

Congress of the United States

Washington, DC 20515

September 17, 2008

The Honorable Donald Winter
Secretary of the Navy
Department of Defense
1000 Navy Pentagon
Washington, D.C. 20350

Dear Secretary Winter,

We write once again about the fate of historic Hangar One at former Moffett Field Naval Air Station (NAS) in California. Recall we contacted you in June 2006 with our deep concerns about the preservation of this treasured landmark (copy enclosed).

We applaud the Navy's decision not to demolish this national treasure. However, we agree with the *Palo Alto Weekly Editorial: Navy's Half Step on Hangar One* dated August 6, 2008, "...the idea of leaving a skeletal remain is both repulsive and non-responsive to the intent of laws and regulations covering base closures."

Our position on behalf of our mutual Bay Area constituents is as follows:

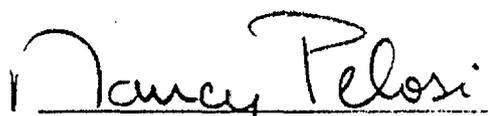
- ✓ The Navy is responsible for the remediation of environmental hazards. The health and well-being of our citizens must always be our priority.
- ✓ The Navy should cooperate with NASA to ensure that remediation and restoration are efficiently achieved. This includes providing a schedule for the Navy's work. Enclosed is a copy of Center Director Pete Worden's excellent column underscoring NASA's willingness to work with the Navy dated September 10, 2008 in *the Palo Alto Daily News* entitled, "NASA Aims to Restore Hangar One's Legacy."
- ✓ Our constituents have overwhelmingly supported a re-skinning of Hangar One during the public comment period, and it is critical that we do everything possible to see that Hangar One is restored so that it remains an icon in the Bay Area. Citizens and community leaders alike have come together to support a re-skinning and remediation process that allows for a new covering for Hangar One.
- ✓ The Hangar has proven to be tremendously versatile in use and we believe it will be again once cleaned and restored. It has been used by the Army and Navy since it was first built in 1932 and was the site of open houses, air shows, and the home of Moffett Field Historical Museum before it was closed. The Hangar is located within the NASA Ames Research Center which has recently begun several exciting public-private partnerships with organizations such as Google and the University of California, Santa Cruz. The potential uses in keeping with NASA Ames mission for Hangar One are extensive, but can only be realized if the Hangar is fully restored.

We thank you for your attention to this critical matter and we look forward to celebrating the rebirth of this one of a kind historic treasure.

Sincerely,



Anna G. Eshoo
Member of Congress



Nancy Pelosi
Speaker of the House



Zoe Lofgren
Member of Congress



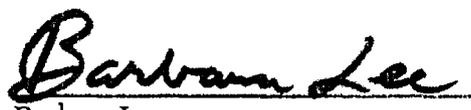
Mike Thompson
Member of Congress



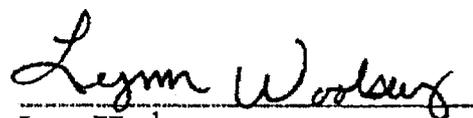
Michael M. Honda
Member of Congress



Ellen O. Tauscher
Member of Congress



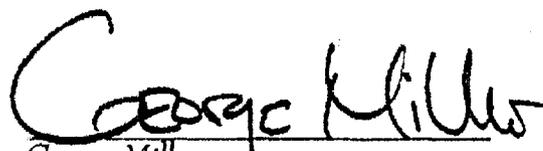
Barbara Lee
Member of Congress



Lynn Woolsey
Member of Congress

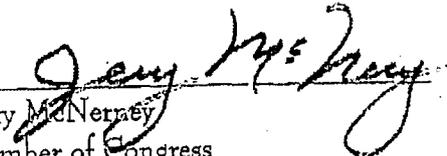


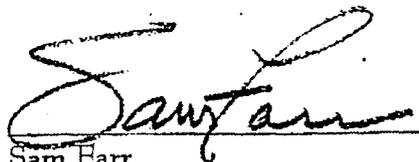
Fortney H. "Pete" Stark
Member of Congress



George Miller
Member of Congress


Jackie Speier
Member of Congress


Jerry McNerney
Member of Congress


Sam Farr
Member of Congress

Enclosures

cc: The Hon. B.J. Penn, Assistant Secretary of the Navy, Installations and the Environment
Dr. Pete Worden, NASA Ames Center Director
Chairman John L. Nau, Advisory Council on Historic Preservation



*Congress of the United States
House of Representatives
Washington, D. C. 20515*

*Anna S. Esko
Fresno District
California*

June 16, 2006

The Honorable Donald C. Winter
Secretary of the Navy
Department of Defense
1000 Navy Pentagon
Washington, D.C. 20350

Dear Secretary Winter,

We're writing to express our deep concern about the Navy's final Engineering Evaluation/Cost Analysis (EE/CA) for the historic Hangar One at former Moffett Field Naval Air Station (NAS) in California. According to the EE/CA, the Navy's recommended action alternative for addressing the environmental hazards presented by the structure is demolition and off-site disposal of the entire building. Demolition is not the only way to make the Hangar safe, and choosing demolition over preservation would show great disregard for the Hangar's history, the wishes of the community, and the myriad opportunities for reuse that a cleaned, restored Hangar One will offer.

We believe that the protection of public health is unquestionably the top priority. Only two of the Navy's cleanup alternatives address the Hangar contamination as a whole, which is essential to safeguard public health, and an action the Navy has promised to do. For these Alternatives, 10 and 11, however, the Navy has not addressed how it will protect the public from exposure to contamination during the cleanup. The risk of contamination and the costs of preventing it must be addressed by whatever alternative is adopted.

The selection of an alternative must also take into consideration two other criteria named in the EE/CA: Historic mitigation and community acceptance. We believe that choosing demolition would show a complete lack of consideration for both.

Hangar One has a special place in the history of the Navy, the community, and our country. It is the focal point of the United States NAS Sunnyvale Historic District, which is listed on the National Register of Historic Places (NRHP), and is eligible for an NHRP designation in its own right. The Hangar exemplifies early twentieth-century military engineering and the "Streamline Moderne" style of Art Deco architecture. It remains one of the two largest structures in the U.S. without internal support. It was revolutionary in its time, and choosing demolition would completely ignore the Hangar's historical significance.

The Hangar also has proven to be tremendously versatile in use, and we believe it will be again once cleaned and restored. It has been used by the Navy and the Army since it was first built in 1932, and has housed military offices, repair and service facilities, and high-tech aircraft. Before the discovery of contaminants forced its closure, the Hangar was used by the public for a growing

The Honorable Donald C. Winter

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variety of purposes, including open houses, air shows, and as the home of the Moffett Field Historical Museum. The Hangar is located within the NASA Ames Research Center, which has recently begun several exciting public-private partnerships with organizations such as Google and the University of California, Santa Cruz.

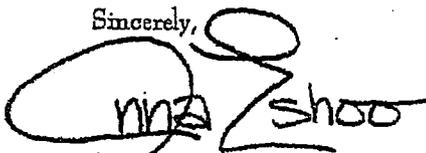
Potential viable uses for the Hangar are extensive. There is one use that is currently being considered that we believe has considerable merit. The San Francisco Bay Area would greatly benefit from having a facility that can be used as a focal point for disaster relief. In the likely event that the Bay Area experiences a catastrophic disaster the Hangar would be an excellent facility for conducting emergency response and recovery operations. The Hangar would provide a much-needed storage and staging capability for emergency commodity distribution as well as a base of operations for urban search and rescue activities.

The lack of a cleanup plan has hindered planning for the future use of the Hangar. Its past versatility is a firm indicator that it has the potential of once again becoming an asset not only to the people of the San Francisco Bay Area but to all of us that would benefit from having a robust emergency response capability on the west coast.

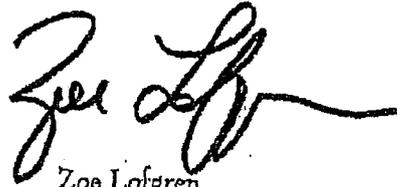
The community believes deeply in the Hangar's historic value and its potential for reuse, and they have made their feelings clear. Both the cities of Sunnyvale and Mountain View have expressed their support for the cleanup and preservation of the Hangar. Several local newspapers have published editorials in favor of keeping the Hangar, and members of the community have organized themselves to rally to its cause. The EE/CA itself names community acceptance as a required criteria, and the community has made it clear that demolition is unacceptable.

We believe demolishing Hangar One would be a travesty, saving the Navy a small expenditure, but costing the community, the Navy and the country a piece of our history and many possibilities in our future. We support Alternative 10, the full cleanup and preservation of Hangar One, and we believe the Hangar is worth far more than the funds needed to save it. We thank you for your attention to this important matter and look forward to your timely response.

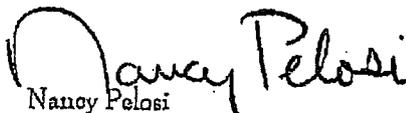
Sincerely,



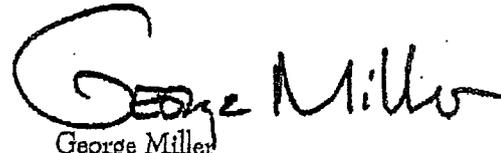
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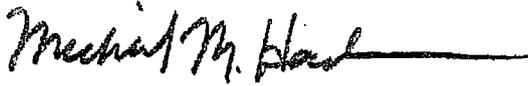
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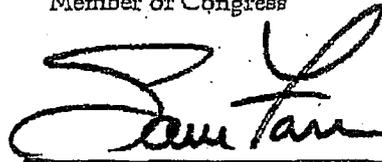
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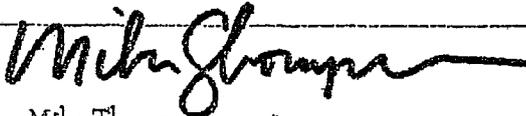
Tom Lantos
Member of Congress



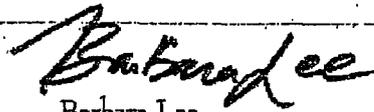
Ellen O. Tauscher
Member of Congress



Sam Rayburn
Member of Congress



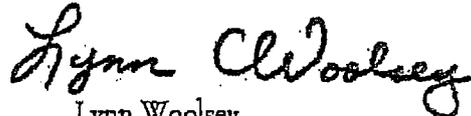
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Barbara Lee
Member of Congress



Fortney "Pete" Stark
Member of Congress



Lynn Woolsey
Member of Congress

- cc: The Honorable BJ Penn, Assistant Secretary of the Navy, Installations and the Environment
- General Simon "Pete" Worden, NASA Ames Center Director
- Mr. Rick Weissenborn, BRAC Environmental Coordinator, Former NAS Moffett Field
- Mr. Christopher Cora, U.S. Environmental Protection Agency, Region IX
- Mr. Stephen D. Mikessel, Deputy State Historic Preservation Officer
- Ms. Judy Huang, Regional Water Quality Control Board, San Francisco Bay Region

PALO ALTO DAILY NEWS

Wednesday Sep 10

GUEST COLUMN: NASA aims to restore Hangar One's legacy

By S. Pete Worden / Special to the Daily News

Moffett Field's Hangar One is a one-of-a kind historic treasure, and NASA is committed to its preservation.

Now 75 years old, this iconic landmark is showing its age. As a result of a 2003 inspection revealing that PCBs and other contaminants are leaking from its metallic exterior, the facility has been closed for the past five years. This year the U.S. Navy announced plans to remove all the contaminated siding material from Hangar One, seal the structural frame and leave the hangar's framework and flooring standing. However, its plans do not address the hangar's reskinning. At the Navy's recent public hearing on Aug. 26, members of the community expressed overwhelming support for full restoration.

NASA Ames Research Center assumed control of Moffett Field in the early 1990s. We agree it is in NASA's and the community's interest to maintain the profile of Hangar One as a meaningful landmark in the South Bay.

First and foremost, our goal at NASA Ames is the cleanup and restoration of Hangar One so that it no longer poses an environmental and health risk and it can be used again. The Navy has agreed to proceed with the cleanup activities. We are in the process of working with the Navy and seeking private partners to collaborate and assist us in the restoration effort.

The next step is to determine how best to use this national resource in a manner that is compatible and consistent with NASA's mission.

NASA Ames is exploring potential partnerships to support this worthwhile endeavor. The criteria for determining development and use already exist within the charter of the NASA Research Park (NRP). The NRP assists NASA Ames in fulfilling its obligations under the National Historic Preservation Act with respect to Hangar One and all historic property that is part of the Shenandoah Plaza Historic District at Moffett Field. This includes maintenance and preservation of historic buildings and assisting in revitalization and local economic development efforts through reuse of historic buildings.

A close partnership with our local communities is key to a successful outcome for the re-use of Hangar One. NASA values its relationship with our neighbors and recognizes the public trust associated with sustaining not only Hangar One, but all of the Shenandoah Plaza Historic District. A significant number of our 2,300 NASA Ames staff are your neighbors. Part of being a good neighbor is listening to what you think. To start, we want to hear your ideas for viable, potential future uses of Hangar One that ultimately enhance the community and NASA.

There's a special link on our Web site (www.nasa.gov/ames) to express your views. We will evaluate all our options and share with you our plans as they evolve.

Earlier this year the National Trust for Historic Preservation named Hangar One to its 2008 list of America's 11 Most Endangered Historic Places. Hangar One was a 20th century icon in our valley. NASA Ames looks forward to working together with our neighbors and friends to restore Hangar One to its former glory to make it a 21st century icon and ultimately use this great facility in a manner we can all be proud of.

S. Pete Worden is the director of NASA Ames Research Center, Moffett Field.