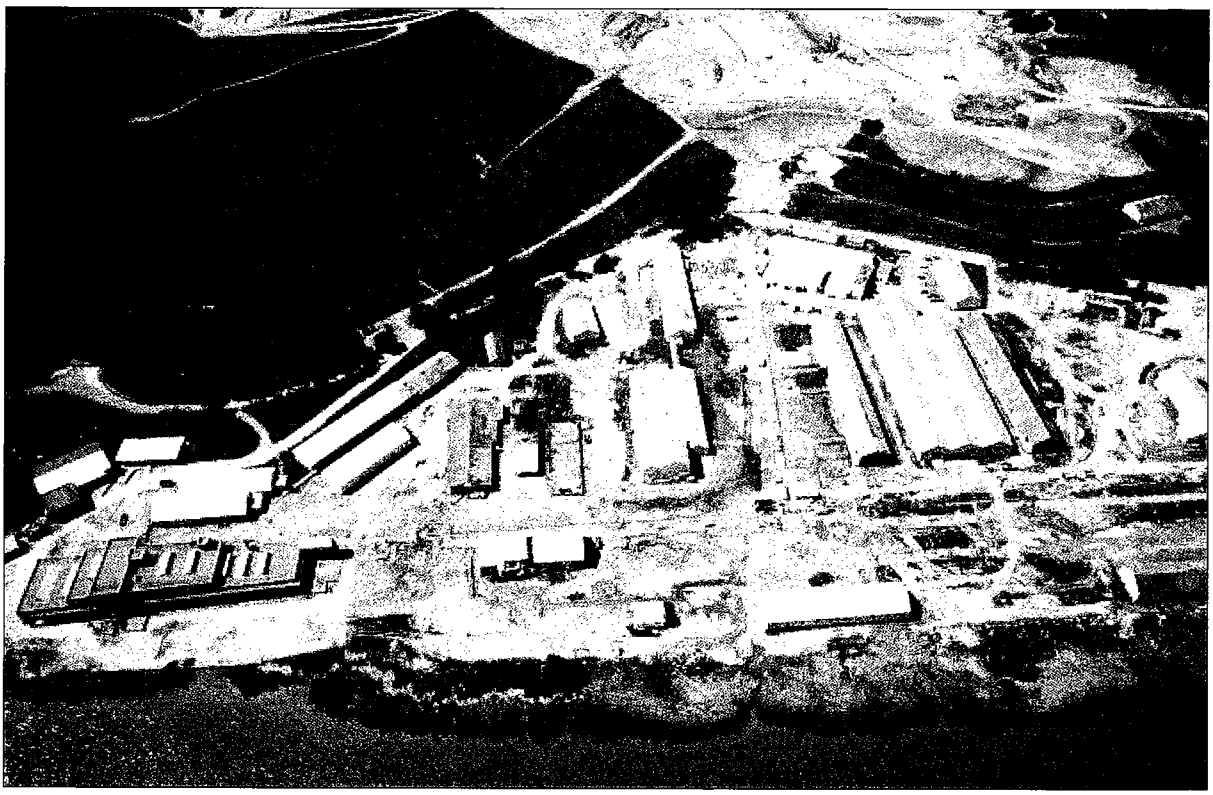
a. In general, street trees should not be used in the ammunitions character areas.

Street Furnishings

Street furnishings were not common in the ammunitions areas. With new uses, it may be necessary to provide some amenities, such as benches and waste receptacles.

13.6 Street furnishings should be simple and utilitarian in character.

a. All street furnishings should exhibit consistency in materials and color.
b. An industrial type metal bench, for example, would be appropriate.
c. Street furnishings include, but are not limited to, benches, trash receptacles, ash urns, bicycle racks, water fountains, light fixtures and bollards.



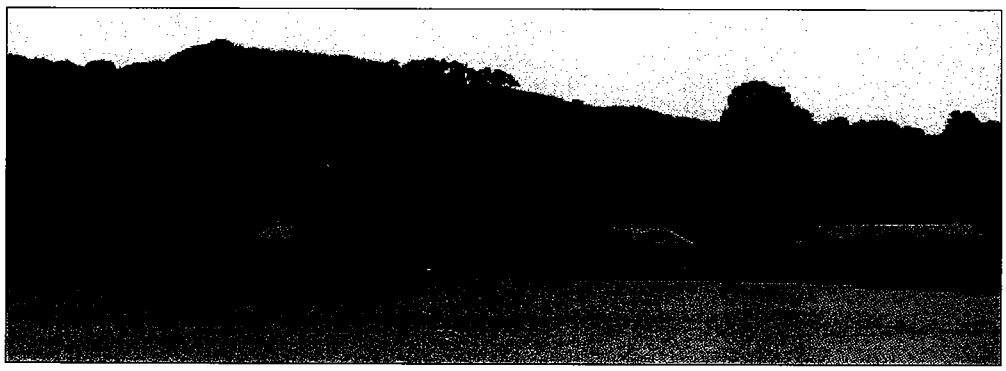
Most roads in the ammunitions areas were without trees. The exception is for those that led uphill to residences, such as that in the upper left portion of this photograph.

For those buildings related directly to handling of ordnance, siting principles were most directly influenced by concerns for safety. Most structures were spaced widely apart, and often were cut into the hillside.

Many buildings were widely spaced in the ammunitions areas.

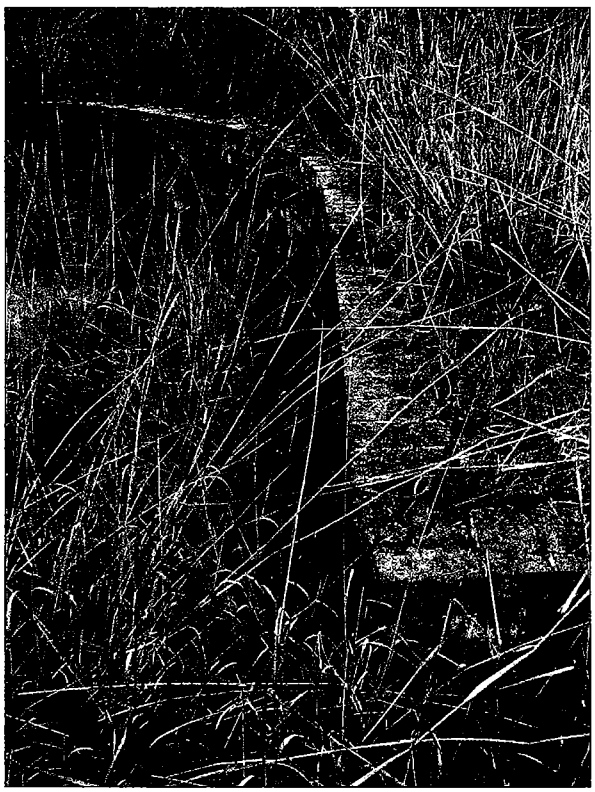
Building Orientation and Setbacks

When new buildings are to be constructed, they should reflect historic siting patterns in the area. In many cases, buildings were arranged to follow contours of the hillside. Even those on the flat lands followed the curve of the service road, which itself seemed to parallel the curvature of the hill. Reflecting this siting pattern is encouraged.



Many buildings in the ammunitions depot areas follow site contours or even are cut into the hillside.

Formal tree plantings in the cemetery.



A site retaining wall in Character Area M reflects an intent to divert water away from the foundations of buildings that stored ammunitions. This is a key feature that should be preserved.

Site Design and Layout

A sense of a natural landscape should be maintained in the ammunitions character areas. Formal landscape designs should be avoided, except in those areas where they existed historically, such as around residential structures and in the cemetery.

13.7 Maintain the natural landscape of the ammunitions character areas to the extent feasible.

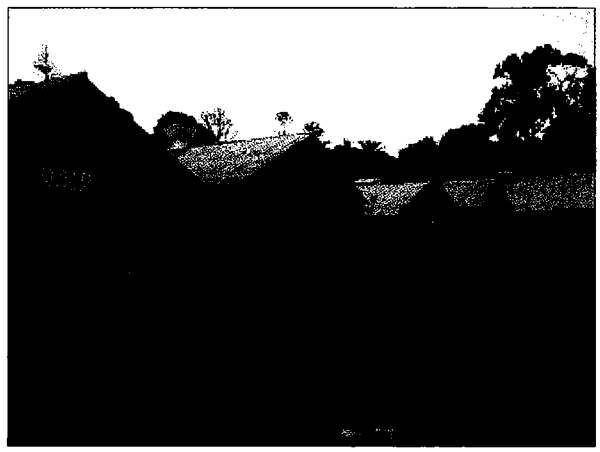
a. Exceptions are in the cemetery and around residential buildings.

A sense of a planned landscape is more apparent in residential portions of the ammunitions character areas.

General Building Character

While new buildings are not necessarily anticipated in the ammunitions character areas, it is possible that some will be proposed. Adaptive reuse of existing structures should take priority over new construction when feasible, but where new construction is anticipated, these guidelines will apply.

In general, new buildings should remain modest in character, and fit with the land forms and natural landscapes of this part of the historic district.



The primary form of a new building should be a simple shape.

Building Form

Historically, buildings in these areas were simple in form, especially those directly associated with munitions. This tradition should be continued.

13.8 The primary form of a new building should be a simple shape.

a. A basic rectangular form, with a gable roof, is preferred.

Wood is an appropriate building material in the residential contexts of the ammunitions character areas.

Building Materials

Traditionally, concrete, stone and brick were the predominate materials used in the ammunitions areas. Wood was used for residential structures. The historic materials palette should continue. However, materials may also be considered if they retain similar scale, textures, finishes and detailing exhibited by more traditional materials.

13.9 Buildings should be constructed of materials similar to those used traditionally.

a. Building materials should reflect the institutional and/or administrative character of the area.
b. Concrete, brick, and wood are preferred.

INDIVIDUAL AMMUNITIONS CHARACTER AREAS

Simple gable roofs are typical of those seen in Character Area K.

Building A-259 is an example of an ammunitions building type that was used repeatedly in character Area K.

This section provides descriptions of each ammunitions character area as well as design objectives for them. It highlights specific design considerations that are particularly relevant to an individual character area. This information should be used in conjunction with the preceding guidelines.

Character Area K: Ammunitions South

Description:

Character Area K wraps around the southern end of Mare Island. It is bound by the shoreline to the south, follows the historic district boundary to the west and the edge of the Ammunitions Core and Ammunitions North to the north and east.

It includes an arc of flat land that is at the base of a hill. A series of munitions storage structures stretches along this strip of land. Many are tucked into the foot of the hillside, while others stand farther out to the west, facing San Pablo Bay. This outlying row of munitions buildings defines the western-most portion of the historic district. Additional flat lands extend west beyond the district to the shoreline.

The southern portion of the hill itself also is included in this character area. Other munitions storage structures in this area are cut into the hillside. Site features, including retaining walls and roads, that were related to the munitions storage functions exist as well. Another special feature is a pier where vessels would first dock to unload munitions before entering the strait.

Several structures in this area are buried magazines, in which only a doorway is exposed. Retaining walls sometimes frame the entries. Pier 35 is a distinctive feature at the southern end.

Intent:

- To preserve historic resources to the extent feasible, while accommodating new uses
- To anticipate potential archeological resources and treat appropriately

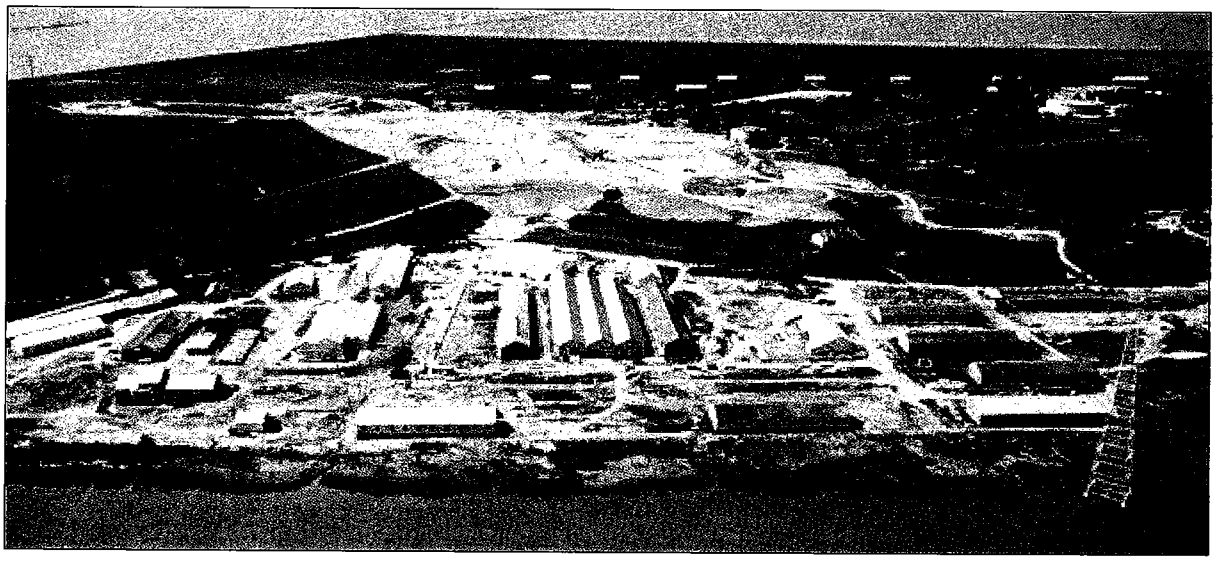
- To minimize the impacts of new construction, including roads, site furnishing and buildings

Key Features:

- Buildings widely spaced
- Buildings follow topographic features
- Simple building forms
- Gable roofs
- Repetition of building shapes, evenly spaced creates a distinct rhythm in some portions.

Design Policies:

- Preserve historic structures
- Preserve archeological resources, where feasible; document as necessary
- Avoid new construction; consider adaptive reuse first.



Portions of Character Area K, Ammunitions South, appear in the upper portion of this photograph. These are simple structures, widely spaced along the edge of the flat lands. Buildings in Character Area L, Ammunitions North, are in the foreground. An upland portion of the hill, which is the golf course, lies between the two character areas and is outside the historic district.

Character Area L: Ammunitions North

Description:

The Ammunitions North Character Area is located at the southern portion of the Island, abutting the Shipyard South and Hospital Character Areas. The eastern boundary of Ammunitions North is the shore line of the strait; the southern edge generally follows Railroad Avenue. The northern boundary is just north of Railroad Avenue and south of Building H-86. The western boundary follows a section of the historic district boundary west of Building H-86 until structure A-84, where it then descends to the waterfront .

This area includes ammunitions handling and storage buildings that were constructed from the 1850s through World War II. This is relatively flat land, except a portion at the northern end.

Most buildings are rectangular and are generally arranged orthogonally. This is particularly true of those closest to the shore line. Some other buildings, which lie closer to Railroad Avenue, align with the road edge instead.

Many buildings in this area were constructed during World War II.

Intent:

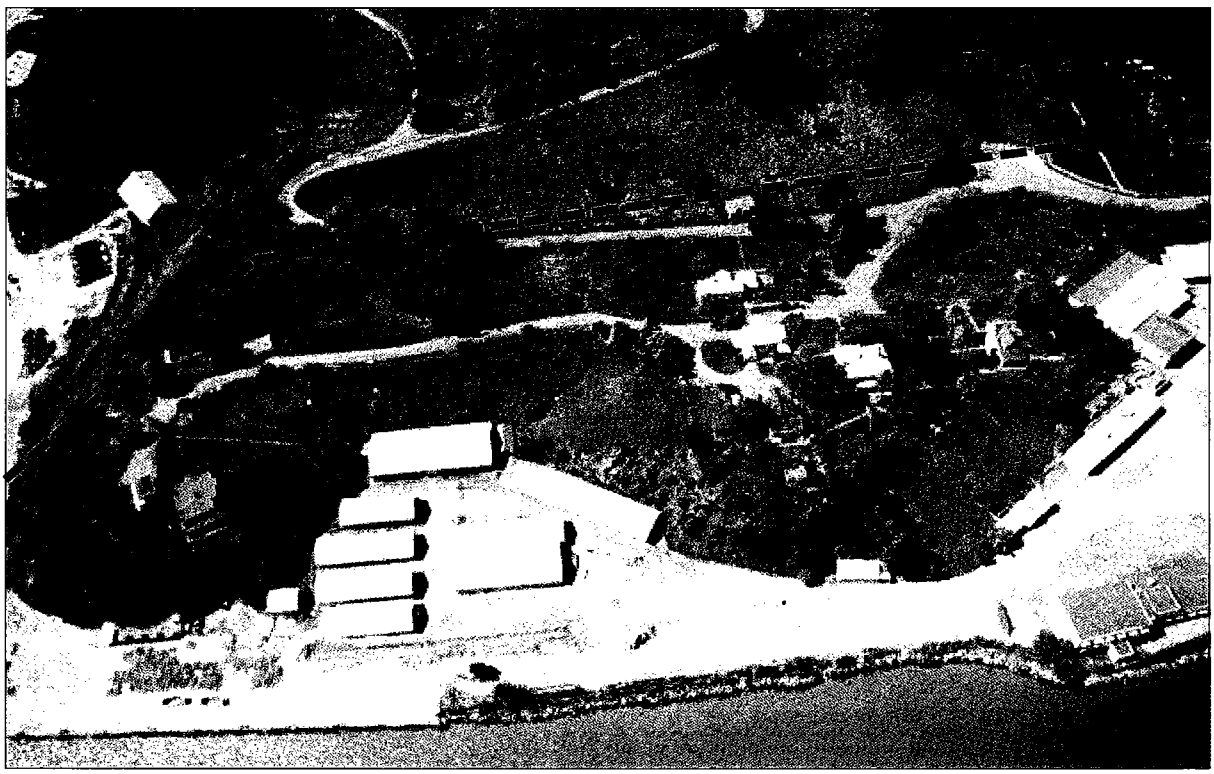
- To retain the historic character of the area, which is utilitarian in nature
- To preserve the historic resources of the area
- To promote adaptive reuse of existing historic buildings

Key Features

- Simple rectangular building forms
- Gable roofs, metal
- Limited amounts of landscaping
- Buildings in groupings that align

Design Policies

- Preserve historic structures.
- Avoid constructing new buildings, but where necessary, minimize visual impacts on historic resources.



Character Area M, Ammunitions Core includes the earliest buildings related to the Naval Ammunitions Depot.

Character Area M: Ammunitions Core

Description:

Character Area M is located along the shore line of the strait at the southern end of Mare Island between character areas L and K. The shoreline defines the eastern edge of the area, with Railroad Avenue at the northern border. The western edge roughly follows the 200' contour line past the cemetery out to structure A-51. The southern boundary follows the fence line from structure A-51 to A-55 east to the waterfront.

The Ammunitions Core contains the oldest ammunitions depot structures. The most noteworthy is the cluster of masonry structures that sit at the eastern base of the hill. Building A1 is at the center of this cluster.

This area also includes a string of houses that sit on the hill above the munitions buildings. These are accessed from Maseda Road. Preservation of these buildings is important because they help to convey the manner in which the depot was managed.

Pier 34 extends from the southern end of Railroad Avenue into the bay and is an important feature as well. The cemetery also lies within this character area.

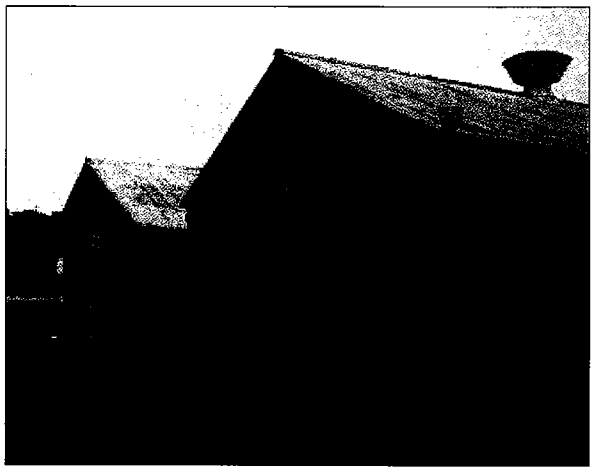
Intent:

The properties in Character Area M are a part of the National Historic Landmark designation and convey an important part of the history of the Island. Historic resources, including ordnance buildings, houses, the cemetery and pier, should be preserved. To the greatest extent feasible, new development within this area should be avoided.

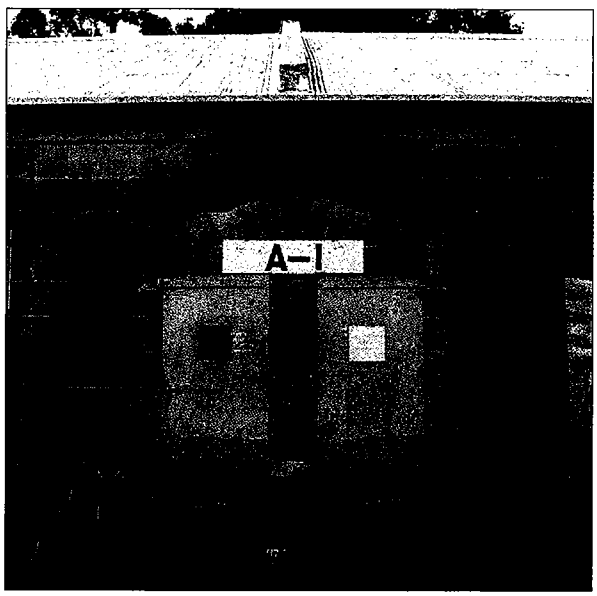
Interpretation of the historic resources should be a high priority.

Key Features

- Finely crafted stone walls
- Special buildings construction details, including roof trusses, tie rods and metal doors
- Limited number of openings
- Relatively small doorways
- Simple gable roofs

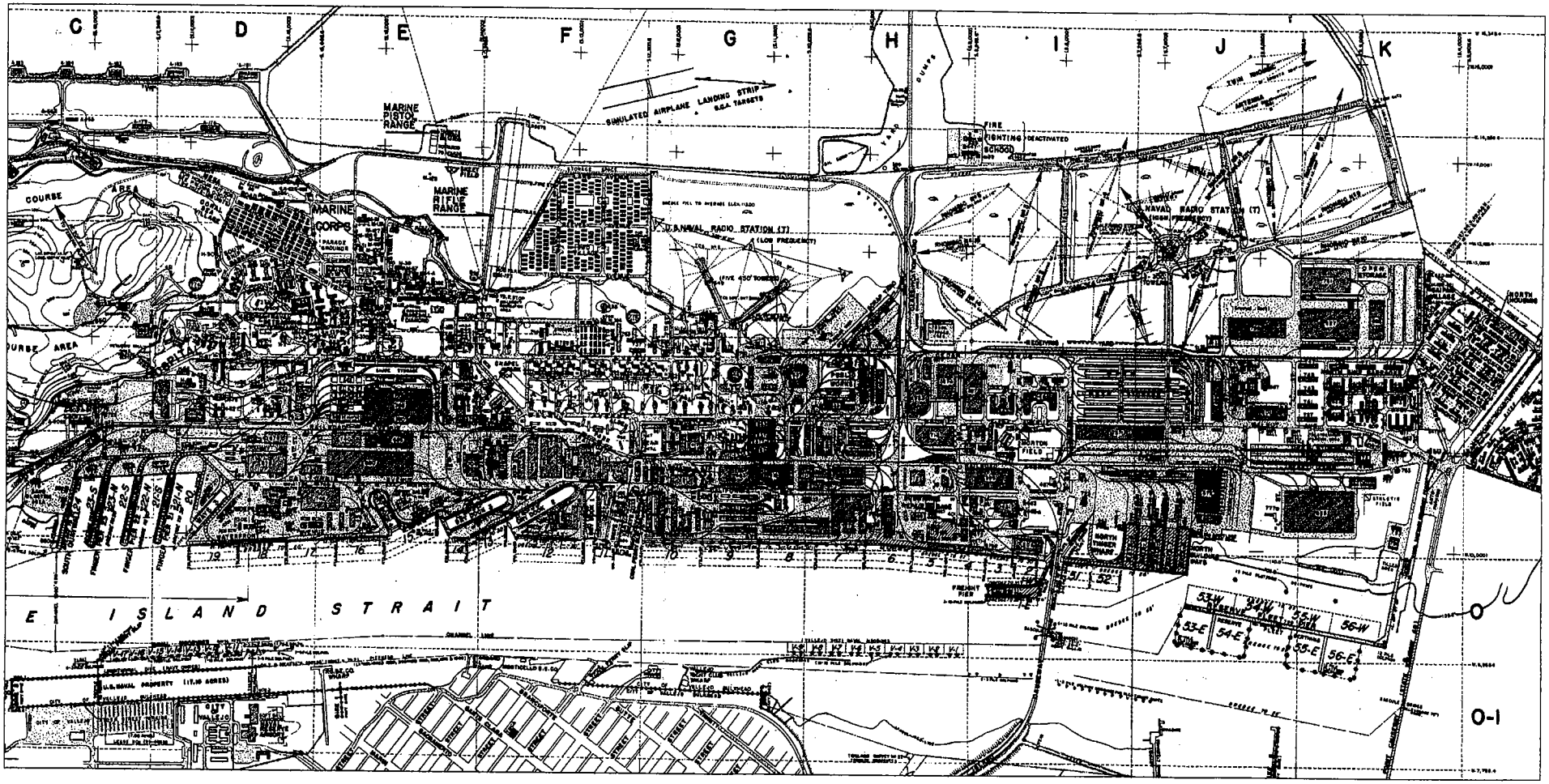


Early structures in Character Area M are highly significant and should be preserved.



Building A1 is at the core of Character Area M. Its preservation should be a high priority and new development in the immediate vicinity should be avoided to the extent feasible.

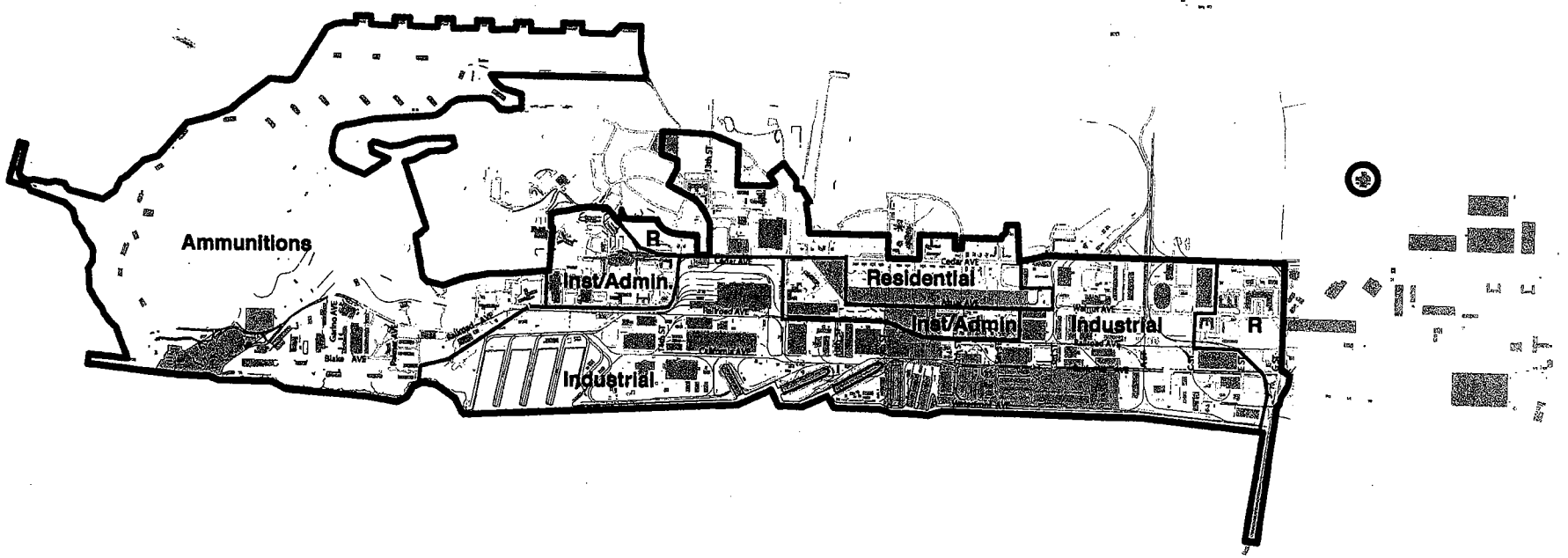
The core of Mare Island in 1951



HISTORIC DISTRICT BOUNDARY

NATIONAL HISTORIC LANDMARK

CHARACTER AREA BOUNDARY



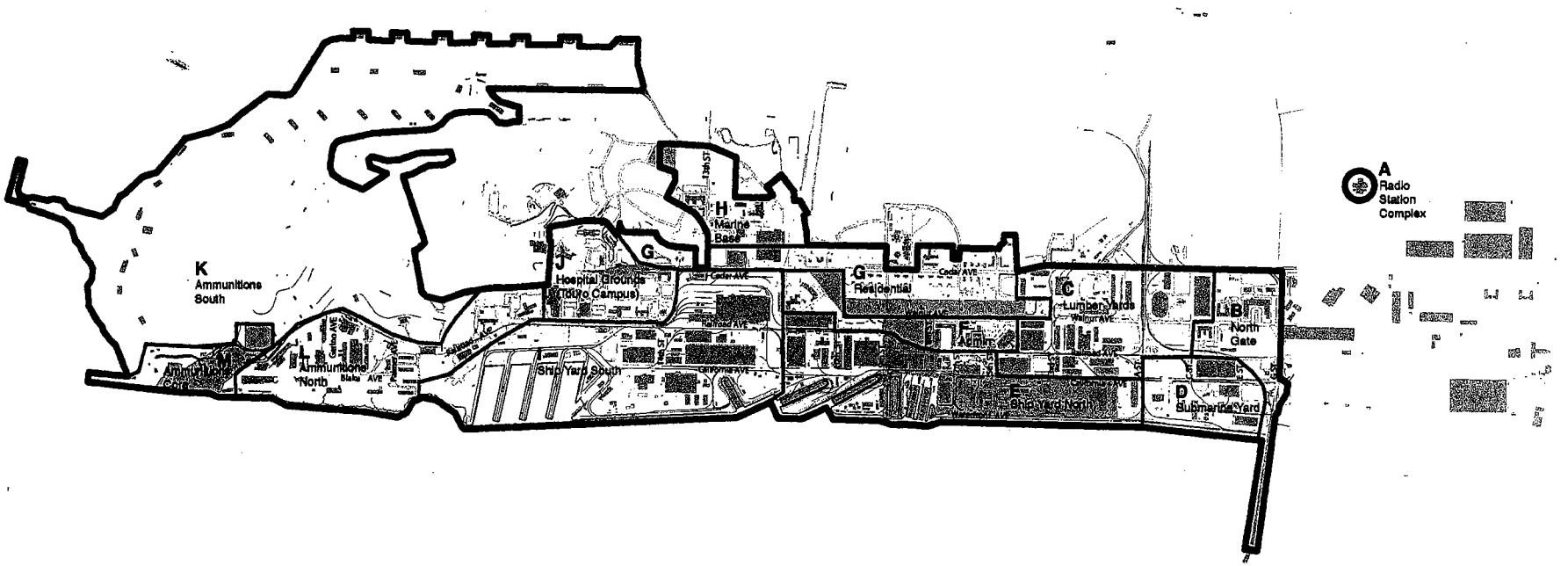
Mare Island Historic District Design Guidelines
Aggregated Character Areas

North
Scale: NTS

HISTORIC DISTRICT BOUNDARY

NATIONAL HISTORIC LANDMARK

INDIVIDUAL CHARACTER AREA BOUNDARY



Mare Island Historic District Design Guidelines
Individual Character Areas

North
Scale: NTS