

SEPTEMBER 2016



# Draft Environmental Impact Report

(DRAFT EIR)

[STATE CLEARINGHOUSE NO. 2015021014]

for Los Angeles International Airport (LAX)  
Landside Access Modernization Program

City of Los Angeles  
Los Angeles World Airports

## Appendix H



*Los Angeles  
World Airports*

## **Appendix H**

### Historic Resources Technical Report









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The purpose of this technical report is to determine if historic resources as defined by the California Environmental Quality Act (CEQA)<sup>1</sup> are located within and adjacent to the areas affected by the proposed Los Angeles International Airport (LAX) Landside Access Modernization Program (LAMP) and, if so, to identify potential impacts to historic resources caused by LAMP. This report is intended to inform environmental review of the proposed Project.

Under CEQA the potential impacts of a project on historical resources must be considered. The purpose of CEQA is to evaluate whether a proposed project may have a significant adverse effect on the environment and, if so, if that effect can be reduced or eliminated by pursuing an alternative course of action or through mitigation measures.

The impacts of a project on an historical resource may be considered an environmental impact. CEQA states that:

*A project that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment.*<sup>2</sup>

Thus, an evaluation of project impacts under CEQA requires a two-part inquiry: (1) a determination of whether the project site contains or is adjacent to a historically significant resource or resources, and if so, (2) a determination of whether the proposed project would result in a “substantial adverse change” in the significance of the resource or resources. This report investigates the LAMP project area to determine if historic resources exist either within or adjacent to its boundaries and analyzes project impacts for any adverse change in the significance of such resources.

### 1.1 Areas of Investigation

The following areas, as shown on Figure 1, were examined as part of this assessment:

- The LAX Central Terminal Area (CTA) including terminal buildings 1, 2, 3, 4, 5, 6, 7, and 8; the Theme Building, 1961 Airport Traffic Control Tower (ATCT), Clifton A. Moore Administration Building, and buildings and structures located within the World Way loop.

<sup>1</sup> California Public Resource Code (PRC), Section 21084.1.

<sup>2</sup> Ibid.

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- Parcels comprising and adjacent to the Automated People Mover System (APM) guideway including APM substations outside the CTA.
- Development areas for the proposed East and West Intermodal Transportation Facilities (ITF) and the development area for the proposed APM Maintenance and Storage Facility
- Development area for the proposed Consolidated Rental Car Facility (CONRAC).
- Airport properties immediately south of Century Boulevard.

## 1.2 Methodology

Evaluation of historic significance is based on a review of existing historic designations, research of the relevant historic contexts and an analysis of the eligibility criteria and integrity thresholds for listing in the National Register of Historic Places, the California Register of Historical Resources, and as a City of Los Angeles Historic-Cultural Monument (HCM). Potential historic resources were considered as individual resources and as potential contributors to a historic district where relevant.

### Research

This report was prepared using primary and secondary sources related to the development history of LAX and its immediate surrounding area. The following documents were consulted:

- Historic building permits
- Historic photographs, aerial photos and site plans
- Published local histories
- Previous environmental review documents for LAX
- California State Historic Resources Inventory (HRI) for Los Angeles County
- Department of Parks and Recreation Historic Resources Inventory Forms
- Applicable results from SurveyLA, the City of Los Angeles' comprehensive historic resources survey now ongoing.

### Physical Evaluation

Assessment of historic integrity, and identification of character-defining features were conducted through on-site inspection of the CTA in February of 2015. Reconnaissance

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survey of development areas outside of the CTA was conducted in May, June, November and December of 2015.

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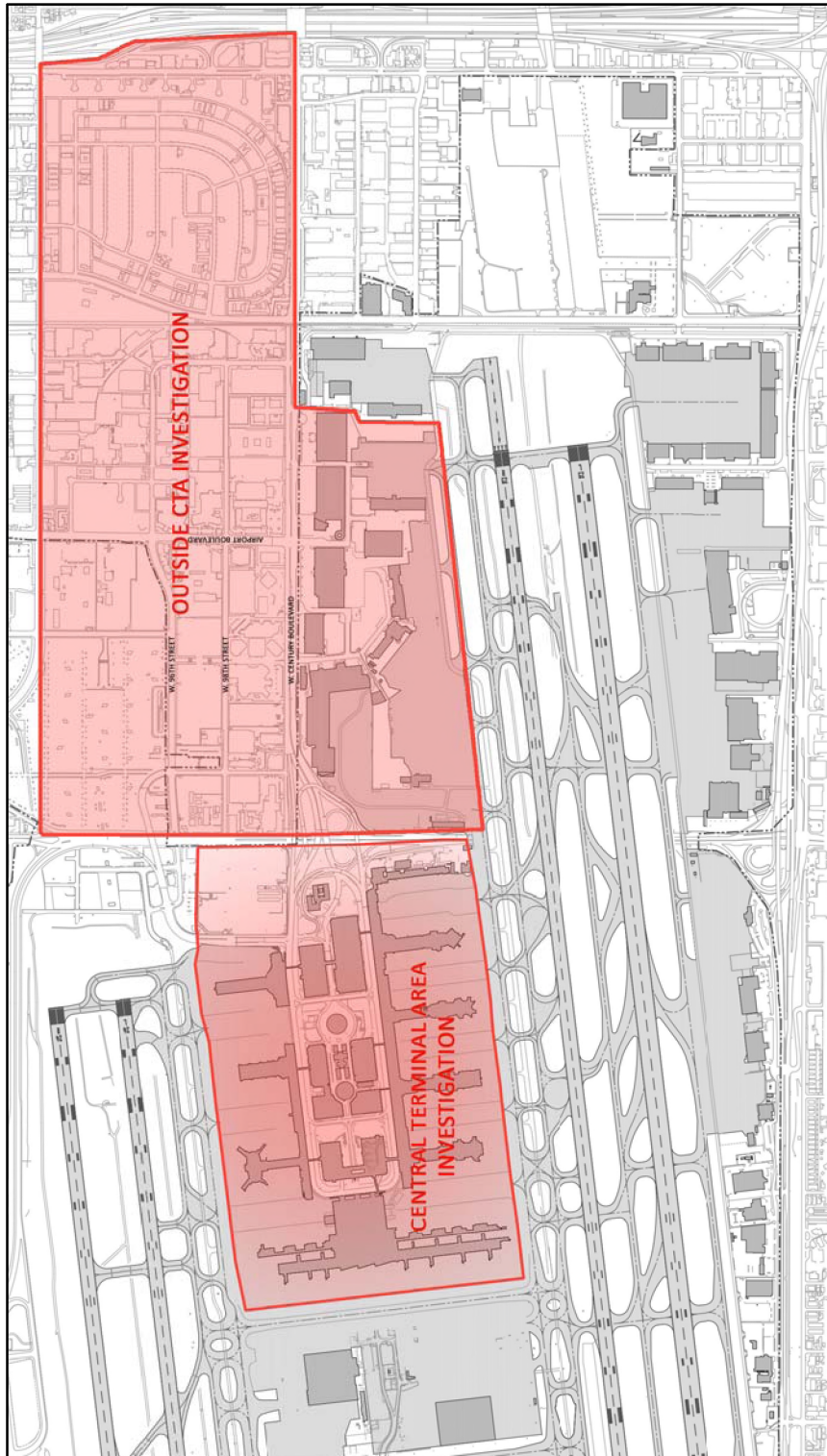
### 1.3 Project Team

Research, evaluation, field inspection, and analysis were performed by Paul Travis, AICP, Principal and Senior Preservation Planner; John LoCascio, AIA, Senior Preservation Architect; and Peyton Hall, FAIA, Managing Principal. Additional research and site documentation were conducted by Robby Aranguren, Planning Associate, and Molly Iker, Historian. All are qualified professionals who meet the Secretary of the Interior's Professional Qualification Standards

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Figure 1: Areas of Investigation



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Los Angeles World Airports (LAWA) is modernizing Los Angeles International Airport (LAX or “the Airport”) to improve passenger quality-of-service and provide world class facilities for its customers. Recent projects, either completed or underway at LAX, are transforming the Airport. These projects include the transformation of the Tom Bradley International Terminal (TBIT) with the Bradley West project, a new Midfield Satellite Concourse west of TBIT, a new West Aircraft Maintenance Area, a new Central Utility Plant, lighting and wayfinding improvements to the passenger terminals, runway safety area improvements, renovation of Terminals 1, 5, 6, and 7, and the overhaul of all terminal concessions and retail/duty free shops. LAWA is also planning additional terminal improvements including providing secure connections between Terminals 1, 2, 3, and TBIT, as well as renovating Terminals 2 and 3. To further transform LAX into a modern airport and to address increasing levels of traffic congestion at and around LAX, LAWA is working to redevelop the ground access system to the Airport, which would include a seamless connection to the regional rail and transit system.

Today, the passenger experience for those arriving or departing LAX is often severely compromised by roadway congestion in LAX’s Central Terminal Area (CTA) and on nearby streets. Compounding the local traffic congestion, 12 rental car agencies operate independent shuttles to transport passengers between the CTA and their individual rental car facilities that are located throughout the surrounding area. Unlike many major U.S. airports, LAX does not have a consolidated rental car facility that provides a convenient and centralized location for airport passengers to pick-up and return cars. In 2015, there were a total of over 1.1 million rental car shuttle trips on the upper and lower level roadways of the CTA. Moreover, LAX also lacks a direct connection to the Los Angeles County Metropolitan Transportation Authority (Metro) transit system. Currently, passengers and employees who want to take public transportation to LAX must either take a bus (often requiring a transfer from the City Bus Center on W. 96th Street to the LAWA-operated Lot C shuttle to reach the CTA), or take the Metro Green Line light rail to the station at Imperial Highway and Aviation Boulevard. They must then transfer to the LAWA-operated G shuttle to the Airport, which is a trip of approximately 2 miles.

<sup>3</sup> Description of existing conditions and the proposed project as provided by the Applicant.

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As part of the overall modernization of LAX, LAWA proposes to implement the LAX Landside Access Modernization Program to continue to advance and transform LAX's access system. The LAX Landside Access Modernization Program ("Project") seeks to improve access options and the travel experience for passengers; shift the location where different modes of traffic operate within the CTA and on the surrounding street network; and provide a direct connection to the Metro rail and transit system. By implementing this Project, LAWA seeks to provide more travel time certainty, reduce traffic congestion and improve air quality in and around the Airport.

The proposed Project includes several individual components that collectively would improve access to and from LAX. These components include an Automated People Mover (APM) system, Intermodal Transportation Facilities (ITFs), a Consolidated Rental Car Facility (CONRAC), pedestrian walkway connections to the passenger terminals within the CTA, and roadway improvements. In addition, LAWA proposes to implement changes to its policies and procedures in regards to commercial vehicle operations and plans to establish and enhance programs to encourage airport and other employees to use alternative means of transportation.

Metro is independently working on a connection to the airport along the Metro Crenshaw/LAX light rail line at their proposed Airport Metro Connector (AMC) 96th Street Transit Station to be located at Aviation Boulevard and 96th Street, about 1.5 miles east of the entry to the CTA. LAWA proposes to provide a direct connection along the APM to Metro's station at W. 96th Street, allowing passengers to seamlessly transition between the airport APM and the Metro transit system.

Public access into the CTA in the future would continue to function the way it does today. However, the purpose of the APM system is to reduce the number of commercial and private vehicles within the CTA, which would result in improved traffic flows on CTA and surrounding roadways, as well as fewer vehicle miles traveled and vehicle hours traveled. The APM system would provide passengers several different options on how to access LAX and would give LAWA the ability to implement pricing strategies, policies, and procedures that would result in a reduced number of vehicles in the CTA. The proposed APM would consist of a fixed guideway transportation system that would provide free access to the CTA for passengers, employees, and other users of LAX, 24 hours a day. Constructed completely above grade, the APM would connect to the passenger terminals in the CTA through a pedestrian walkway system located above the existing roads and curb areas in the CTA.

The APM would transport passengers between the passenger terminals and the other main components of the Project located east of the CTA, including a CONRAC facility, new public parking facilities, and locations for passenger pick-up and drop-off at the

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ITF East and the ITF West, as well as Metro's proposed AMC 96th Street Transit Station. The ITFs would provide access to the terminals for those that choose to drive their vehicle to LAX and park, including both long- and short-term parking. In addition, the ITFs would have designated space for commercial transportation providers, including, but not limited to, off-airport parking operators, long-distance shuttle operators, and hotel shuttles. The ITFs would enable passengers to access commercial transportation providers while eliminating the need for the providers to enter and circle through the CTA. The ITFs may include amenities and concessions for passengers, would offer long- and short-term parking options with close proximity to the APM system, provide new meet and greet locations for arriving passengers, and kiss and ride areas for departing passengers. In addition, various roadway improvements would accommodate the APM system, the CONRAC, and ITFs, and improve overall traffic circulation and vehicle access to and from LAX from all directions.

The proposed Project includes the following components:

- An APM system with six APM stations connecting the CTA to new proposed ground transportation facilities;
- Passenger walkway systems connecting the APM stations to passenger terminals, parking garages, and ground transportation facilities;
- Modifications to existing passenger terminals and parking garages to support the APM walkway system connections, including vertical circulation cores to the arrival, departure, and concourse levels;
- A CONRAC designed to meet the needs of car rental agencies serving LAX with access to the CTA via the APM;
- Two ITFs providing parking and pick-up and drop-off areas outside the CTA for private vehicles and commercial shuttles;
- Roadway improvements designed to improve access to the proposed facilities and the CTA;
- Utilities infrastructure, both new and modified, as needed, to support the proposed Project;
- Changes to policies and procedures in regards to commercial vehicle operations at LAX;
- Establish, update, and enhance programs to encourage airport employees and passengers to utilize alternative means of transportation;

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- Amendments to the LAX Specific Plan, LAX Plan, Westchester Playa del Rey Community Plan, City of Los Angeles General Plan Land Use Element, and Mobility Plan 2035 to conform these plans to reflect updated Specific Plan boundaries and the location of the components included in the LAX Landside Access Modernization Program and to provide the technical amendments necessary for the construction and operation of the Project;
- Subdivision of parcels, creation of new tract maps, and/or other reconfiguration of parcels, as well as zoning change approvals;
- Future related development on land owned by LAWA located adjacent to these facilities; and
- Enabling projects to allow construction of the Project.

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### 3.1 Historic Resources under CEQA

CEQA requires that environmental protection be given significant consideration in the decision making process. Historical resources are included under environmental protection. Thus, any project or action which constitutes a substantial adverse change on a historical resource also has a significant effect on the environment and shall comply with the State CEQA Guidelines.

When the California Register of Historical Resources was established in 1992, the Legislature amended CEQA to clarify which cultural resources are significant, as well as which project impacts are considered to be significantly adverse. Pursuant to Section 15064.5(b)(1) of the State CEQA Guidelines, a “substantial adverse change” means “demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired.”

CEQA defines a historical resource as, among other things, a resource listed in, or determined eligible for listing, in the California Register of Historical Resources. All properties on the California Register are to be considered under CEQA. However, because a property does not appear on the California Register does not mean it is not significant and therefore exempt from CEQA consideration. All resources determined eligible for the California Register are also to be considered under CEQA.

The courts have interpreted CEQA to create three categories of historical resources:

- *Mandatory historical resources* are resources “listed in, or determined to be eligible for listing in, the California Register of Historical Resources.”
- *Presumptive historical resources* are resources “included in a local register of historical resources, as defined in subdivision (k) of Section 5020.1, or deemed significant pursuant to criteria set forth in subdivision (g) of Section 5024.1” of the Public Resources Code (PRC), unless the preponderance of the evidence demonstrates that the resource is not historically or culturally significant.

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- *Discretionary historical resources* are those resources that are not listed but determined to be eligible under the criteria for the California Register of Historical Resources.<sup>4</sup>

To simplify the first three definitions provided in the CEQA statute, an historical resource for purposes of this investigation is a resource that is:

- Listed in the California Register of Historical Resources (California Register);
- Determined eligible for the California Register by the State Historical Resources Commission; or
- Included in a local register of historical resources.

Section 15064.5 of the State CEQA Guidelines (California Code of Regulations, Title 14, Chapter 3) supplements the statute by providing two additional definitions of historical resources, which may be simplified in the following manner. An historical resource is also a resource that is:

- Identified as significant in an historical resource survey meeting the requirements of PRC Section 5024.1(g);
- Determined by a Lead Agency to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California. Generally, this category includes resources that meet the criteria for listing on the California Register (PRC Section 5024.1, Title 14 CCR, Section 4852).

The fact that a resource is not listed in, or determined eligible for listing in, the California Register, not included in a local register of historical resources, or not deemed significant pursuant to criteria set forth in subdivision (g) of Section 5024.1, does not preclude a lead agency from determining that the resource may be an “historical resource” for purposes of CEQA.

Properties formally determined eligible for listing in the National Register of Historic Places are automatically listed in the California Register. Properties designated by local

<sup>4</sup> *League for the Protection of Oakland’s Architectural and Historic Resources vs. City of Oakland*, 52 Cal. App. 4th 896, 906-7 (1997)

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municipalities can also be considered historical resources. A review of properties that are potentially affected by a project for historic eligibility is also required under CEQA.

### 3.2 Historic Designations

A property may be designated as historic by Federal, State, and local authorities. In order for a building to qualify for listing in the National Register or the California Register, it must meet one or more identified criteria of significance. The property must also retain sufficient architectural integrity to continue to evoke the sense of place and time with which it is historically associated.

#### National Register of Historic Places

The National Register of Historic Places is an authoritative guide to be used by Federal, State, and local governments, private groups and citizens to identify the Nation's cultural resources and to indicate what properties should be considered for protection from destruction or impairment.<sup>5</sup> The National Park Service administers the National Register program. Listing in the National Register assists in preservation of historic properties in several ways including: recognition that a property is of significance to the nation, the state, or the community; consideration in the planning for federal or federally assisted projects; eligibility for federal tax benefits; and qualification for Federal assistance for historic preservation, when funds are available.

To be eligible for listing and/or listed in the National Register, a resource must possess significance in American history and culture, architecture, or archaeology. Listing in the National Register is primarily honorary and does not in and of itself provide protection of an historic resource. The primary effect of listing in the National Register on private owners of historic buildings is the availability of financial and tax incentives. In addition, for projects that receive Federal funding, a consultation process must be completed in accordance with Section 106 of the National Historic Preservation Act. Furthermore, state and local regulations may apply to properties listed in the National Register.

The criteria for listing in the National Register follow established guidelines for determining the significance of properties. The quality of significance in American history, architecture, archeology, engineering, and culture is present in districts, sites, buildings, structures, and objects:

<sup>5</sup> 36 Code of Federal Regulations 60, Section 60.2.

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- A. That are associated with events that have made a significant contribution to the broad patterns of our history; or
- B. That are associated with the lives of persons significant in our past; or
- C. That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- D. That have yielded, or may be likely to yield, information important in prehistory or history.<sup>6</sup>

In addition to meeting any or all of the criteria listed above, properties nominated must also possess integrity of *location, design, setting, materials, workmanship, feeling, and association*.

#### California Register of Historical Resources

The California Register is an authoritative guide in California used by State and local agencies, private groups, and citizens to identify the State's historic resources and to indicate what properties are to be protected, to the extent prudent and feasible, from substantial adverse change.<sup>7</sup>

The criteria for eligibility for listing in the California Register are based upon National Register criteria. These criteria are:

1. Associated with events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the United States.
2. Associated with the lives of persons important to local, California or national history.
3. Embodies the distinctive characteristics of a type, period, region or method of construction or represents the work of a master or possesses high artistic values.
4. Has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California or the nation.

<sup>6</sup> 36 Code of Federal Regulations (CFR) 60, Section 60.3.

<sup>7</sup> California PRC, Section 5023.1(a).

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The California Register consists of resources that are listed automatically and those that must be nominated through an application and public hearing process. The California Register includes the following:

- California properties formally determined eligible for (Category 2 in the State Inventory of Historical Resources), or listed in (Category 1 in the State Inventory), the National Register of Historic Places.
- State Historical Landmarks No. 770 and all consecutively numbered state historical landmarks following No. 770. For state historical landmarks preceding No. 770, the Office of Historic Preservation (OHP) shall review their eligibility for the California Register in accordance with procedures to be adopted by the State Historical Resources Commission (commission).
- Points of historical interest which have been reviewed by the OHP and recommended for listing by the commission for inclusion in the California Register in accordance with criteria adopted by the commission.<sup>8</sup>

Other resources which may be nominated for listing in the California Register include:

- Individual historic resources.
- Historic resources contributing to the significance of an historic district.
- Historic resources identified as significant in historic resources surveys, if the survey meets the criteria listed in subdivision (g).
- Historic resources and historic districts designated or listed as city or county landmarks or historic properties or districts pursuant to any city or county ordinance, if the criteria for designation or listing under the ordinance have been determined by the office to be consistent with California Register criteria.
- Local landmarks or historic properties designated under any municipal or county ordinance.<sup>9</sup>

<sup>8</sup> California PRC, Section 5023.1(d).

<sup>9</sup> California PRC, Section 5023.1(e).

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### Local Designation Programs

The Los Angeles City Council designates Historic-Cultural Monuments (HCMs) on recommendation of the City's Cultural Heritage Commission.

Chapter 9, Section 22.171.7 of the City of Los Angeles Administrative Code defines an historical or cultural monument as:

*“... a Historic-Cultural Monument (Monument) is any site ( including significant trees or other plant life located on the site), building or structure of particular historic or cultural significance to the City of Los Angeles, including historic structures or sites in which the broad cultural, economic or social history of the nation, State or community is reflected or exemplified; or which is identified with historic personages or with important events in the main currents of national, State or local history; or which embodies the distinguishing characteristics of an architectural type specimen, inherently valuable for a study of a period, style or method of construction; or a notable work of a master builder, designer, or architect whose individual genius influenced his or her age.”*

Designation recognizes the unique architectural value of certain structures and helps to protect their distinctive qualities. Any interested individual or group may submit nominations for HCM status. Buildings may be eligible for historical cultural monument status if they retain their historic design and materials. Those that are intact examples of past architectural styles or that have historical associations may meet the criteria in the Cultural Heritage ordinance.

### 3.3 Historic Significance and Integrity

#### Significance

The definition of historic significance used by the California Office of Historic Preservation (OHP) in its administration of the California Register is based upon the definition used by the National Park Service for the National Register:

*Historic significance is defined as the importance of a property to the history, architecture, archaeology, engineering, or culture of a community, state, or the nation.<sup>10</sup> It is achieved in several ways:*

- *Association with important events, activities or patterns*

<sup>10</sup> *National Register Bulletin 16A. How to Complete the National Register Registration Form.* Washington D.C.: National Park Service, U.S. Department of the Interior, 1997. (3)

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- *Association with important persons*
- *Distinctive physical characteristics of design, construction, or form*
- *Potential to yield important information*

A property may be significant individually or as part of a grouping of properties.

### Historic Integrity

*Historic integrity* is the ability of a property to convey its significance and is defined as the “authenticity of a property’s historic identity, evidenced by the survival of physical characteristics that existed during the property’s historic period.”<sup>11</sup> The National Park Service defines seven aspects of integrity: *location, design, setting, materials, workmanship, feeling*, and *association*. These qualities are defined as follows:

- *Location* is the place where the historic property was constructed or the place where the historic event occurred.
- *Design* is the combination of elements that create the form, plan, space, structure, and style of a property.
- *Setting* is the physical environment of a historic property.
- *Materials* are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property.
- *Workmanship* is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory.
- *Feeling* is a property's expression of the aesthetic or historic sense of a particular period of time.
- *Association* is the direct link between an important historic event or person and a historic property.<sup>12</sup>

<sup>11</sup> Ibid, p. 3.

<sup>12</sup> *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation*. Washington D.C.: National Park Service, U.S. Department of Interior, 1995.

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Standard preservation practice evaluates collections of buildings from similar time periods and historic contexts as historic *districts*. The National Park Service defines a historic district as “a significant concentration, linkage, or continuity of sites, buildings, structures, or objects united historically or aesthetically by plan or physical development.”<sup>13</sup> A historic district derives its significance as a single unified entity.

According to the National Park Service, “a district can comprise both features that lack individual distinction and individually distinctive features that serve as focal points. It may even be considered eligible if all of the components lack individual distinction, provided that the grouping achieves significance as a whole within its historic context. In either case, the majority of the components that add to the district's historic character, even if they are individually undistinguished, must possess integrity, as must the district as a whole.” Some examples of districts include business districts, college campuses, large estates, farms, industrial complexes, residential areas and rural villages.<sup>14</sup>

Resources that have been found to contribute to the historic identity of a district are referred to as *district contributors*. Properties located within the district boundaries that do not contribute to its significance are identified as *non-contributors*.

### 3.5 Age Threshold

The fifty-year age threshold has become standard in historic preservation as a way to delineate potential historic resources. The National Park Service, which provides guidance for the practice of historic preservation, has established that a resource fifty years of age or older may be considered for listing on the National Register of Historic Places. The National Register Criteria for Evaluation exclude properties that achieved significance within the past fifty years unless they are of *exceptional importance*. Fifty years is a general estimate of the time needed to develop historical perspective and to evaluate significance.<sup>15</sup>

Criteria for listing in the California Register of Historical Resources does not specify any minimum age requirement for consideration of historic significance although it is understood that a sufficient period of time would need to have passed so that the

<sup>13</sup> *National Register Bulletin 15*. How to Apply the National Register Criteria for Evaluation. Washington D.C.: National Park Service, U. S. Department of the Interior, 1997. (5)

<sup>14</sup> Ibid.

<sup>15</sup> Ibid. p. 2.

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resource can be evaluated within its appropriate context. Technical assistance provided by the California State Office of Historic Preservation states “In order to understand the historic importance of a resource, sufficient time must have passed to obtain a scholarly perspective on the events or individuals associated with the resource. A resource less than fifty years old may be considered for listing in the California Register if it can be demonstrated that sufficient time has passed to understand its historical importance.”<sup>16</sup>

In the City of Los Angeles, “there is no requirement that a resource be a certain age before it can be designated”<sup>17</sup> as a Los Angeles HCM. The City’s office of Historic Resources does qualify, however that “enough time needs to have passed since the resource’s completion to provide sufficient perspective that would allow an evaluation of its significance within a historical context.”

<sup>16</sup> *California Office of Historic Preservation Technical Assistance Series #6 California Register and National Register: A Comparison (for purposes of determining eligibility for the California Register)* State of California Office of Historic Preservation, Department of Parks and Recreation (3)

<sup>17</sup> City of Los Angeles Office of Historic Resources website, accessed February 2011.  
<http://www.preservation.lacity.org/faq>

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*Much of the following information has been excerpted from the “LAX Master Plan EIS/EIR Appendix I Section 106 Report,” prepared by PCR Services Corporation in January of 2001. Other sources are otherwise noted.*

#### 4.1 Early Land Use

Prior to its development as an airport, the land currently occupied by LAX was part of Rancho Sausal Redondo, which had been granted to Antonio Ygnacio Avila by the Mexican government in 1837. Typical of the Spanish and Mexican land grant ranchos, the land was used for cattle ranching and sheep grazing.

After the Mexican-American War (1846-1848) and subsequent annexation of California by the United States, the Rancho Sausal Redondo changed hands a number of times. In 1868 it was acquired by Sir Robert Burnett who combined it with his previous acquisition, the neighboring Rancho Ajuaje de la Centinela, to create the Rancho Centinela.

In 1873, Rancho Centinela was leased to Daniel Freeman, a Canadian attorney. Freeman eventually acquired the Rancho Centinela in 1885 which he successfully used for dry farming. In 1894, 2000 acres of the Daniel Freeman ranch was leased to local farmer Andrew B. Bennet. This property became known as the Bennett Rancho. Meanwhile, portions of the old Rancho Centinela were sold to various companies, and in 1912 a large portion of land that included the Bennett Rancho was bought by James Martin and the Los Angeles Extension Company, which Martin controlled. Martin continued to lease the land to tenant farmers, and by 1922, Bennett had expanded his leasehold to 3,000 acres and was growing wheat, barley, and lima beans.

#### 4.2 Airport Development 1928-1951

Pioneering aviators began using a portion of the Bennett Rancho as a landing strip during the 1920s. At the same time, Los Angeles business leaders recognized the need for a municipal airport with facilities that exceeded those of the neighboring airports in Burbank, Glendale, and Santa Monica. Representing the interests of Martin and the Extension Company, the Bennett Rancho was promoted as a location for a Los Angeles municipal airport by realtor William W. Mines, after which the site became known as “Mines Field.” After Mines Field was selected as the location for the 1928 National Air Races, the City of Los Angeles leased 640 acres of the field for the Los Angeles Municipal Airport in August 1928.

In 1928, the Los Angeles Department of Airports (DOA) was established to administer the airport. The airport constructed its first permanent building -- Hangar One -- in

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1929 and development continued that year with the construction of administrative offices, a runway, and additional hangars.

Although intended as a regional airport for commercial air service, the Los Angeles Municipal Airport serviced only private pilots, flying schools and small aircraft manufacturers for several years. In 1935, the airport was improved with grading, runway construction, and a new sewer line under the direction of the Emergency Relief Administration. Two years later, the airfield was further improved under the Works Progress Administration. Plans to further upgrade for commercial airline services were halted with the onset of World War II. The federal government took control of the airport in January of 1942 and it was turned over for military use for the duration of the war.

During the war, the DOA was able to secure commitments from the major American commercial airlines<sup>18</sup> to relocate to Los Angeles Municipal Airport after the war with the creation of a master plan for improvements to the airport. The plan included expansion of the airfield and construction of new terminals and administration buildings. Voters approved a bond measure to fund the improvements in 1945 and temporary facilities for the airlines—referred to as the “Intermediate Facilities” -- were soon constructed. By 1947, six major airlines were operating at the airport. In 1949, the airport was officially named “Los Angeles International Airport” after the Civil Aeronautics Administration determined the airport suitable for international, intercontinental, and non-stop domestic flights.

Los Angeles’ postwar economic growth would effectively mandate continued improvements. Between 1947 and 1952, the number of travelers using or passing through the airport increased over 50 percent.<sup>19</sup> By 1950, all facilities were operating beyond their capacity. In 1951, architects William L. Pereira and Charles Luckman were hired to develop a master plan to guide upgrades and facilities expansion. A bond issue to fund the proposed improvements failed at the ballot box, however and the plans were not implemented. Using airport revenue and some federal funding the airport was able to make several upgrades including runway expansions, terminal building expansions, more parking facilities and the Sepulveda Avenue tunnel under expanded runways.

<sup>18</sup> United Airlines, TWA, Western Air, American Airlines, and Pan American Airways.

<sup>19</sup> Schwartz, Vanessa R., “LAX Designing for the Jet Age,” essay included in Overdrive L.A. Constructs the Future 1940-1990, De Wit, Wim and Christopher James Alexander editors, Getty Research Institute, Los Angeles, CA. 2013 (167)

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Jet propulsion aircraft came to be understood by the general population in relation to military planes introduced during World War II. The first commercial jet – the De Havilland Comet – was put in service by the British in 1952. Several spectacular and fatal failures of the Comet, however, slowed the wider use of jet aircraft for passenger service for several years. Jet passenger service began in the United States in the late 1950s with the introduction of the Boeing 707 and Douglas DC-8. Pan-American World Airways introduced overseas flights on Boeing 707 planes in October 1958, and Continental Airlines introduced jet service in 1959. This began the “Jet Age,” which revolutionized air travel. Jet engine planes reduced travel times by nearly half, enabled air manufacturers to build bigger, faster, more productive planes, and airlines to reduce their operating costs and airfares.<sup>20</sup> Jet aircraft continued to take a larger share of the market in the following years. It is estimated that almost 90 percent of air passenger miles were on jet aircraft by the end of the 1960s.<sup>21</sup>

The introduction of jet travel captured the excitement, optimism and sense of possibility that was manifest in American popular culture following World War II. The seemingly daily advances in chemistry, medicine, science, communications, and aerospace technology, suggested that the United States was actually realizing the faster, cleaner technological utopia that had been heretofore the realm of science fiction. In a world where jet airplanes connected Los Angeles to Tokyo in less than half a day, the term “Jet Age” became “a descriptor for a style and a way of life”<sup>22</sup> that looked forward to a glamorous future of glass and steel towers, monorail transit, and space travel. According to historian Alastair Gordon, “... the first generation of jets decreed the 1960s aesthetic, and changed the look of everything from furniture to fountain pens. The jets themselves – the DC-8s, Boeing 707s, Caravelles – became touchstones for modern designers.” Gordon goes on to observe that “The prefix ‘jet’ was used to sell products evoking speed and modernity and was attached to everything from laundry soap to vacuum cleaners... Affluent socialites jetted to fashionable watering holes and became known as the international ‘jet set’.”

Between 1955 and 1972, air passenger numbers more than quadrupled. The rise in air traffic brought unprecedented demands on airports. “The fifties witnessed a rush to

<sup>20</sup> Smithsonian National Air and Space Museum, “America By Air,” accessed February 10, 2015, <https://airandspace.si.edu/exhibitions/america-by-air/online/heyday/heyday13.cfm>.

<sup>21</sup> Schwartz (163)

<sup>22</sup> Schwartz (168)

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build or modernize facilities to keep up with demand.”<sup>23</sup> Airports across the country began construction on new and upgraded facilities to accommodate the increase in passengers. “Jets instantly made many airports obsolete. Even the new airports of the 1950s, such as Chicago’s O’Hare and New York City’s Idlewild (later John F. Kennedy), embarked on extensive runway and terminal expansions to accommodate jets and the increase in passenger numbers that jet travel generated.”<sup>24</sup> Airport planners understood that air travel was growing at a rapid pace, and would continue to do so for the foreseeable future. Therefore, Jet Age airport expansion needed to accommodate continued increasing demand for the foreseeable future.

#### 4.4 Jet Age Development of the CTA

Faced with a clearly inadequate infrastructure, in 1956 airport officials again hired Pereira & Luckman to master plan a facilities overhaul that would bring LAX into the Jet Age. This time, the effort was a joint venture with the firms of Welton Beckett and Associates and Paul R. Williams joining Pereira & Luckman. Unlike the aborted effort just a few years prior, airport improvements were funded by a voter-approved \$60 million bond.

The previous plans developed by Pereira & Luckman in 1953 had included a central circular terminal building housed in a glass dome with connecting fingers leading out to the parked aircraft. An alternative scheme involved tunnels leading to small satellite terminals. Although unrealized, it was this plan that first introduced the idea of decentralized or dispersed terminals which would become a critical component of the new plan.<sup>25</sup> As finalized in 1957, the new plan fully embraced the idea of decentralization. The plan distributed ticketing/baggage handling buildings along a U-shaped access road which wrapped a central mall containing surface parking, a restaurant, an employee cafeteria, electrical and heating plants, and the airport administration building. Each ticketing building was connected via an underground passageway to lozenge shaped satellite buildings with gates for boarding and deplaning. The satellite buildings contained passenger amenities including waiting areas, cocktail lounges, dining facilities, gift shops, and newsstands. The location of satellite terminals also maximized plane maneuverability and provided multiple points of access for boarding and deplaning.

<sup>23</sup> William H. Young, and Nancy K. Young, *The 1950s* (Westport, CT: Greenwood, 2004), (265)

<sup>24</sup> Janna Eggebeen, “Airport Age: Architecture and Modernity in America” (dissertation, The City University of New York, 2007), (75)

<sup>25</sup> Schwartz (167)

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Decentralization of the airport terminals was critical to the primary purpose of providing better continuity between ground and air for the new masses of travelers. By dispensing with the idea of a main terminal building, the designers were able to overcome the inherent limits of processing passengers within a single building. The emphasis, instead, was on the efficient circulation of passengers and planes. The separation of ticketing and baggage check from waiting, boarding and deplaning over multiple terminals dispersed passenger activity throughout the airport, and reinforced a seamless experience in the travel experience from car to plane. In this context the airport terminal was reconceived as an interchange between ground and air rather than a waiting room. Such decentralization also allowed the planners and operators of the airport to better manage the anticipated increases in airplane travel and passenger numbers by reducing choke points in any single area.<sup>26</sup>

The Jet Age terminal area at LAX was officially conceived in partnership with Welton Beckett and Associates and Paul R. Williams; it is clear, however, that Pereira & Luckman took the leadership role in its planning and design. During their partnership and after going their separate ways in 1958, both William Pereira and Charles Luckman shared a commitment to research and planning as fundamental aspects of architectural design, and both were schooled in the principles of Modernism. The realized design at LAX was a rational and direct expression of the airport's purpose, utilizing a design aesthetic that emphasized simplicity and clarity of form. In contrast to the Jet Age design of New York City's Idlewild (later John F. Kennedy) airport which also pioneered a decentralized plan but emphasized individualized architectural expression in the various terminal buildings,<sup>27</sup> terminal design at LAX adhered to a functional minimalism that was applied uniformly throughout the terminal area with identical low-rise terminal buildings subservient to the circulation and the flow of airport patrons.

Within the minimalist landscape of the new CTA, symbolic representation of the new airport was reserved for two non-terminal buildings, the ATCT and the Theme Building. Punctuating the uniformly horizontal CTA with a 172-foot vertical tower, the new 1961 ATCT and Administrative Building was located at the airport's eastern and primary entrance from Century Boulevard. Designed in a Mid-century Modern style, the steel frame and reinforced concrete building was composed of two main parts: an office building forming a low base, and the actual control tower that rises above. The

<sup>26</sup> Schwartz (172)

<sup>27</sup> Gordon, Alastair, *Naked Airport*, Metropolitan Books, Henry Holt and Company, LLC, New York City, NY 2004. (184-206)

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building featured an open ground floor below a second story raised on concrete piloti, and an interior courtyard. The Tower was clad with horizontal bands of vertical aluminum louvers. A ceremonial landscaped entry with a court of flags and the “flame of freedom” was positioned at the front entry facing east. Reputed to be the tallest of its kind when it was built, the form of the control tower and its integrated office building directly reflect its function and purpose.

Positioned on axis with the control tower at the geographic center of the CTA, the Theme Building was conceived as an alternative to the futuristic central building shown in early iterations of the plan.<sup>25</sup> Unlike the other buildings on the site, the Theme Building did not necessarily serve a critical airport function and therefore allowed for more freedom in its design. Designed in an Expressionistic style, featuring two intersecting parabolic arches rising 135 feet from the ground, the building served as a public restaurant, the employee commissary, and housed the central kitchen facilities servicing all satellite restaurants throughout the airport. The building also had an observation deck open to the public. Given its public use and futuristic design, the Theme Building eventually became the iconic symbol of the new Jet Age airport.

Implementation of the plan began in 1957 with the construction of field improvements and runway extensions. This was quickly followed by the necessary excavations for the underground components. The final phase included the construction of the terminal buildings and the ATCT which was completed in 1961. On January 13, 1962, the Theme Building opened to the public. The airport began fitting the underground passageways with moving sidewalks in 1964.

The CTA remained essentially in its original form through the 1970s, with the only major alteration being the construction of multi-level parking structures in the central mall. Extension of the ticketing/baggage claim buildings and additions to the terminal satellites were conducted in a modular manner that was uniform throughout the CTA and continued the original design aesthetic.

William Pereira & Associates (Pereira’s successor firm after parting ways with Charles Luckman) authored a new master plan for the Airport in 1967. The plan focused primarily on improving automobile access and capacity, expansion of the existing terminals, a new terminal at the west end of the CTA, and alleviating pressures at LAX through the construction and expansion of smaller regional airports throughout the Los

<sup>25</sup> Schwartz (173)

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Angeles metro area.<sup>29</sup> Many of these plans would eventually be implemented beginning in the 1980s.

#### 4.5 Airport Expansion 1981- Present Day

By the late 1970s demands on the airport had exceeded the existing capacity, a situation made untenable with the anticipation of Los Angeles scheduled to host the Games of the XXIII Olympiad in 1984. In 1981, the Airport embarked on a major expansion program that included a second deck of the U-shaped access road to separate arriving and departing passengers, expansion and remodeling of the existing terminal buildings, new parking structures, a new international terminal at the west end of the CTA, and a newly constructed Central Utility Plant. The Airport named Gin Wong as the supervising architect with Bechtel Civil & Minerals, Inc. and DMJM overseeing construction. The new international terminal, named after Los Angeles Mayor Tom Bradley, was designed by a joint venture of William Pereira & Associates, Daniel Dworsky and Associates, Bonito A. Sinclair and Associates, and John Williams and Associates. The TBIT opened in 1984.

It was during the 1980s that above-ground concourse piers connecting the ticketing and baggage buildings to the terminal satellites were constructed. Alterations and wholesale replacement of terminal buildings would continue through the present day.

In 1996, a new ATCT was constructed, designed by Kate Diamond of Siegel Diamond Architects and Adrianna Levinescu of Holmes & Narver. The Tower rises over 100 feet taller than the 1961 ATCT to the east. In response to moving control operations to the new Tower, the 1961 Administration Building and ATCT were extensively altered in the early 2000s.

In 2010 construction began on a major expansion and rehabilitation of the TBIT. The project added new concourses to the west of the existing terminal building, as well as shops, restaurants, passenger lounges, security screening areas, customs, immigration, and baggage claim facilities. The terminal opened in phases beginning in September 2012, and was opened in 2013.<sup>30</sup> Work continues on the TBIT with a projected completion in 2017.

<sup>29</sup> William Pereira, James Steele editor. University of Southern California, Architectural Guild Press, 2002. (178-191)

<sup>30</sup> “About LAX Development Program,” Los Angeles World Airports website accessed October 8, 2015. <http://www.lawa.org/laxdev/laxdev.aspx>

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Prior to the establishment of Los Angeles Municipal Airport at Mine Fields, the Los Angeles region had become home to several aviation industry pioneers, including Glenn Martin, who built his first airplane in Santa Ana in 1906 and Donald Douglas, who in 1920 had founded the Davis-Douglas Company in Santa Monica. Airplane manufacturers appreciated the local climate which was conducive to flying and generally favored locations on or near airports. Soon after the airport opened, several small aircraft companies, including the Fleet Aircraft Manufacturing Company and Golden Eagle Aircraft established operations at the airfield.

Despite serious difficulties during the Depression, industrial development at or near the airport continued throughout the 1930s. By 1937 California had become the national leader in aircraft production and the Los Angeles Municipal Airport area employed 2,300 workers in the aircraft industry. With the approach of World War II, demand for aircraft accelerated further as the military stepped up production orders. At the peak of the war effort in 1943, fully 34 percent of the Los Angeles workforce was employed by the aviation industry.

Aircraft production contracted immediately following the war, but growing commercial air travel and the Cold War arms race meant the continued growth of the aviation industry. In addition, the benefits of locating near the airport – including the relatively low cost of land and proximity to transportation and skilled labor - proved to be equally attractive to manufacturers in other industries. The establishment of the airport was a potent further inducement for industry to locate nearby. Manufacturing and light industrial concerns continued to locate in proximity of the airport throughout the 20<sup>th</sup> century.

#### International Airport Center

In 1962, construction began on a large commercial development along the north side of Century Boulevard.<sup>31</sup> Envisioned as a modern business district to include hotels, convention facilities, office buildings and retail uses, “International Airport Center” was the brainchild of the Del Webb Corporation in a lease agreement with the McCulloch Motors Corporation. McCulloch owned the land and had operated a manufacturing site on the property since 1946.<sup>32</sup> International Airport Center was planned and designed by Welton Beckett & Associates. Beckett & Associates was one of

<sup>31</sup> “Center’s First Unit Rising,” *Los Angeles Times*, December 16, 1962

<sup>32</sup> “New Research Plant Finished,” *Los Angeles Times*, July 9, 1950 (F5)

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three architectural firms on the planning and design team for the LAX Jet Age expansion and was familiar with the site, having designed facilities on the McCulloch plant years earlier.<sup>33</sup> Beckett & Associates designed several buildings for the first phases of the International Airport Center project.

The first phase occupied a 12-acre parcel bounded by Century Boulevard, Sepulveda Boulevard, and 98<sup>th</sup> Street, eventually extending to Vicksburg Avenue. A second phase developed property between Century Boulevard and 98<sup>th</sup> Street west of Airport Boulevard. The McCulloch plant was located between the two developments. International Airport Center was purchased by Prudential Insurance in 1964 with Del Webb maintaining control of the property and its development under its lease agreement.<sup>34</sup> In 1967, Tishman Realty and Construction Company purchased additional land from the McCulloch site to expand the Center and broke ground on their first building in 1967.<sup>35</sup> McCulloch would eventually sell the remainder of its Century Boulevard holdings and relocated its manufacturing operations opening up all of the area between Sepulveda Boulevard, Century Boulevard, Airport Boulevard and 98<sup>th</sup> Street for development. The land continued to be developed with office buildings and hotels into the 1990s.

<sup>33</sup> "Facility Wins Honor Award," *Los Angeles Times*, June 7, 1953

<sup>34</sup> "Airport Center Purchased for 10.5 Million," *Los Angeles Times*, July 7, 1964 (B7)

<sup>35</sup> "Tishman Will Expand at Airport," *Los Angeles Times*, August 20, 1967 (N12)

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Individual buildings, structures, objects and site features located within the CTA are examined in the following analysis for the purposes of identifying potential historic resources. As a framework for this assessment, HRG examined the entire CTA property, inclusive of buildings, objects, structures and sites. To present a thorough assessment, buildings and structures located within the CTA are considered for their collective potential historic significance in addition to potential significance as individual resources.

#### 5.1 Site Description

The CTA is located in the central portion of the LAX property, southwest of the intersection of Sepulveda Boulevard and Century Boulevard in the Westchester area of the City of Los Angeles. The CTA is flanked to the north and south by the airport's main northeast-southwest runways and taxiways, and to the west by transverse taxiways, hangar areas, service facilities, and the U.S. Coast Guard Air Station.

The CTA is accessed by a series of ramps and roads from Sepulveda Boulevard, Century Boulevard and W. 96th Street. It is composed of nine multi-story terminal buildings ranging from two to five stories in height, facing three sides of a U-shaped double-deck access road, World Way, serving arriving passengers on the lower level and departing passengers on the upper level. World Way encompasses an oblong central mall approximately two-thirds of a mile in length containing eight multi-level parking structures, the airport's Central Utility Plant (CUP), service facilities, and, organized east to west along the CTA's central axis, the Administration Building, the Theme Building, and the 1996 ATCT. The mall is lighted by a variety of pole fixtures including some original eight-armed pole fixtures.

The eight parking structures were constructed between 1966 and 2000. They range from three to five stories in height and are utilitarian in design. The CUP, located west of the 1996 ATCT, was constructed in 2014 to replace the airport's original CUP. Between the Theme Building and the control tower are two parallel rectangular buildings, each three bays long, with undulating roof plates. These are the remnants of the airport's Central Service Facility, originally consisting of two parallel structures, each sixteen bays long.

#### Terminal Buildings

The CTA contains six terminals associated with its original construction and three terminal buildings of later construction. Terminals 1, 2 and 3 line the north side of World Way and Terminals 4 through 8 the south side. Terminal 1 was constructed between 1981 and 1984 as part of the airport expansion to accommodate visitors to the 1984 Olympic Games; Terminal 2 was originally constructed in 1961 but was

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demolished and completely reconstructed in 1988; and Terminals 3 through 8 were constructed in 1961 and 1962 as part of the original development of the CTA but have been extensively altered. The terminals consist of two- to three-story ticketing/baggage claim buildings along World Way with long, rectangular plans and predominantly flat roofs that cantilever over the upper-level arrival areas; Terminal 4 has a large central front-facing barrel roof over its main entrance, flanked by lower, perpendicular barrel roofs to either side. Terminal 1 is free-standing but the ticketing/baggage claim buildings of Terminals 2 and 3 are connected, as are those of Terminals 4 through 8, forming a continuous unbroken façade along the south side of World Way. Two-story passenger concourse piers project from the airside of each ticketing/baggage claim building, with passenger amenities and gates on their upper levels and baggage handling and service areas below. At Terminals 3 through 7 the piers connect to and incorporate the remnants of the airport's original lozenge-shaped satellite terminals.

The terminals are of steel frame and reinforced concrete construction, with exterior walls finished primarily in cement plaster. Fenestration consists of expanses of glazed aluminum storefront. There are scattered remnants of original exterior finishes including glazed ceramic and ceramic mosaic tile, aluminum curtain walls, porcelain enamel wall panels, and vertical strip windows.

The interiors of the terminal buildings are organized in similar manner, although with multiple alterations and different finishes and features. Ticketing, check-in, and security operations are located on the upper level of each ticketing/baggage claim building. These connect to the concourse piers, with passenger amenities and gates that incorporate the original satellite terminals. Terminals 3, 6, and 7 retain elements of their original circular, domed central lobbies. The concourses in some terminals connect via escalators and stairs to underground passageways with terrazzo floors, ceramic tile walls, and mosaic tile murals, that lead to the baggage claim areas on the lower level of each ticketing/baggage claim building.

#### Tom Bradley International Terminal

The west end of World Way is occupied by TBIT, originally constructed in 1984 to handle visitors for the Games of the XXIII Olympiad. It was extensively expanded between 2010 and 2013 with the addition of new concourses to the west of the existing terminal building, as well as shops, restaurants, passenger lounges, security screening areas, customs, immigration, and baggage claim facilities. TBIT is a large two-story building with a rectangular plan and flat roof. Exterior walls are finished in cement plaster. At the west end of TBIT is a long concourse pier oriented north/south with multiple curved roof planes and clerestory windows.

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### Administration Building

The 1961 Administration Building (currently known as the Clifton A. Moore Administration Building) and ATCT forms the eastern terminus of the central axis of the CTA. It sits on an ovoid island ringed by access roads, and is surrounded by landscaping and mature palm and ficus trees. The building is Mid-century Modern in style and is of steel frame and reinforced concrete construction. It is composed of two main parts: an office building forming a low base, and the actual control tower that rises above.

The office building is two stories in height and has an irregular plan composed of interlocking square and rectangular volumes with two interior courtyards. It has a flat roof with built-up roofing. The exterior walls are composed of continuous bands of tinted, glazed aluminum storefront at the ground floor and ribbon windows at the second, alternating with continuous spandrels of scored cement plaster. The primary entrance is located on the southwest façade and consists of two pairs of glazed aluminum doors.

The Tower rises from the main interior courtyard. It has a square plan and is 13 stories in height. It is raised on four square concrete *piloti*, leaving the ground floor open except for the concrete stair and elevator tower. The exterior walls of the second through twelfth stories consist of continuous bands of aluminum-framed ribbon windows alternating with continuous spandrels of scored cement plaster. At each floor the tower is ringed by narrow cantilevered platforms with metal grates, and continuous horizontal metal pipe railings with angled metal vertical supports. The thirteenth story consists of the former control cab, set back from the tower perimeter and surrounded by a simple metal railing. The cab is square in plan with continuous bands of angled glass windows on all four sides and a flat roof.

The building's interior has been altered but retains some ceramic tile wall cladding, metal pipe stair rails, and at least one room with wood-paneled walls and integral metal wall clock.

### Theme Building

The Theme Building (HCM-570), completed in 1962, is the geographic centerpiece and visual focus of the CTA. It was designed by Pereira and Luckman in an Expressionistic style to serve as the futuristic symbol of the new “jet age” airport. It is located in the very center of the CTA, at the midpoint of the main east-west axis. It sits on a circular island ringed by a divided access road, Center Way, flanked to north by a USO and a surface parking lot, to the south by a surface parking lot, to the east by multi-story

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parking structures, and to the west by parallel rows of barrel-roofed service buildings and the 1996 ATCT.

The Theme Building is of reinforced concrete and steel frame construction, and its exterior surfaces are finished in cement plaster. It has a circular plan and is symmetrically composed. It consists of a one-story circular base with a roof terrace, surrounded by a perforated concrete screen wall; a central, cylindrical circulation and utilities core; and a pair of crossed parabolic arches supporting an observation deck with a cantilevered, circular restaurant (now closed) suspended below. The restaurant is encircled by canted, aluminum-framed glass walls. The primary entrance is symmetrically located on the east façade and is accessed through a wedge-shaped forecourt hollowed out of the base, with terrazzo paving embedded with metal stars, walls and columns clad in ceramic mosaic tile, and a textured plaster ceiling with a circular oculus to the terrace above. The entrance consists of two pairs of glass doors in a floor-to-ceiling, aluminum framed glass wall. The doors open to a lobby with terrazzo floor and base, curved wood-paneled screen walls, textured plaster ceiling, and recessed flush doors and transom panels. The lobby elevators provide access to the circular, glass-walled restaurant and the observation deck above. The restaurant interior was completely remodeled in the mid-1990s. A 2008 seismic retrofit of the building added five feet of height to the central core.

#### 1996 Airport Traffic Control Tower

In 1996, a new control tower was constructed to replace the control functions of the 1961 Tower. Located on the central axis of the CTA west of the Theme Building, the 289-foot high tower was constructed as part of a national program to upgrade air traffic control systems.<sup>36</sup>

#### 5.2 Previous Historic Evaluations

Two buildings located within the CTA have been previously evaluated for eligibility as historic resources. These buildings are as follows:

##### The Theme Building (1961)

The Theme Building was designated as City of Los Angeles HCM #570 on December 18, 1993.<sup>37</sup> In 2001, the Theme Building was determined eligible for listing in the National Register by consensus through a Section 106 evaluation. It was found eligible under

<sup>36</sup> LAX Master Plan draft EIS/EIR. (35)

<sup>37</sup> *City of Los Angeles Historic Cultural Monument (HCM) List, City Declared Monuments*, City of Los Angeles Department of City Planning, July 31, 2014. (21)

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Criterion C for architectural significance and was determined to satisfy National Register Criterion Consideration G for exceptional significance in a building less than 50 years old (at the time of evaluation). Because the Theme Building was determined eligible for listing in the National Register by consensus, it is listed in the California Register.<sup>35</sup>

#### 1961 Airport Traffic Control Tower

In 2001, the 1961 ATCT was found ineligible for listing in the National Register due to extensive alterations that had compromised its integrity. The Historic Resources evaluation for the 2012 LAX Specific Plan Amendment Study Draft EIR reiterated the Tower's ineligibility for the National Register and found it ineligible for the California Register and as a City of Los Angeles HCM. It was found, however, to "contribute to the setting of the Theme Building" at that time.

#### 5.3 Historic Significance

Buildings, structures, objects and sites located within the CTA are potentially historically significant – and therefore eligible for historic designation – under two criteria in both the National Register and California Register: National Register Criterion A and in parallel California Register Criterion 1, and National Register Criterion C and in parallel California Criterion 3. Component properties located on the site are also potentially eligible under similar criteria for designation as a Los Angeles HCM.

Under National Register Criterion A and California Register Criterion 1, the buildings, structures and sites located within the CTA are potentially significant for their association with the mid-20<sup>th</sup> Century expansion and upgrading of LAX to accommodate the new era of jet airplane travel and the increase in commercial air travel made possible by jet propulsion technology. Planned and designed in direct response to the requirements of jet travel, the CTA dispensed with earlier models of airport design featuring centralized monumental terminal buildings in favor of a dispersed terminal pattern and minimalist design with efficiency and speed of circulation as the primary focus. In both plan and design, the CTA expressed the optimism and possibilities of the Jet Age.

Under National Register Criterion C and California Register Criterion 3, the buildings, structures and sites located within the CTA are potentially significant as an excellent

<sup>35</sup> *LAX Specific Plan Amendment Study Draft EIR*, Los Angeles International Airport, July 2012 (4-337)



example of Jet Age airport planning and design, and for their association with the planning and design team of Pereira and Luckman, Welton Becket & Associates and Paul R. Williams which was brought together exclusively for the Jet Age LAX upgrade.

The period of significance under Criteria A/1 and C/3 is 1957-1962 which encompasses the initial construction and completion of the CTA. This timeframe includes the commencement of Jet Age improvements at LAX and recognizes the transformative social and economic effects to Los Angeles resulting from the introduction of jet age travel.

The CTA has retained the following buildings, structures, objects and sites dating from 1957-1962<sup>39</sup>:

- Theme Building
- 1961 Airport Traffic Control Tower
- Terminals 3, 4, 5, 6, 7 and 8
- World Way U-shaped access road
- The remaining three eastern bays of the Central Service Facility;
- Terminal 6 Sign Tower
- Remnant eight-armed light poles

#### 5.4 Change and Alteration

As completed in 1962, the CTA distributed passenger activity over seven one- and two-story ticketing buildings facing a U-shaped access road, enclosing a central mall. Six of the ticketing buildings were connected via underground passageways to lozenge-shaped satellite buildings that contained the arrival/departure gates as well as passenger amenities including food services, gift shops and newsstands. Terminals 2 through 7 were identified by free-standing tube steel sign towers bearing each terminal's numerical designation, visible from the access road and central parking areas. The central mall contained along its axis the 1961 Administration Building and ATCT, the Theme Building, the airport's Central Service Facility and Central Utility Plant, and a cooling tower, all surrounded by surface parking lots. A circular gas station with a flat

<sup>39</sup> This list does not include remaining interior features which are discussed in later sections.

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projecting roof canopy sat north of the 1961 Administration Building and ATCT alongside the U-shaped access road.

The CTA remained essentially in its original form through the 1970s, with the only major alteration being the construction of multi-level parking structures in the central mall, the extension of the ticketing/baggage claim buildings, small additions to some terminal satellites and the installation of moving sidewalks in some of the passenger tunnels. Alterations to the ticketing/baggage claim buildings and terminal satellites were conducted in a uniform manner reflecting the original design aesthetic. Since that time, a number of alterations have been undertaken that have substantially altered the CTA's original design and appearance. Substantial alterations to the CTA since its initial completion in 1962 include the following:

- By 1966 parking structures P-2b and P-5 had been constructed in the central mall, southwest of the Central Utility Plant.
- By 1969 parking structure P-7 had been constructed to the southeast of the Theme Building.
- By 1971, additions had been constructed at the south ends of the Terminal 6 and 7 satellites; all of the ticketing/baggage claim buildings had been enlarged at the first and second stories, connecting Terminals 4 through 7; and parking structures P-2 and P-6 had been constructed in the central mall.
- In 1981, in anticipation of the 1984 Olympic Games, construction began on a major expansion project that included a new double-deck roadway, a new international terminal at the west end of the CTA, the addition of more than one million square feet of terminal space, remodeling of existing terminal buildings, 8,800 new parking spaces, runway reconstruction, and renovation of the Central Utility Plant.
- By 1983, the elevated roadway was completed. The new access ramps to and from Sepulveda Boulevard and Century Boulevard eliminated the staff parking areas and landscaping flanking the 1961 Administration Building and ATCT, including the landscaped entrance plaza, fountain, and flagpoles facing Sepulveda Boulevard. It appears that the circular gas station just north of the 1961 Administration Building and ATCT was also removed at this time.
- In 1984, the new Tom Bradley International Terminal and Terminal 1 were completed.

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- In the 1980s, new concourse piers were constructed at each terminal, connecting the ticketing/baggage claim buildings to the satellites and providing additional gates and passenger amenities.
- In 1988, Terminal 2 was demolished and reconstructed.
- By 1994, parking structures P-1, P-2A, P-3 and P-4 had been constructed, with elevated walkways over World Way connecting the parking structures to the terminal buildings.
- In 1996, eight central bays of the Central Service Facility were demolished to make room for construction of the new 1996 ATCT.
- Between 1998 and 2002, Terminal 4 was completely remodeled. A new barrel roof was added to the ticketing/baggage claim building and an additional story added; a new 100,000-square-foot customs facility was added; baggage claim and concessions areas were doubled in size; and the interiors were completely reconfigured and refinished.<sup>40</sup>
- In the early 2000s, the 1961 Administration Building and ATCT were extensively altered. The Administration Building was altered by the following: the enclosure of its ground floor, which was originally open below a second story raised on concrete *piloti*; the partial enclosure of the original interior courtyard and connection to the Tower, which was originally free-standing; the enclosure of the original glass-walled second-story bridges that connected the north and south wings; the removal of the original exterior mosaic tile wall cladding and horizontal window canopies on the north and south façades; and the construction of a large two-story addition to the northwest. The 1961 Tower has been altered by the removal of its original vertical aluminum louvers and the addition of metal pipe railings at each floor. The interiors have been almost completely reconfigured and refinished.
- In 2012, a complete interior remodel of Terminal 6 was completed<sup>41</sup>.

<sup>40</sup> Jennifer Oldham, "Remodeled Terminal at LAX Debuts," *Los Angeles Times*, August 1, 2002, <http://articles.latimes.com/2001/aug/01/local/me-terminal1> (accessed July 2, 2015).

<sup>41</sup> Art Marroquin, "Alaska Airlines unveils \$238M Terminal 6 makeover at LAX," *Los Angeles Daily News*, March 27, 2012, <http://www.dailynews.com/20120327/alaska-airlines-unveils-238m-terminal-6-makeover-at-lax> (accessed July 2, 2015).

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- Between 2011 and 2013, the five remaining west bays of the old Central Service Facility were demolished and a new Central Utility Plant was constructed on the site.
- Between 2010 and 2013, TBIT was substantially renovated.
- Between 2013 and 2015, the old Central Utility Plant was demolished and a new thermal energy storage tank and maintenance facilities were constructed in its place.
- In 2015, a substantial interior remodel of Terminal 5 was completed.<sup>42</sup>
- Of the six original terminal sign towers, four have been extensively altered, truncated, and relocated. One (Terminal 4) is no longer extant. Only one of the six original terminal sign towers, that at Terminal 6, remains intact and in situ.

In addition to these major additions and renovations to accommodate passenger processing and improved amenities, the CTA has undergone constant minor alterations as part of necessary maintenance, including repair and replacement of exterior finishes and materials, replacement of interior finishes, remodeling of restrooms and concession areas, and upgrades to building systems.

#### 5.5 Remaining Character-Defining Features

Character-defining features are those visual aspects and physical features or elements that give a historic resource its character and help to convey its significance. Character-defining features can identify a resource as an example of a specific property type, usually related to the building's function; they can exemplify the use of specific materials or methods of construction, or embody an historical period or architectural style; and they can convey the sense of time and place associated with significant events or people.

Character-defining features are those elements constructed during the property's period of significance that contribute to the integrity of the property. In general, retaining character-defining features retains the integrity of an historic property, and therefore helps to retain the property's eligibility as an historic resource. Significant impacts on

<sup>42</sup> Harriet Baskas, "First look: Delta unveils \$229M upgrade to LAX Terminal 5," *USA Today*, June 11, 2015 (accessed July 2, 2015) <http://www.usatoday.com/story/todayinthesky/2015/06/11/private-check-in-lounge-caps-deltas-terminal-5-upgrade-at-lax/71056200/>

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an historic resource result from major change(s) to character-defining features, or from many incremental changes over time.

Under both Criteria A/1 and C/3, the period of significance for the CTA extends from 1957-1962, which spans the initial construction and final dedication of the CTA. Since then, the CTA has undergone a number of significant alterations, demolitions, and additions that have eliminated character-defining buildings, features and materials. The CTA's surviving character-defining features include the following:

- the historic plan *parti* of a U-shaped access road surrounded by passenger terminals and enclosing a central parking area;
- the Theme Building which remains largely intact;
- the shape and form of the 1961 ATCT;
- the axial relationship between the Theme Building and 1961 ATCT;
- the remaining three eastern bays of the Central Service Facility;
- the Terminal 6 Sign Tower;
- remnant eight-armed light poles;
- scattered material remnants of the original ticketing/baggage claim building finishes including ceramic mosaic tile wall and column cladding, terrazzo flooring, and acoustical plaster ceilings;
- remnants of the original terminal satellites including aluminum-framed curtain walls, vertical strip windows, ceramic mosaic tile wall and column cladding, circular domed lobbies, two-story semicircular waiting areas, and terrazzo flooring;
- passenger tunnels with terrazzo flooring and base, ceramic tile walls, ceramic mosaic tile murals, plaster ceilings with recessed and surface-mounted strip fluorescent light fixtures, and moving sidewalks.

#### 5.6 Individual Resource Evaluations

As noted in Section 5.2 of this report, the CTA contains one building, the Theme Building, which was previously determined eligible for listing in the National Register

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under Criterion C by consensus through Section 106 evaluation. Because the Theme Building was determined eligible for listing in the National Register by consensus, it is listed in the California Register.<sup>43</sup> The Theme Building is also designated as City of Los Angeles HCM #570. No other building, structure, object or site located within the CTA has been previously found eligible for designation as an individual historic resource.

As noted in the paragraph above, the buildings, structures and sites located within the CTA are potentially significant individually under National Register Criterion A and California Register Criterion 1 for their association with the mid-20<sup>th</sup> Century expansion and upgrading of LAX to accommodate the new era of jet airplane travel and the increase in commercial air travel made possible by jet propulsion technology. The buildings, structures and sites located within the CTA are also potentially significant individually under National Register Criterion C and California Criterion 3, as an excellent example of Jet Age airport planning and design and their association with the planning and design team of Pereira and Luckman, Welton Becket & Associates, and Paul R. Williams. The buildings, structures, objects and sites are also potentially eligible as City of Los Angeles HCMs for the same reasons. The period of significance for any individual resource would be the date of its construction which would fall into the 1957-1962 timeframe which encompasses the initial construction and completion of the CTA.

The CTA contains eight buildings that were constructed during the period of significance. In addition to the Theme Building, these include the 1961 Administration Building and ATCT, and six terminal buildings-- Terminal Buildings 3, 4, 5, 6, 7 and 8 (Terminal 1 was constructed in 1984 and Terminal 2 was demolished and rebuilt in 1988, both well outside the period of significance). All other buildings located within the CTA were constructed after 1962 and are considered outside the period of significance. Buildings remaining from the period of significance are examined below.

#### Evaluation of the 1961 Administration Building and Airport Traffic Control Tower

The 1961 Administration Building and ATCT have been extensively altered, particularly the two-story Administration Building portion. Alterations include enclosure of its ground floor, partial enclosure of the original interior courtyard, enclosure of the original glass-walled second-story bridges that connected the north and south office wings; the removal of the original exterior mosaic tile wall cladding and

<sup>43</sup> *LAX Specific Plan Amendment Study Draft EIR*, Los Angeles International Airport, July 2012 (4-337)

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horizontal window canopies on the north and south façades; and the construction of a large two-story addition to the northwest.

The Tower portion has been altered by the removal of the original aluminum vertical louvers and the addition of metal pipe railings at each floor but continues to retain several original features including its square plan, 13 story height, and flat roof; control cab with angled, continuous, fixed aluminum-framed ribbon windows and surrounding roof deck; continuous, fixed, aluminum-framed ribbon windows; scored cement plaster spandrels; continuous aluminum grates; exposed concrete *piloti*, elevator/stair shaft, and screen wall at ground floor; and its second-story bridge to the Administration Building with ceramic mosaic tile wall cladding and aluminum-framed clerestory window. The original immediate surroundings and landscape have also been completely altered.

Due to extensive alteration of the two-story Administration Building portion and alterations to the Tower portion, the building no longer retains integrity of *design, setting, materials* or *workmanship* and therefore does not retain sufficient integrity to be eligible for listing in the National Register under Criteria A or C. The California Register criteria is somewhat more forgiving than the National Register criteria when it comes to integrity but given the overall alteration of its architectural design, the building is also not eligible for listing in the California Register under Criterion 1 or 3.

Because the Tower portion retains its vertical form and control cab, it is still recognizable as a control tower from the period of significance. Despite alterations, it continues to retain integrity of *location, feeling* and *association*. The Tower remains in its original location at the eastern entry into the CTA and retains its historic axial relationship with the Theme Building. It therefore continues to convey its historic association with the Jet Age redesign of LAX and the transformative effects of jet travel. For these reasons, the Tower does appear eligible for local listing as a City of Los Angeles HCM.

#### Evaluation of Terminal Buildings 3, 4, 5, 6, 7 and 8

All the remaining original terminal buildings have been altered since the period of significance. Very little remains of the original ticketing/baggage buildings of terminals 3, 4, 5, 6, and 7 with the exception of remnant ceramic tile cladding in some locations. Terminal 6 does retain its original steel pylon sign (see below).

Terminals 3, 4, 5, 6, and 7 all retain their original underground tunnels with mosaic tile murals. The floors and ceilings of the tunnels at terminals 5, 6 and 7 have been either partially or completely replaced. All of the lozenge-shaped satellite buildings have been altered by the addition of concourse piers connecting the ticketing/baggage claim

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buildings to the satellites above ground. Many have sustained successive additions as well. These alterations have substantially changed the terminal buildings such that their original form is only partially or no longer apparent. None of the terminal buildings remaining from the period of significance appear to be eligible individually for listing as a historic resource.

### Remnant Structures and Objects

In addition to the buildings remaining from the period of significance, the World Way U-shaped access road retains its basic historic configuration, remnant objects and structures also remain including three eastern bays of the Central Service Facility; the sign tower for Terminal 6, and remnant eight-armed light poles. Of these, only the original sign tower for Terminal 6 appears eligible for listing as an individual historic resource. The Terminal 6 Sign Tower is not eligible for the National Register or California Register as an individual resource but it does appear eligible for listing as a Los Angeles HCM as the last terminal identification sign remaining from the period of significance.

#### 5.7 Historic District Evaluation

Because the CTA represents a collection of related buildings, structures, objects and sites originally master-planned, designed and constructed as a unified entity, consideration of the property as an historic district is appropriate for its evaluation.

As noted previously, the buildings, structures and sites located within the CTA are potentially significant as a historic district under National Register Criterion A and California Register Criterion 1 for their association with the mid-20<sup>th</sup> Century expansion and upgrading of LAX to accommodate the new era of jet airplane travel and the increase in commercial air travel made possible by jet propulsion technology. The CTA is also potentially significant as a historic district under National Register Criterion C and California Register Criterion 3, as an excellent example of Jet Age airport planning and design and its association with the planning and design team of Pereira and Luckman, Welton Becket & Associates, and Paul R. Williams. The buildings, structures, objects and sites are also potentially eligible as City of Los Angeles HCMs for the same reasons. The period of significance is 1957-1962 which encompasses the initial construction and completion of the CTA.

Currently, the CTA contains twelve (12) buildings. Of these, eight (8) remain from the period of significance. As explained previously, the Theme Building and the 1961 ATCT have retained sufficient integrity to convey their historic significance as individual resources and would, therefore, be considered contributing resources to a potential historic district. Terminal 3, which does not retain sufficient integrity to be eligible for

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listing as an individual resource, is the most intact of the remaining terminal buildings, having retained the original tunnel and many character-defining features in the satellite building. As such, it would also be considered a contributing resource to a potential historic district. Due to substantial alteration, none of the remaining terminal buildings from the period of significance retain sufficient integrity to convey their historic significance. Out of the 12 buildings currently present in the CTA only 3 would qualify as contributing.

In addition to the Theme Building and 1961 ATCT, remnant objects and structures also remain throughout the CTA. These include three eastern bays of the Central Service Facility; the sign tower for Terminal 6, and remnant eight-armed light poles. Internal underground tunnels linking the ticketing/baggage buildings to the terminal satellites also remain. In addition, the World Way U-shaped access road retains its basic historic configuration. As noted above, the sign tower for Terminal 6 appears individually eligible for designation as a Los Angeles HCM. None of the other remaining elements are eligible for individual designation.

Given the extent of alterations and new construction within the CTA since the period of significance, it does not appear that the remaining contributing buildings and features collectively retain sufficient integrity to qualify as a historic district. The integrity of the CTA is examined below.

#### Assessment of Integrity

Historic integrity is the ability of a property to convey its significance and is defined as the “authenticity of a property’s historic identity, evidenced by the survival of physical characteristics that existed during the property’s prehistoric or historic period.”<sup>44</sup>

The National Park Service defines seven aspects of integrity for historic resources. These are *location*, *design*, *setting*, *materials*, *workmanship*, *feeling*, and *association*. The integrity of the CTA is evaluated below based on these seven aspects:

- **Location:** The CTA remains on its original site. It therefore retains integrity of location.
- **Design:** The CTA has undergone numerous major and minor alterations since both its initial completion in 1962 and its transformation since 1981 and no

<sup>44</sup> U.S. Department of the Interior, *National Register Bulletin 16A: How to Complete the National Register Registration Form* (Washington D.C.: National Park Service) 1997, p. 4.

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longer retains most of the characteristics of its original “Jet Age” design. Individually, the centrally located Theme Building remains substantially intact and retains its integrity of design. The 1961 ATCT also retains its basic architectural form and distinctive control booth. The individual terminal buildings, originally constructed as simple roadside ticketing buildings and lozenge-shaped airside passenger terminals connected by underground tunnels, have either been demolished and replaced or substantially altered such that their original form is no longer apparent. Overall, the CTA has been further compromised by the addition of a second deck over the roadway; the continued addition of multi-level parking structures; the demolition of the original Central Utility Plant and Central Service Facility; the construction of the 1996 ATCT and Central Utility Plant; and the alteration of the Administration Building and the 1961 ATCT. Due to the cumulative effect of these alterations, the CTA no longer retains integrity of design.

- **Setting:** The CTA remains in its original setting at the geographic and operational center of Los Angeles International Airport, flanked to north and south by the airport’s main runways and taxiways. It therefore retains integrity of setting.
- **Materials:** Due to the numerous alterations itemized above, the CTA has lost a majority of its historic materials and retains only scattered and disparate remnants such as portions of ceramic mosaic tile cladding, aluminum framed curtain walls, and terrazzo flooring of the terminal buildings. The CTA no longer retains integrity of materials.
- **Workmanship:** Due to the numerous alterations listed above, the CTA has lost a majority of the examples of technological practices and aesthetic principles of the mid-20<sup>th</sup> century, and retains only scattered and disparate remnants such as portions of ceramic mosaic tile cladding and terrazzo flooring of the terminal buildings. The CTA therefore does not retain integrity of workmanship.
- **Feeling:** Because of numerous and extensive alterations after its period of significance, the CTA no longer retains integrity of design, materials, or workmanship, and no longer conveys the feeling of a mid-20<sup>th</sup> century “Jet Age” airport. It therefore no longer retains integrity of feeling.
- **Association:** Because of numerous and extensive alterations the CTA no longer retains integrity of design, materials, workmanship, or feeling, and no longer conveys its important associations with the early development of jet aircraft

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travel and the post-World War II growth of Los Angeles into a major metropolitan center. It therefore no longer retains integrity of association.

In summary, the CTA only retains integrity of *location* and *setting*. For any potential historic district, non-contributing buildings, structures, objects and site features located within the CTA would greatly outnumber contributors. The CTA does not exhibit the necessary ratio of contributing elements to non-contributing elements in order to qualify for listing as a historic district under National Register, California Register or local criteria.

#### 5.8 Summary of Findings

The CTA contains one (1) building, the Theme Building that was determined eligible for listing in the National Register by consensus through a Section 106 evaluation, has been listed in the California Register and has been designated a City of Los Angeles HCM. The CTA also contains one (1) building, the 1961 ATCT that appears eligible for listing as a City of Los Angeles HCM. One (1) structure, the Terminal 6 Sign Tower, also appears eligible for designation as a City of Los Angeles HCM. No other buildings, structures, objects or sites located within the CTA appear eligible for listing individually as a historical resource.

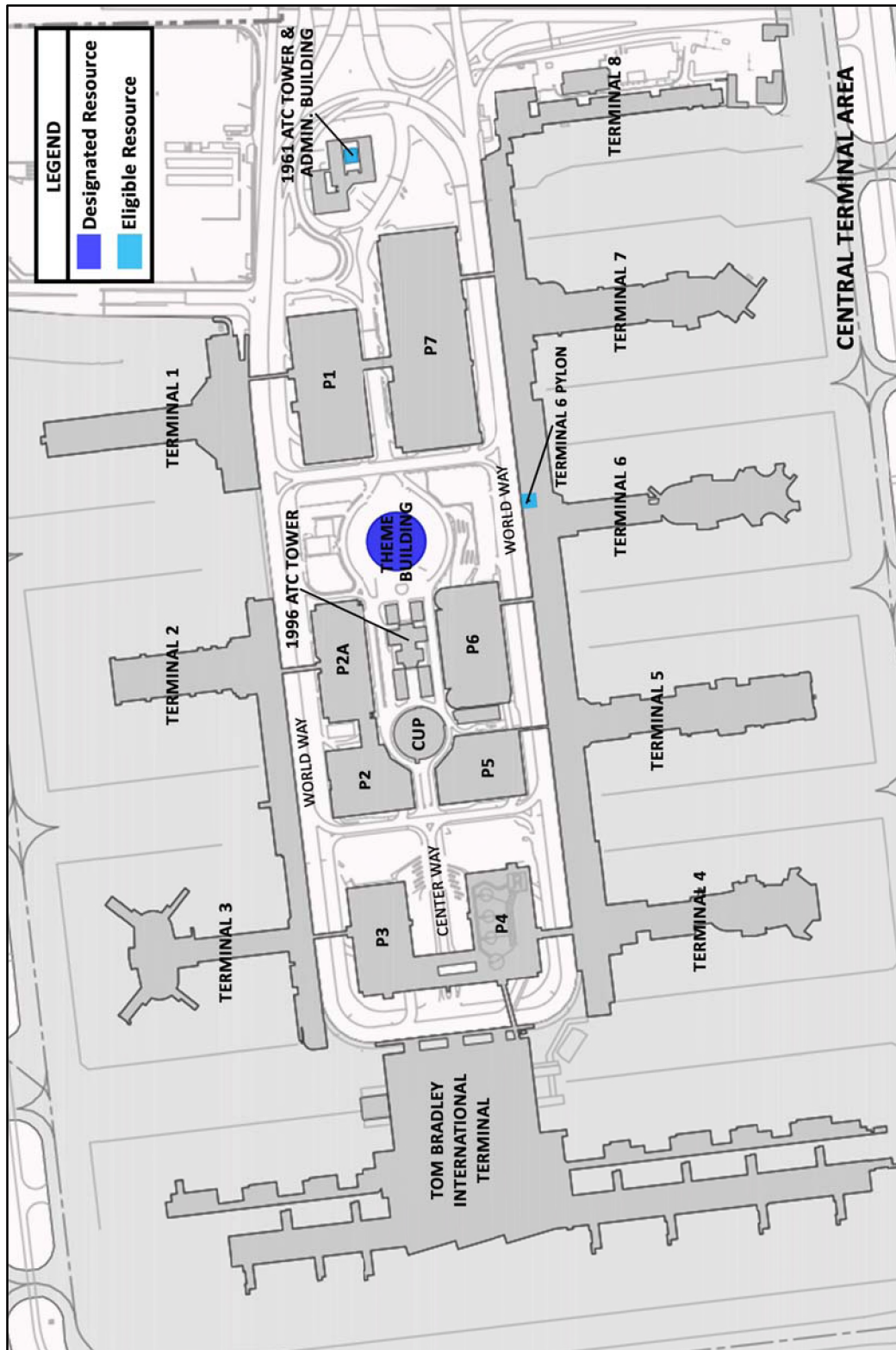
In addition, the CTA does not contain a grouping of buildings, structures, objects and sites that would be eligible collectively as a historic district. A map of the CTA can be found in Figure 2. The findings from the historic resources investigation of the CTA are summarized in Appendix C.

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Figure 2: CTA Area of Investigation



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### 6.1 Overview

HRG conducted a reconnaissance-level survey of the general LAMP area outside of the CTA to identify historically significant properties potentially eligible for listing in the National Register, California Register or as Los Angeles HCMs. The area of investigation is roughly bounded by Arbor Vitae Street to the north, Century Boulevard to the south, Interstate 405 to the east, and Sepulveda Boulevard to the west.

Informed by knowledge of the area's historic periods of development, HRG conducted a field investigation of the project area to locate potential historic resources. Background research on the development of its built environment provide an important foundation for informed observations in the field. Previous evaluations of the area were consulted and those properties previously found eligible or otherwise noted are documented here.

Field investigation focused primarily on buildings, structures objects, and landscape features located on or immediately adjacent to the proposed APM guideway and associated LAMP areas. Factors of the analysis included age of buildings, architecture, historic integrity and relationships to larger development patterns in the area.

### 6.2 Previously Identified Historical Resources

Five (5) buildings and one (1) structure located within the area of investigation have been previously identified as eligible for historic listing through survey evaluation. These resources are discussed below.

#### Intermediate Terminal Facilities

The three buildings located at 6000-6016, 6020-6024, and 6040 Avion Drive are the last remaining buildings of the Intermediate Terminal Facility, constructed between 1945 and 1947 to temporarily house airport administration and airline offices, passenger terminals, hangars and aircraft service facilities. The Intermediate Facility buildings lined Avion Drive, which looped around a central surface parking lot south of Century Boulevard. The facility originally consisted of four wood frame buildings, one housing the airport administration, weather service and Civil Aeronautics Administration, and the other three serving as passenger terminals. Additional buildings were constructed by airlines for their own offices and hangars. The three surviving buildings are part of the latter group. Each originally consisted of two stories of airline administrative offices facing Avion Drive, with hangars behind.

The surviving Intermediate Terminal Facility buildings represent an important milestone in the evolution of Los Angeles International Airport. The grouping is

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therefore significant under National Register Criterion A, California Register Criterion 1, and Los Angeles HCM criteria for its association with events that have made a significant contribution to the broad patterns of Los Angeles history. Two of the buildings, 6000-6016 and 6020-6024 Avion Drive, have undergone some alterations but retain a good degree of integrity. The third building, 6040 Avion Drive, which was originally the headquarters of Western Airlines, has been extensively altered with large additions at the rear and a complete reconstruction of its primary façade, and therefore no longer retains sufficient integrity to convey its historic significance. 6000-6016 and 6020-6024 Avion were previously found eligible for listing in the California Register and for designation as a City of Los Angeles HCM in 2001 as part of the environmental review for the LAX Master Plan.<sup>45</sup>

Because of the demolition of the majority of the Intermediate Terminal Facility buildings, including the passenger terminals, and alterations to the remaining buildings, especially the extensive alterations to 6040 Avion Drive, the surviving grouping does not retain sufficient integrity for listing in the National Register. However, resources lacking sufficient integrity for listing in the National Register may still be eligible for listing in the California Register. The grouping of the two intact, surviving Intermediate Terminal Facility buildings at 6000-6016 and 6020-6024 Avion Drive retains sufficient integrity to convey its historic significance and is therefore eligible for listing in the California Register and as a City of Los Angeles HCM.

#### Airport Century Building

The mid-rise office building at 9841 N. Airport Boulevard was constructed in 1968. It was designed by the architectural firm of Welton Beckett & Associates as part of the “International Airport Center” commercial development located on the north side of Century Boulevard just east of the CTA. The Airport Century Building was found eligible for the National Register, California Register and for local listing by SurveyLA in 2013. The building was found significant as an excellent example of Corporate International architecture.

#### Tishman Airport Center Building

The 12-story office building at 5959 W. Century Boulevard was designed by Welton Beckett & Associates as part of the “International Airport Center” commercial development located on the north side of Century Boulevard just east of the CTA. Constructed in 1966, this mid-rise commercial office building was found eligible for the

<sup>45</sup> *LAX Master Plan Draft EIS/EIR Appendix I Section 106 Report*, 2001 (54)

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National Register, California Register and for local listing by SurveyLA in 2013. The building was found significant as an excellent example of Corporate International architecture.

#### The McCulloch Building

This 12-story office building at 6151 W. Century Boulevard was designed by Welton Beckett & Associates as part of the Airport Center project. Constructed in 1964, this mid-rise commercial office building was found eligible for the National Register, California Register and for local listing by SurveyLA in 2013. The building was found significant as an excellent example of Corporate International architecture.

#### Union Savings and Loan

The eight-story office building at 9800 S. Sepulveda Boulevard was originally constructed for Union Savings and Loan in 1964. The building was designed by Welton Beckett & Associates as part of the “International Airport Center” commercial development located on the north side of Century Boulevard just east of the CTA. This mid-rise commercial office building was identified as eligible for the California Register and for local listing through survey evaluation in 2012. It was not found eligible for listing in the National Register. The Union Savings and Loan Building was found significant as an example of the New Formalist architectural style as applied to a bank building, and as a representative example of the work of master architects Welton Beckett & Associates.<sup>46</sup>

#### Air Raid Siren

Located on the south side of W. 98<sup>th</sup> Street just east of Airport Boulevard, this rotating air raid siren on a freestanding pole was identified as eligible for the National Register, California Register, and local designation by SurveyLA in 2013.<sup>47</sup> Constructed in 1940, the siren was evaluated as historically significant for its association with World War II and Cold War military infrastructure.

#### 6.3 Additional Evaluations

Field investigation has identified four (4) additional buildings that warrant evaluation as potential historic resources by virtue of their historic associations, age, and/or architectural style. These properties are examined below.

<sup>46</sup> *LAX Specific Plan Amendment Study Appendix E Cultural Resources Report*, prepared by PCR Services Corporation, July 2012. DPR forms 523A, 523B and 523L for 9800 S. Sepulveda Boulevard, December 14, 2011.

<sup>47</sup> *SurveyLA Historic Resources Survey Report Westchester – Playa Del Rey Community Plan Area*, prepared by Architectural Resources Group, November 27, 2013. (31)

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### Quonset Hut

The building located at 6030 Avion Drive is a rare surviving example of a World War II-era Quonset hut, an innovative and highly versatile prefabricated building type originally developed by the British Army during World War I. The design was adapted by the U.S. Navy during World War II as a standard building unit – inexpensive, easy to ship, easy to erect, and versatile in accommodation – ideal for use as troop housing and materials storage at remote new installations where building materials and skilled workers were not available.<sup>48</sup> Named after the Navy base at Quonset Point, Rhode Island, the Quonset hut is a semi-cylindrical structure constructed of corrugated steel sheeting placed atop arched wood or metal rib framing. Typical features include oversized door and steel-frame industrial windows. Due to the portability and versatility of this building type, in the post-war years the Quonset hut was adapted for a wide variety of everyday peacetime uses and functioned as housing, churches, supermarkets, barns, retail spaces, restaurants, garages, and industrial factories.<sup>49</sup>

Over the course of World War II three primary versions of the hut were produced: the T-Rib Quonset, the Quonset Redesign, and the Stran-Steel Quonset. The example at 6030 Avion Drive appears to be a Stran-Steel Quonset constructed during the last years of the war. It retains a good degree of integrity. Given the history and development of the Quonset hut as described above, it is presumed that most extant examples were moved to their present location; Sanborn maps indicate that the Quonset hut at 6030 Avion Drive was moved to its current location by 1950.

SurveyLA, the Los Angeles Historic Resources Survey, has identified the Quonset hut as significant, as representative of an important building type and method of construction developed during World War II. It is notable for its simple construction, distinctive shape, use of prefabricated materials, flexible interior plan, and portability. Intact examples represent the design and development by the U.S. Navy of a low-cost and highly versatile structure for military use during World War II, and its adaptive reuse for housing and other uses during the postwar years. An important symbol of mid-20<sup>th</sup> century utilitarian design and construction, the Quonset hut is a rapidly disappearing building type. Therefore, due to its historic significance, rarity of building

<sup>48</sup> “Camp Endicott, Davisville Construction Battalion Center,” National Register of Historic Places Nomination Form, available at [http://www.preservation.ri.gov/pdfs\\_zips\\_downloads/national\\_pdfs/north\\_kingstown/noki\\_camp-endicott-hd.pdf](http://www.preservation.ri.gov/pdfs_zips_downloads/national_pdfs/north_kingstown/noki_camp-endicott-hd.pdf) (accessed March 2015).

<sup>49</sup> “Quonset Huts, 829 Broadway, Santa Monica, California.” City Landmark Assessment Report. Prepared for the City of Santa Monica Planning Division by PCR Services Corporation, Santa Monica, California, November 2007.

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type, and good level of integrity, the Quonset hut at 6030 Avion Drive is eligible for listing in the National Register under Criterion C, the California Register under Criterion 3, and as a City of Los Angeles HCM.

### Regional Post Office Facility

The Regional Post Office Facility at 5800 West Century Boulevard, also known as the Worldwide Postal Center, was constructed in 1967 as part of LAX's new air mail and freight facilities, an eight-and-one-half acre complex known as "Cargo City." The building, the first post office located at a major U.S. airport, was designed to handle air mail and cargo and thus relieve congestion at the downtown Terminal Annex.<sup>50</sup> The two-story building is Late Modern in style. It is of expressed concrete frame construction with concrete masonry infill, and features a sculptural circular automobile ramp leading to a rooftop parking deck. It retains a high degree of integrity.

The building was designed by the prominent architecture and engineering firm of Daniel, Mann, Johnson, and Mendenhall (DMJM) under the firm's then-Director of Design, Cesar Pelli, FAIA, and Principal for Design, Anthony J. Lumsden, FAIA.<sup>51</sup> Both architects had previously worked in the office of Eero Saarinen and Associates, and each later gained prominence as principal of his own firm. Pelli's firm, now known as Pelli Clarke Pelli, has designed many prestigious international commercial, civic, and institutional projects, including the World Financial Center in New York, the Petronas Towers in Malaysia, and the Pacific Design Center in West Hollywood. In 1995 the American Institute of Architects awarded Pelli its Gold Medal, the organization's highest honor for an individual.<sup>52</sup>

The Regional Post Office Facility is significant under National Register Criterion A and California Register Criterion 1 for its association with the dramatic increase in air mail and freight, and the growth of LAX, in the 1960s. It is also significant under National Register Criterion C and California Register Criterion 3 as an excellent example of Late Modern architecture by the prominent firm of DMJM, under the direction of Cesar Pelli and Anthony J. Lumsden. The building is not yet 50 years old and therefore is not eligible at this time for listing in the National Register of Historic Places. However, it is eligible for listing in the California Register, and as a City of Los Angeles HCM.

<sup>50</sup> Los Angeles Conservancy, "It's a Mod, Mod, Mod, Mod City," (brochure), 2009, 7.

<sup>51</sup> David Gebhard and Robert Winter, *An Architectural Guidebook to Los Angeles*, Revised Edition (Salt Lake City: Gibbs, Smith Publisher, 2003), 78.

<sup>52</sup> Pelli Clarke Pelli Architects, "Firm Overview," *Pelli Clarke Pelli Architects*, <http://www.pcparch.com/firm/overview> (accessed January 13, 2016).

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### Airport Marriott Hotel

The hotel property located at 5855 W. Century Boulevard was constructed in 1972, as the Airport Marriott Hotel, and officially opened in September of 1973. It was reportedly the first Marriott hotel in California and the largest hotel property built by Marriott at the time of its construction.<sup>53</sup> Rectangular in plan, the property includes three five-story wings and an 18-story tower wing wrapping a central patio area with swimming pool. A two-story rectangular volume containing dining, retail, meeting spaces, and other guest amenities sits east of the tower wing. The primary entrance facing Century Boulevard includes a projecting flat-roofed porte-cochere accessed by a U-shaped driveway. It was reportedly designed by Marriott corporate architects.

The Airport Marriott Hotel has not been previously identified as historically significant but it appears to retain the majority of its original features and appears to be significant on the local level as a rare, intact example of a large hotel property from the early 1970s. Constructed in 1973, the Airport Marriott Hotel is 42 years old and does not appear to be of “exceptional importance” required under National Register Criteria Consideration G for properties less than fifty years of age. Therefore, the Airport Marriott Hotel is not eligible for listing in the National Register at this time. For similar reasons, the Airport Marriott Hotel does not appear eligible for the California Register at this time as there is no substantial scholarly research on the commercial architecture of the 1970s outside of the work of specific architects. The property does appear to be a rare, intact example of a large, hotel and convention property from the 1970s and is therefore eligible as a Los Angeles HCM.

### Aircraft School Property

The property at 9700 S. Sepulveda Boulevard contains a handful of modest single-story buildings set within an expanse of surface parking. The largest of the buildings is rectangular in plan with a bow-truss roof and monitor, horizontal wood cladding, and metal-frame, multi-light casement windows. The building is constructed in a vernacular/industrial style. Two smaller buildings with gable roofs and a rectangular masonry building with a flat roof and attached shade canopy are clustered just south of the bow-truss roof building. A rectangular building of more recent vintage is set apart from the others at the northwest corner of the site.

9700 S. Sepulveda Boulevard was originally developed by the “Los Angeles City High School District” in 1941 for use as a “National Defense Training School.” A single,

<sup>53</sup> “Party Celebrates Opening of Hotel,” *Los Angeles Times*, September 10, 1973. (D2)

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rectangular wood and metal truss-roof building was constructed. According to the 1941 permit, no other buildings or structures were present on the site prior to this construction.<sup>54</sup>

In 1945 and 1948, permits indicate additional buildings were constructed and interior alterations were done to the original building. Beginning in 1945, the property is referred to as the “Los Angeles City Aircraft School” with the “Los Angeles City School District” as its owner. Permits indicate several “school buildings” present on site.<sup>55</sup> The May, 1950 Sanborn map shows the original bow-truss roof building, a small “hangar” building, a smaller “fire proof” shop building, and two U-shaped classroom buildings clustered together within a large surface parking lot.

Since 1950, it appears that the site continued operation as an aircraft construction and repair training school, most recently as the Los Angeles College Aircraft School. Several additional rectangular buildings located immediately north of the bow-truss building were present as late as November of 2014. They have since been removed.<sup>56</sup> The property is today largely used for temporary parking.

Evidence suggests that the property has a long historic association with training in the aircraft trades in service of the explosive post-World War II growth of the aerospace industry in Southern California. Constructed for civil defense training just eight months prior to the Japanese attack of Pearl Harbor, the property may also have direct associations with the war effort. As such, it appears the property is eligible under National Register criterion A, California Register criterion 1 and under Los Angeles HCM criteria as a rare intact example of an aircraft training facility from the 1940s. The property is representative of the 20<sup>th</sup> century development of aircraft and aerospace related industries and services that clustered near the airport beginning with the establishment of Mines Field. Aircraft-related development around the airport greatly intensified during and after World War II. Consolidation of the aerospace industry towards the end of the 20<sup>th</sup> century caused much of this activity to relocate to more favorable locations, while the continued expansion of LAX resulted in much of the surrounding property being turned over for parking, rental car facilities and lodging.

<sup>54</sup> Permit No. 9967 dated April 21, 1941.

<sup>55</sup> Permit No. 6271 dated May 7, 1945; Permit No. 9705 dated July 5, 1945; Permit No. 9706 dated July 5, 1945; Permit No. LA33829 dated December 28, 1948.

<sup>56</sup> Google Earth historic aerial photos accessed November 7, 2015.

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Intensive on-site investigation of the property was not conducted for this report. It appears, however, that only the rectangular bow-truss building appears to have retained sufficient integrity to convey the historic significance of the property.

#### 6.4 Summary of Findings

Four (6) buildings and one (1) structure located within the area of investigation have been previously identified as eligible for historic listing through survey evaluation. These resources are the two office and maintenance buildings at 6000-6016 and 6020-6024 Avion Drive originally constructed as part of the Intermediate Facilities; the mid-rise commercial office building at 9841 N. Airport Boulevard; the mid-rise commercial office building at 5959 W. Century Boulevard (1966); the mid-rise commercial office building at 6151 W. Century Boulevard (1964); the mid-rise office building at 9800 S. Sepulveda Boulevard (1964); and the Air Raid Siren (1940) located on the south side of W. 98<sup>th</sup> Street just east of Airport Boulevard.

Investigation of the LAMP project areas located outside the CTA for this report has identified four (4) additional buildings that were not previously identified but appear eligible for historic designation. These potential historic resources are the Quonset Hut located at 6030 Avion Drive, the Regional Post Office Facility at 5800 W. Century Boulevard (1967), Airport Marriott Hotel located at 5855 W. Century Boulevard (1972), and the former aircraft school at 9700 S. Sepulveda Boulevard (1941).

A map of the historic resources located outside the CTA is provided in Figure 3. A summary of the properties examined outside the CTA is contained in Appendix E.

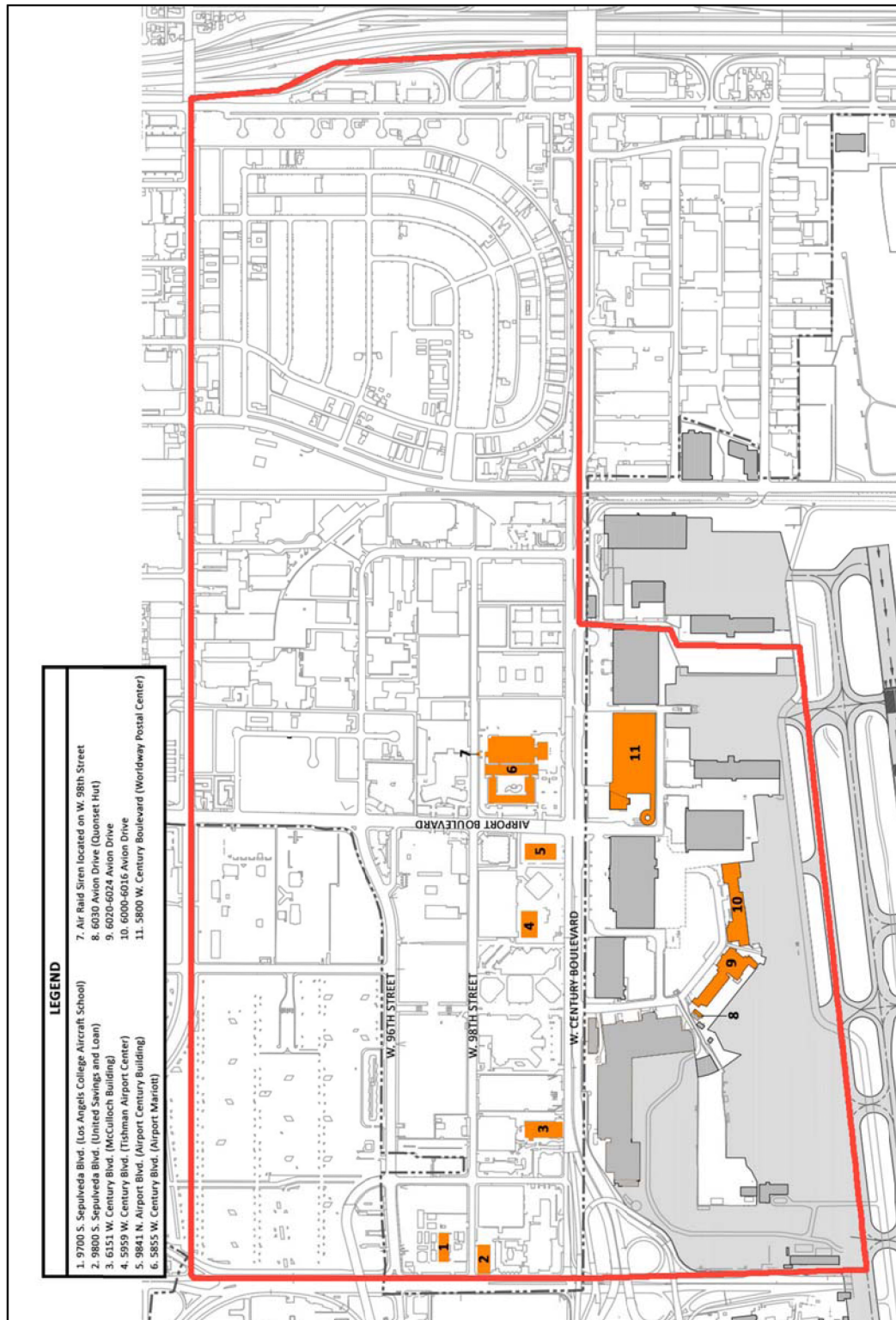
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Figure 3: Outside CTA Area Investigation Area



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### 7.1 Significance Threshold

A significant impact on historical resources would occur if the proposed Project would result in:

A substantial adverse change in the significance of a “historical resource” as defined by State CEQA Guidelines Section 15064.5(a). Substantial adverse change means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired. The significance of a historical resource is materially impaired when a project demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the National Register, California Register, and/or local register.

### 7.2 Discussion of Impacts to Historic Resources Located within the CTA

As noted in Section 4 of this report, investigation of the CTA revealed one (1) building, the Theme Building that has been listed in the California Register and has been designated as City of Los Angeles HCM; one (1) building, the 1961 ATCT that appears eligible for listing as a City of Los Angeles HCM; and one (1) structure, the Terminal 6 Sign Tower, which is eligible for designation as a City of Los Angeles HCM. All three are considered historical resources for the purposes of CEQA.

The LAMP project would construct the APM guideway to traverse east-west through the center of the CTA. LAMP would also construct three APM stations, and three enclosed elevated pedestrian walkways traversing the CTA north-south. Potential impacts to these resources are discussed below.

#### Theme Building

The elevated APM guideway would approach the Theme Building from the east along Center Way, the central axis between the Theme Building and the former ATCT, and would curve around the north side of the Theme Building before continuing west toward TBIT. The guideway would be approximately 70 feet above ground around the Theme Building, supported on concrete columns. A proposed new elevated passenger walkway, connecting the APM to terminals 2 and 6, would angle around the west side of the Theme Building just below the level of the guideway.

Neither the APM guideway nor the passenger walkway would physically touch the Theme Building. The APM guideway would be separated by approximately 75 feet at its closest point from the Theme Building. The passenger walkway would maintain

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approximately 20 feet of distance from the western leg of the Theme Building's parabolic arch oriented east-west. The Theme Building would not be physically altered by construction of the APM guideway or the elevated passenger walkway connecting the APM to Terminals 2 and 6.

As noted above, "substantial adverse change" as defined by Section 15064.5(b)(1) of the State CEQA Guidelines includes "alteration of the resource or *its immediate surroundings* such that the significance of an historical resource would be materially impaired." (emphasis added) The proposed guideway and walkway would alter the immediate surroundings of the Theme Building, by constructing new structures to the immediate north and west. Section 15064.5(b)(2)(A) of the State CEQA Guidelines go on to clarify that "[t]he significance of an historical resource is materially impaired when a project... materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance..."

The Theme Building is historically significant for its unique architectural design distinguished by two intersecting parabolic arches supporting an observation deck with a cantilevered, circular restaurant space below. Originally conceived as the visual centerpiece of the CTA and designed to be viewed from all sides, the Theme Building was visible from any location within the CTA at the time of its construction and provided commanding views of the airport from its observation deck and restaurant space. Today, the apex of the two arches, the restaurant space and observation deck continue to rise above the parking structures, elevated roadway and terminal buildings that have been added to the CTA since its original construction.

The proposed guideway and walkway would occupy a substantial portion of the existing space surrounding the Theme Building. The APM guideway and walkway would obscure and fragment views of the Theme Building from the east, north, and west, including important views from the upper and lower levels of the north side of World Way after entering the CTA. Only portions of the Theme Building would be visible above and below the guideway and between the columns. Moreover, the superimposition of the horizontal and vertical elements of the guideway and its supporting concrete columns would obfuscate the expressive forms and composition of the Theme Building's parabolic arches, circular base, perforated screen wall, restaurant, and central circulation and utilities core.

The APM guideway and elevated passenger walkway would be constructed within 75 feet and 20 feet, respectively, of the Theme Building, and their heights would be approximately equal to the level of the Theme Building restaurant space. Views from the interior of the restaurant, which was designed with canted glass walls to provide a 360-degree panorama of the surrounding airport, would be obstructed. The view from

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the restaurant interior, and from the observation deck above, would be obstructed to the east, north, and west, leaving only the view south unimpeded.

Views of the Theme Building from within the CTA, and views of the surrounding airport from the Theme Building's restaurant interior and observation deck, would be substantially altered by the location, dimensions, and design of the proposed APM guideway and passenger walkways. After construction of the APM guideway and elevated walkway, the expressive form and design of the Theme Building, which historically was viewable from all sides, would no longer be fully discernible when viewed from the east, north and west. Its original function providing views from its restaurant and observation deck would also be substantially reduced.

Because the Project would not result in physical alteration of the structure and materials of the Theme Building, it would remain eligible for listing in the National Register, California Register and as a Los Angeles HCM. While the physical materials and form of the Theme Building would remain intact, however, alteration of its surroundings by the Project would result in "material impairment" as defined by CEQA, because unique features of its architectural design as well as its original function would be substantially obscured, reducing its ability to convey its historic significance. For these reasons, the construction and operation of the APM guideway and the elevated walkway would result in a significant indirect impact to the Theme Building.

#### 1961 Airport Traffic Control Tower

The elevated APM guideway would enter the CTA from the east just south of the 1961 ATCT. Construction of the APM guideway along this route would require demolition of the two-story Administration Building portion at the base of the tower.

As analyzed in Section 5.6 of this report, the Administration Building portion has been substantially altered since its construction in 1961 and no longer retains sufficient integrity to convey historic significance. Demolition of the two-story Administration Building portion, therefore, would not result in a significant impact to a historical resource.

The Tower portion has also been substantially altered but is still recognizable as a control tower and retains sufficient integrity to be eligible for local listing as a City of Los Angeles HCM. Construction of the APM guideway would not require demolition of the ATCT. The guideway would rise to a height of approximately 70 feet above ground, approximately half the height of the 13-story ATCT. The guideway would be located south of the ATCT and partially obscure the lower portions of the ATCT when viewed from the south. Despite these encroachments, the Tower would remain in its original location at the eastern entry to the CTA and retain its historic axial relationship with

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the Theme Building. The Tower would be substantially taller than the APM guideway and remain a dominant visual feature of the CTA.

The Tower retains its remaining original features including its square plan, 13 story height, and flat roof; control cab with angled, continuous, fixed aluminum-framed ribbon windows and surrounding roof deck; scored cement plaster spandrels; continuous aluminum grates; exposed concrete *piloti*, elevator/stair shaft, and screen wall at ground floor., Demolition of the two-story Administration Building portion and construction of the APM guideway would not result in a significant impact to a historical resource, if the 1961 ATCT is protected in place.

#### Terminal 6 Sign Tower

Construction of the APM guideway, and the center elevated walkway between Terminals 2 and 6, would not adversely affect the Terminal 6 Sign Tower. The APM guideway would be located along the center of the CTA at a substantial distance from the Terminal 6 Sign Tower. The elevated walkway would connect to Terminal 6 at a location west of the Terminal 6 Sign Tower. Since its original construction, the Terminal 6 Sign Tower has been partially contained within the second story of the Terminal 6 ticketing and baggage building. Moreover, construction of the CTA parking structures beginning in 1971, and construction of the second deck of World Way in 1984 have obscured the majority of views to the Terminal 6 Sign Tower from within the CTA. Therefore any further obscuring of views to the Terminal 6 Sign Tower from locations within the CTA would not substantially change the existing condition. After construction of the APM guideway and the elevated walkway, the Terminal 6 Sign tower would remain intact and in its original location. New construction within the CTA would not result in a significant impact to the Terminal 6 Sign Tower.

#### 7.3 Discussion of Potential Impacts Related to Construction of the APM Guideway Outside the CTA

Outside the CTA, the APM guideway would generally align with the Century Boulevard approach east of Sepulveda Boulevard, then turn north from Century Boulevard mid-block between Vicksburg Avenue and Avion Boulevard traversing an area currently used for surface parking. The APM guideway would continue north crossing West 98<sup>th</sup> Street where it would traverse an area currently used as a surface parking lot and turn right at 96<sup>th</sup> Street and continue east along the 96<sup>th</sup> Street alignment. The APM guideway would continue east past Bellanca Avenue, traversing parcels currently occupied by industrial uses, a former railroad right-of-way and a natural gas station. The guideway would terminate at the CONRAC.

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Only one property identified as a potential historical resource is located on or immediately adjacent to the APM guideway. This is the 1964 McCulloch Building at 6151 W. Century Boulevard. The APM guideway would approach the McCulloch building from the south as it turns north from Century Boulevard to connect to the ITF West. The APM guideway north-south alignment would traverse east of the McCulloch building on an area currently used for surface parking.

Located approximately 100 feet from the McCulloch Building at its closest point, construction of the APM guideway would not materially alter the McCulloch Building. The McCulloch Building would remain in its original location and all of its character-defining architectural features would remain intact. The APM guideway would traverse the McCulloch building to the south and east partially obscuring views of the south and east facades. At 12 stories, however, the McCulloch Building would be over twice the height of the APM guideway and all of its public-facing facades would remain discernible despite partial blocking of views by the APM guideway. After construction of the APM guideway, the McCulloch Building would remain intact and continue to convey its historic significance. Construction of the APM guideway would not result in a significant impact to the McCulloch Building.

#### 7.4 Discussion of Potential Impacts Related to the Construction of the ITF West

The ITF West is planned to be constructed in the approximate location of today's City Bus Center at LAX Lot C on the north side of W. 96<sup>th</sup> Street between Airport Boulevard and Vicksburg Avenue. This area contains surface parking lots on both sides of W. 96<sup>th</sup> Street. A reconnaissance survey of the ITF West Development Area did not reveal any buildings, structures, objects or sites that are eligible for listing as historic resources. No historic resources were identified immediately adjacent to or in the immediate vicinity of the ITF West development area.

Because there are no historical resources located in or immediately adjacent to the ITF West development area, construction of the ITF West would not result in significant impacts to historic resources. Construction of the ITF West would not demolish, relocate, convert, rehabilitate or reduce the integrity or significance of any historic resources located on the ITF West site or in the vicinity. Construction of the ITF West would not result in any significant impact to a historic resource.

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The APM Maintenance and Storage Facility would be constructed on existing LAX property located at the northeast corner of Airport Boulevard and W. 96<sup>th</sup> Street. Prior to LAX ownership, the property was the residential neighborhood of Belford Square,<sup>57</sup> containing single-family homes and two-story multi-family residential buildings. Although the street pattern of the residential area remains, the parcels have been cleared of buildings and are currently vacant lots. A reconnaissance survey of the APM Maintenance and Storage Facility development area did not reveal any buildings, structures, objects or sites that appear eligible for listing as historic resources. No historic resources were identified immediately adjacent to or in the immediate vicinity of the APM Maintenance and Storage Facility development area.

Because there are no historic resources located in or immediately adjacent to the APM Maintenance and Storage Facility development area, construction of the APM Maintenance and Storage Facility would not result in significant impacts to historical resources. Construction of the APM Maintenance and Storage Facility would not demolish, relocate, convert, rehabilitate or reduce the integrity or significance of any historic resources located on the APM Maintenance and Storage Facility site or in the vicinity. Construction of the APM Maintenance and Storage Facility would not result in any significant impact to a historical resource.

#### 7.6 Discussion of Potential Impacts Related to Construction of the ITF East and CONRAC

The ITF East and CONRAC facilities would be constructed on land bounded by W. Arbor Vitae Street to the north, W. Century Boulevard to the south, La Cienega Boulevard to the east, and Aviation Boulevard to the West. Construction of the ITF East and CONRAC would require the demolition of all remaining buildings and structures of the Manchester Square subdivision. A reconnaissance survey of the ITF East and CONRAC development areas did not reveal any buildings, structures, objects or sites that appear eligible for listing as historic resources. No historic resources were identified immediately adjacent to or in the immediate vicinity of the ITF East and CONRAC development areas.

Because there are no historic resources located in or immediately adjacent to the ITF East and CONRAC development areas, construction of the ITF East and CONRAC

<sup>57</sup> Weikel, Dan, "Near LAX a once thriving community now stuck in economic limbo," Los Angeles Times, October 27, 2013.

would not result in significant impacts to historical resources. Construction of the ITF East and CONRAC would not demolish, relocate, convert, rehabilitate or reduce the integrity or significance of any historic resources located on the ITF East and CONRAC sites or in the vicinity. Construction of the ITF East and CONRAC would not result in any significant impact to a historical resource.

#### 7.7 Impact Analysis from Proposed Roadway Improvements and New Roadways

The Project would include improvements to existing roadways and the construction of new roadways designed to improve access to the CTA from the freeway and provide access to the proposed ITFs and CONRAC. The improvements to existing roadways would remain within the public right-of-way and would not materially affect any identified historical resources.

A new roadway would be constructed immediately to the south and east of the 1964 McCulloch Building at 6151 W. Century Boulevard. Construction of the new roadway would not materially alter the McCulloch Building. The McCulloch Building would remain in its original location and all of its character-defining architectural features would remain intact. After construction of the new roadway, the McCulloch Building would remain intact and continue to convey its historic significance. Construction of the new roadway would not result in a significant impact to the McCulloch Building.

#### 7.8 Impact Analysis Using CEQA Thresholds

The following summarizes the analysis above using the CEQA Thresholds.

##### 1. Would the Project involve the demolition of a significant resource?

No, the Project would not demolish a significant resource. The project would require the demolition of the two-story 1961 Administration Building at the base of the 1961 ATCT. The 1961 two-story Administration Building has been substantially altered and does not retain sufficient integrity to be eligible for listing as a historic resource. Therefore, the Project does not involve demolition of significant historic resources.

##### 2. Would the Project involve relocation that does not maintain the integrity of a significant resource?

No. The Project does not involve the relocation of any historic buildings. Therefore, the Project would not involve relocation that does not maintain the integrity of a significant resource.

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3. Would the Project involve conversion, rehabilitation or alteration of a significant resource?

As noted above, the Project would require the demolition of the two-story 1961 Administration Building portion at the base of the 1961 ATCT. The 1961 two-story Administration Building portion has been substantially altered and does not retain sufficient integrity to be eligible for listing as a historic resource. The 1961 ATCT has been analyzed as eligible for designation as a City of Los Angeles HCM. Without mitigation to ensure that 1961 ATCT and its remaining character-defining features would remain intact after demolition of the two-story Administration Building portion, the Project does have the potential to involve alteration of a significant resource which does not meet the Secretary of the Interior's Standards.

The Project does not propose conversion, rehabilitation, or alteration of any other historic building, structure, object or site. The Project does not include the immediate rehabilitation or alteration of any other significant historic resource.

4. Would the Project involve demolition, conversion or alteration of the immediate surroundings of a significant resource?

Yes. The Project would involve new construction that would encroach on the remaining open space around the Theme Building. New construction adjacent to the Theme Building would obscure and fragment views of the Theme Building from the east, north, and west. The proposed new construction would also impact views from the Theme Building's restaurant space and observation deck. Moreover, the proposed new construction would obfuscate the expressive forms and composition of the Theme Building. Alteration of the immediate surrounding of the Theme Building would reduce its ability to convey its historic significance. The Project does involve alteration of the surroundings of a historic resource on the Project site that reduces its integrity.

7.9 Summary of Potential Impacts to Historic Resources

Analysis of potential impacts using the Los Angeles CEQA thresholds reveals the following:

1. The Project includes demolition that has the potential to alter the 1961 ATCT that has been identified as eligible for listing as a City of Los Angeles HCM. Without mitigation to ensure that the 1961 ATCT would remain intact, the Project has the potential to result in a significant impact to a historic resource.
2. The Project would include new construction immediately adjacent to the Theme Building, which was previously determined eligible for listing in the National Register under Criterion C by consensus through Section 106 evaluation, and that has been listed in the California Register and has been

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designated as a City of Los Angeles HCM. The proposed adjacent new construction would reduce the historic integrity of the Theme Building and its ability to convey its historic significance. This impact cannot be mitigated to a less-than-significant level.

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The Project would require the demolition of the two-story 1961 Administration Building portion at the base of the 1961 ATCT. The 1961 two-story Administration Building portion has been substantially altered and does not retain sufficient integrity to be eligible for listing as a historic resource. The 1961 ATCT has been analyzed as eligible for designation as a City of Los Angeles HCM. Demolition of the two-story Administration Building portion has the potential to impact the historic integrity of the 1961 ATCT. With implementation of the following mitigation measure, this potential impact to the 1961 ATCT would be reduced to a level that is less than significant.

1. The 1961 ATCT would be preserved in place. Its remaining character-defining features would be preserved in accordance with the Secretary of the Interior's Standards for Rehabilitation.
2. Prior to the commencement of any mothballing or rehabilitation activities, a Historic Structure Report (HSR) shall be prepared to document the 1961 ATCT. The HSR shall provide complete documentary, graphic, and physical information about the building's history, significance, and existing condition. The report shall outline a recommended scope of work for mothballing and exterior rehabilitation, and include recommendations for appropriate treatment and maintenance of existing historic fabric, and replication of missing exterior features. This report shall be prepared in accordance with the National Park Service's *Preservation Brief 43: The Preparation and Use of Historic Structures Reports*, by Deborah Slaton.
3. The 1961 ATCT will be partially rehabilitated although no permanent new use has been determined. If it will not be occupied, it will be necessary to mothball the building to protect it from the elements, secure it from vandalism and pest infestation, protect against failing utility services, and prevent deterioration until a new use is identified. To that end, the HSR shall include recommendations for mothballing the Tower in compliance with the National Park Service's *Preservation Brief 31: Mothballing Historic Buildings*, by Sharon C. Park, AIA.
4. The exterior of the 1961 ATCT shall be rehabilitated in compliance with the Secretary of the Interior's Standards for Rehabilitation and the Guidelines for Rehabilitating Historic Buildings. The general specifications for the rehabilitation project shall include specifications for the treatment of character-defining features as identified in the HSR. The specifications shall include, but

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are not limited to, sections for the treatment of historic fabric; quality control; substitution procedures; selective demolition; cutting and patching; removal and storage of historic materials; protection and cleaning; repair options; and potential replacement of severely deteriorated features. Materials conservation plans shall be incorporated into the plans and specifications as necessary. The rehabilitation shall include the restoration of the Tower's exterior metal louvers if feasible.

5. The mothballing and/or rehabilitation project team shall include a qualified historic architect who meets the Secretary of the Interior's Professional Qualifications Standards for historic architecture. The historic architect shall work with the project team to review project alternatives, assess the impacts of the proposed rehabilitation, and monitor construction for compliance with the recommendations in the HSR.
6. Within a specified time frame as yet to be determined, LAWA will submit an application to the Office of Historic Resources to nominate the 1961 ATCT as a City of Los Angeles Historic-Cultural Monument.

The Project would also alter the setting of the Theme Building which was previously determined eligible for listing in the National Register under Criterion C by consensus through Section 106 evaluation and is listed in the California Register and as a Los Angeles HCM. These impacts cannot be mitigated to a less-than-significant level. The following recommended mitigation measures would, however, reduce potential impacts on historic resources associated with the Project, although not to a less-than-significant level.

1. Prior to the issuance of a building permit for the APM, a Historic Structures Report shall be prepared for the Theme Building to guide its preservation and future use. The format and content of the report shall comply with Preservation Brief 43: The Preparation and Use of Historic Structure Reports.
2. The Theme Building shall be rehabilitated for a new use that maintains controlled public access to the building's atrium, lobby, former restaurant space, and observation deck. Potential new uses for the Theme Building include a restaurant, the relocated Flight Path Learning Center and Museum, or a meeting/event space.
3. The Theme Building shall be rehabilitated in compliance with the Secretary of the Interior's Standards for Rehabilitation and the Guidelines for Rehabilitating Historic Buildings. The general specifications for the

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rehabilitation project shall include specifications for the treatment of character-defining features as identified in the HSR. The specifications shall include, but are not limited to, sections for the treatment of historic fabric; quality control; substitution procedures; selective demolition; cutting and patching; removal and storage of historic materials; protection and cleaning; repair options; and potential replacement of severely deteriorated features. Materials conservation plans shall be incorporated into the plans and specifications as necessary.

4. The remaining open space around the Theme Building, bounded on the north and south by World Way and on the east by East Way, shall be preserved and retained as open space to recall the Theme Building's historic setting. The open space shall include an interpretive program that may include photographic exhibits, audio/visual presentations, and interactive displays to chronicle the history and design of the Theme Building and the 1961 ATCT, their context within the larger airport plan, the architects, and their historic significance. This exhibit shall be located in the plaza or within the Theme Building and shall be made accessible to the public.
5. The rehabilitation project team shall include a qualified historic architect who meets the Secretary of the Interior's Professional Qualifications Standards for historic architecture. The historic architect shall work with the project team to review project alternatives and the impacts of the proposed rehabilitation, and shall monitor construction for compliance with the recommendations in the HSR.
6. The form, materials, color and lighting of the APM guideway, stations, and elevated walkways within the CTA shall be designed to ensure that the Theme Building is visually distinguished from the proposed new construction and retains a level of visual prominence in the CTA to the maximum extent possible.

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*California Public Resources Code* (Sections 21000-21177)

*California Code of Regulations*, (Title 14, Division 6, Chapter 3, Sections 15000-15387).

*California Office of Historic Preservation Technical Assistance Series #6 California Register and National Register: A Comparison (for purposes of determining eligibility for the California Register)*, State of California Office of Historic Preservation, Department of Parks and Recreation

City of Los Angeles Office of Historic Resources website,  
<http://www.preservation.lacity.org/monuments>

*Code of Federal Regulations*, (Title 36, Part 60)

*California Environmental Quality Act (CEQA) Statute and Guidelines*, 2014 California Association of Environmental Professionals, [www.califaep.org](http://www.califaep.org)

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**Mines Field c. 1930**  
Los Angeles Public Library Collection

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Los Angeles International Airport Intermediate Facilities c. 1955

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Central Terminal Area Under Construction 1960  
Los Angeles Public Library

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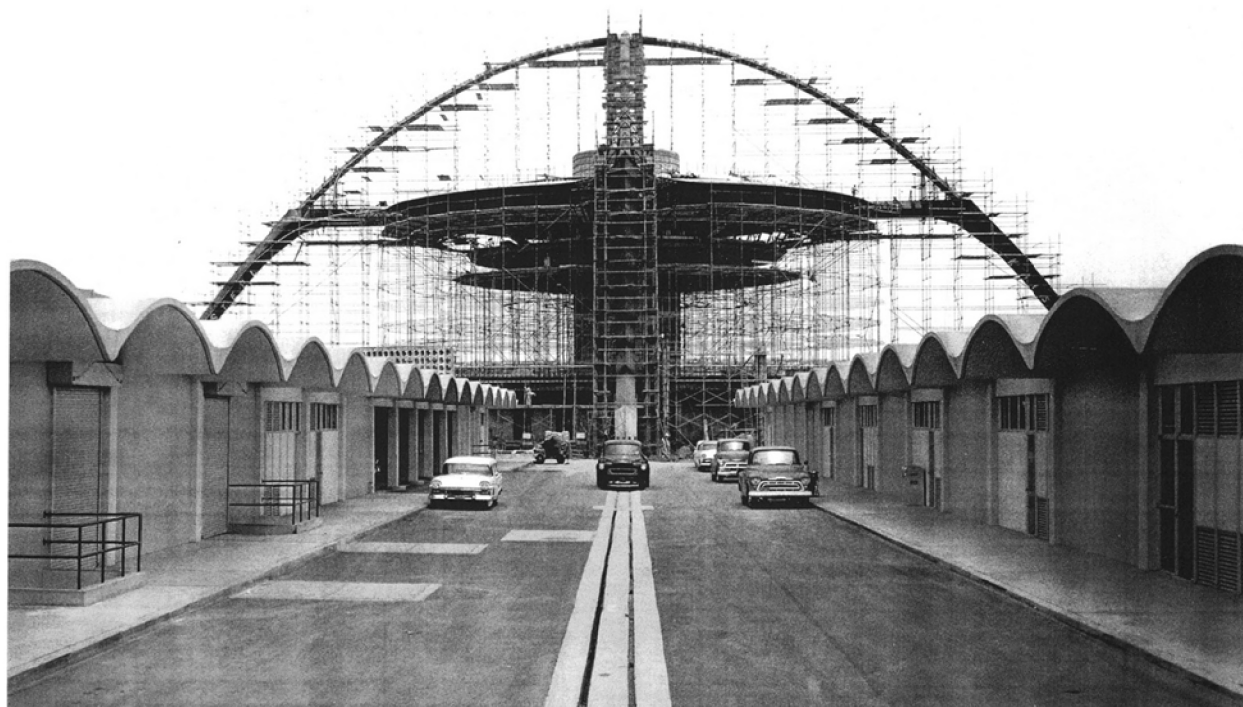
**Central Terminal Completed 1961**  
Los Angeles Water & Power Collection

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**Theme Building and Garages Construction c.1961**  
Los Angeles Water & Power Collection

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Theme Building c.1970

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CTA Tower, December 2014

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**Theme Building, June 2014**

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**Terminal 6 Pylon, February 2015**

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APN	ADDRESS NO.	STREET	DATE	PROPERTY TYPE	STATUS
4129027902	201	World Way	1962	Restaurant	Property is listed in the California Register and locally designated as Historic Cultural Monument No. 570. It is also determined eligible for listing in the National Register by consensus. It is significant as an excellent example of Expressionistic architecture designed by master architects, Pereira and Luckman.
4129027902	1	World Way	1961	Airport Traffic Control Tower	Eligible for local listing through survey evaluation. (Tower portion only)
4129027902		World Way	1961	Terminal 6 Sign Tower	Eligible for local listing.

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**9700 S. Sepulveda Boulevard  
(Los Angeles College Aircraft School)**



**9800 S. Sepulveda Boulevard  
(United Savings and Loan)  
(9808 S. Sepulveda Boulevard)**



**6151 W. Century Boulevard  
(McCulloch Building)  
(6140 W. 98<sup>th</sup> Street)**



**5959 W. Century Boulevard  
(Tishman Airport Center)**

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**9841 N. Airport Boulevard  
(Airport Century Building)**



**5855 W. Century Boulevard  
(Airport Marriott)**



**5855 W. Century Boulevard  
(Airport Marriott)**



**6030 Avion Drive  
(Quonset Hut)**

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**6020-6024 Avion Drive**



**6000-6016 Avion Drive**



**5800 W. Century Boulevard  
(Worldway Postal Center)**



**Air Raid Siren No. 150  
(South side of W. 98<sup>th</sup> Street east of Airport Blvd)**

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APN	ADDRESS NO.	STREET	DATE	PROPERTY TYPE	STATUS
4125024024	5706	96 <sup>th</sup> St W	1952	Industrial	Not a distinctive example of type, style or method of construction. No important historic associations were discovered.
4125024027	5720	96 <sup>th</sup> St W	1948, 1950, 1961	Industrial	Not a distinctive example of type, style or method of construction. No important historic associations were discovered.
4125024026	5760	96 <sup>th</sup> St W	1989	Neutrogena Industrial/Office	Building is less than 40 years old. Not a distinctive example of type, style or method of construction. No important historic associations were discovered.
4125021030	5767	96 <sup>th</sup> St W	1953, 1955, 1956	Industrial Warehouse	Not a distinctive example of type, style or method of construction. No important historic associations were discovered.
4125023034	5848	96 <sup>th</sup> St W	1991	Renaissance Los Angeles Airport Hotel	Building is less than 40 years old. Not a distinctive example of type, style or method of construction. No important historic associations were discovered.
4125021025	5651-5661	96 <sup>th</sup> St W	1955	Industrial Warehouse	Not a distinctive example of type, style or method of construction. No important historic associations were discovered.
4125021014	5701-5721	96 <sup>th</sup> St W	1950	Industrial	Not a distinctive example of type, style or method of construction. No important historic associations were discovered.
4125024028	5730-36	96 <sup>th</sup> St W	1952	Siemens	Not a distinctive example of type, style or method of

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APN	ADDRESS NO.	STREET	DATE	PROPERTY TYPE	STATUS
				Industrial	construction. No important historic associations were discovered.
4125021008	5735-37	96 <sup>th</sup> St W	1967	Industrial Warehouse	Not a distinctive example of type, style or method of construction. No important historic associations were discovered.
4125021030	5755-63	96 <sup>th</sup> St W	1953, 1955, 1956	Neutrogena Industrial	Not a distinctive example of type, style or method of construction. No important historic associations were discovered.
4125024027	5716	96 <sup>th</sup> St W	1948, 1950, 1961	Industrial	Not a distinctive example of type, style or method of construction. No important historic associations were discovered.
4128012900	5438	98 <sup>th</sup> St W	1950, 1954	School	Former 98 <sup>th</sup> Street Elementary School. Not a distinctive example of type, style or method of construction. No important historic associations were discovered.
4125025040	5700	98 <sup>th</sup> St W	1998	"The Parking Spot" Parking Structure	Building is less than 40 years old. Not a distinctive example of type, style or method of construction. No important historic associations were discovered.
4125024022	5705	98 <sup>th</sup> St W	1979	Neutrogena Industrial	Building is less than 40 years old. Not a distinctive example of type, style or method of construction. No important historic associations were discovered.
4125025028	5720-30	98 <sup>th</sup> St W	1981	Ancillary building to Hilton Hotel	Building is less than 40 years old. Not a distinctive example of type, style or method of construction. No important historic associations were

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APN	ADDRESS NO.	STREET	DATE	PROPERTY TYPE	STATUS
					discovered.
4125024019	5807	98 <sup>th</sup> St W	1946	"Flying Food Group" Industrial Warehouse	Not a distinctive example of type, style or method of construction. No important historic associations were discovered.
4124030041	5928	98 <sup>th</sup> St W	1989	Embassy Suites Hotel	Building is less than 40 years old. Not a distinctive example of type, style or method of construction. No important historic associations were discovered.
4124030039	5960	98 <sup>th</sup> St W	1982	Parking Structure	Building is less than 40 years old. Not a distinctive example of type, style or method of construction. No important historic associations were discovered.
4124026004	6200	98 <sup>th</sup> St W	2011	"Quik Parking" Parking Structure	Building is less than 40 years old. Not a distinctive example of type, style or method of construction. No important historic associations were discovered.
N/A	N/A	98 <sup>th</sup> St W	1940	Air Raid Siren No. 150	Found eligible for the National Register, California Register and local listing through survey evaluation for its association with World War II and Cold War military infrastructure. (SurveyLA 2013)
4124009921	9601	Airport Blvd S	c. 1985	Burger King	Building is less than 40 years old. Not a distinctive example of type, style or method of construction. No important historic associations were discovered.
4125023034	9620	Airport Blvd S	1991	Renaissance Los Angeles Airport Hotel	Building is less than 40 years old. Not a distinctive example of type, style or method of construction. No important

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APN	ADDRESS NO.	STREET	DATE	PROPERTY TYPE	STATUS
					historic associations were discovered.
4124029031	9775	Airport Blvd S	1999	Budget Car Rental	Building is less than 40 years old. Not a distinctive example of type, style or method of construction. No important historic associations were discovered.
4124030042	9841	Airport Blvd N	1968	Airport Century Building Commercial Office	Found eligible for the National Register, California Register and local listing through survey evaluation as an excellent example of Corporate International architecture designed by master architectural firm, Welton Beckett & Associates. (SurveyLA 2013)  Status Codes 3S; 3CS; 5S3
4128002015	5520	Arbor Vitae St W	1957	Institutional	Not a distinctive example of style or type. Constructed as a classroom building for the Northrup Aviation Aeronautical Institute, later Northrop University. Part of a larger campus located on the north side of Arbor Vitae in Inglewood that is now demolished. Remnant minor building of the campus, not significant individually.
4125020016	5630	Arbor Vitae St W	1958	Industrial	Not a distinctive example of type, style or method of construction. No important historic associations were discovered.
4125020905	5740	Arbor Vitae St W	1954	Industrial	Not a distinctive example of type, style or method of construction. No important historic associations were discovered.

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APN	ADDRESS NO.	STREET	DATE	PROPERTY TYPE	STATUS
4125020014	5760-800	Arbor Vitae St W	1955	Industrial	Not a distinctive example of type, style or method of construction. No important historic associations were discovered.
4128001008	9601-23	Aviation Blvd S	2001	Gas Station	Building is less than 40 years old. Not a distinctive example of type, style or method of construction. No important historic associations were discovered.
4129028900	5908	Avion Dr	c. 1965	Cathay Pacific, Mercury Group Cargo	Not a distinctive example of type, style or method of construction. No important historic associations were discovered.
4129028900	5950-5970	Avion Dr	1966-1968	American Airlines Cargo, United Airlines	Not a distinctive example of type, style or method of construction. No important historic associations were discovered.
4129028900	6000-6016	Avion Dr	1947	United Cargo and Maintenance (Intermediate Terminal Facility)	One of the last remaining buildings of the Intermediate Terminal Facility, constructed between 1945 and 1947. The surviving Intermediate Terminal Facility buildings represent an important milestone in the evolution of Los Angeles International Airport. Found eligible for the California Register and local listing through survey evaluation for its association with events that have made a significant contribution to the broad patterns of Los Angeles history.
4129028900	6020-6024	Avion Dr	1947	United Cargo and Maintenance (Intermediate Terminal Facility)	One of the last remaining buildings of the Intermediate Terminal Facility, constructed between 1945 and 1947. The surviving Intermediate Terminal Facility buildings represent an

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APN	ADDRESS NO.	STREET	DATE	PROPERTY TYPE	STATUS
					important milestone in the evolution of Los Angeles International Airport. Found eligible for the California Register and local listing through survey evaluation for its association with events that have made a significant contribution to the broad patterns of Los Angeles history.
4129028900	6030	Avion Dr	1947	Quonset Hut Warehouse	Eligible for listing in the National Register, California Register, and local listing through survey evaluation as a rare, intact example of the Quonset hut building type.
4129028900	6075	Avion Dr	1973	Delta Parking Garage (Lot F)	Not a distinctive example of type, style or method of construction. No important historic associations were discovered.
4125020900	9319-23	Bellanca Ave S	1987	Office	Building is less than 40 years old. Not a distinctive example of type, style or method of construction. No important historic associations were discovered.
4125021007	9432	Bellanca Ave S	1969	Industrial	Not a distinctive example of type, style or method of construction. No important historic associations were discovered.
4125020900	9319-23	Bellanca Ave S	1987	Office	Building is less than 40 years old. Not a distinctive example of type, style or method of construction. No important historic associations were discovered.
4125024024	9601	Bellanca Ave S	1952	Industrial	Not a distinctive example of type, style or method of construction. No important historic associations were

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APN	ADDRESS NO.	STREET	DATE	PROPERTY TYPE	STATUS
					discovered.
4125021026	9600-10	Bellanca Ave S	1951	Industrial	Not a distinctive example of type, style or method of construction. No important historic associations were discovered.
4125026011	9700	Bellanca Ave S	1989	Wally Park Parking Structure	Building is less than 40 years old. Not a distinctive example of type, style or method of construction. No important historic associations were discovered.
4125025035	5711	Century Blvd W	1982	Hilton Los Angeles Airport Hotel	Building is less than 40 years old. Not a distinctive example of type, style or method of construction. No important historic associations were discovered.
4125025036	5757	Century Blvd W	1980	Airport Spectrum Business Center	Building is less than 40 years old. Not a distinctive example of type, style or method of construction. No important historic associations were discovered.
4129028900	5758	Century Blvd W	1969-1970	Asiana Cargo, Virgin Atlantic Airways Cargo	Not a distinctive example of type, style or method of construction. No important historic associations were discovered.
4129028900	5800	Century Blvd W	1967	Worldway Postal Center	Eligible for the California Register and local listing through survey evaluation for its association with the dramatic increase in air mail and freight, and the growth of LAX. Also significant as an excellent example of Late Modern architecture by the prominent firm of DMJM, under the direction of Cesar Pelli and Anthony J. Lumsden. The building is less than 50 years old

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APN	ADDRESS NO.	STREET	DATE	PROPERTY TYPE	STATUS
					and not of exceptional importance, therefore the property is not eligible for listing in the National Register.
4125025039	5855	Century Blvd W	1972	Airport Marriott Hotel	Eligible for local listing as a rare, intact example of a large, hotel and convention property from the 1970s in Los Angeles.
4129028900	5932	Century Blvd W	2001	United Airlines Cargo	Not a distinctive example of type, style or method of construction. No important historic associations were discovered.
4124030016	5933	Century Blvd W	1989	Residence Inn by Marriott	Building is less than 40 years old. Not a distinctive example of type, style or method of construction. No important historic associations were discovered.
4124030040	5959	Century Blvd W	1966	Tishman Airport Center Building	Found eligible for the National Register, California Register and local listing through survey evaluation as an excellent example of Corporate International architecture designed by master architectural firm, Welton Beckett & Associates. (SurveyLA 2013)  Status Codes 3S; 3CS; 5S3
4124030043	5985	Century Blvd W	1983	Crowne Plaza Hotel	Building is less than 40 years old. Not a distinctive example of type, style or method of construction. No important historic associations were discovered.
4124030901	6033-6053	Century Blvd W	1980; 1986	Tishman Airport Center	Building is less than 40 years old. Not a distinctive example of type, style or method of construction. No important historic associations were discovered.

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APN	ADDRESS NO.	STREET	DATE	PROPERTY TYPE	STATUS
4124030036	6101	Century Blvd W	1884	Sheraton Gateway Hotel	Building is less than 40 years old. Not a distinctive example of type, style or method of construction. No important historic associations were discovered.
4129028900	6150	Century Blvd W	1947, 1957, 1963, 1973	Former Western Airlines Facilities	Former headquarters for Western Airlines. Contains hangar, shop and offices constructed in 1947, 1963, and 1973. Also small training facility constructed in 1957. Substantially altered and not eligible for historic designation due to poor integrity.
4124030029	6151	Century Blvd W	1963	McCulloch Building	Found eligible for the National Register, California Register and local listing through survey evaluation as an excellent example of Corporate International architecture designed by master architectural firm, Welton Beckett & Associates. (SurveyLA 2013)  Status Codes 3S; 3CS; 5S3
4124030035	6171	Century Blvd W	1978	Commercial Office	Building is less than 40 years old. Not a distinctive example of type, style or method of construction. No important historic associations were discovered.
4124026005	6225	Century Blvd W	1963	Concourse LAX Hotel (Hyatt)	Former "International Hotel" designed by Welton Beckett & Associates. No longer retains integrity due to substantial alterations.
4128025021	9300-9720	La Cienega Blvd S (Inglewood)	1975	Century Business Park	Not a distinctive example of type, style or method of construction. No important historic associations were discovered.

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APN	ADDRESS NO.	STREET	DATE	PROPERTY TYPE	STATUS
4128026015	9800	La Cienega Blvd S (Inglewood)	1983	Office	Building is less than 40 years old. Not a distinctive example of type, style or method of construction. No important historic associations were discovered.
4128026015	9800	La Cienega Blvd S (Inglewood)	1983	Parking Structure	Building is less than 40 years old. Not a distinctive example of type, style or method of construction. No important historic associations were discovered.
4128026008	9920	La Cienega Blvd S (Inglewood)	1971	Commercial Office	Not a distinctive example of type, style or method of construction. No important historic associations were discovered.
4124026900	9700	Sepulveda Blvd S	1941-1945	Training School	Found eligible for the California Register, and local listing through survey evaluation for its association post-World War II growth of the aerospace industry in Southern California. It is a rare intact example of an aircraft training facility from the 1940s.
4124026002	9800	Sepulveda Blvd S	1964	Commercial Office	Found eligible for the California Register and local listing through survey evaluation as an excellent example of New Formalist architecture designed by master architectural firm, Welton Beckett & Associates. Identified as eligible for the California Register and for local listing through survey evaluation in 2012.
4124030034	9800	Vicksburg Ave S	1991	Hotel	Building is less than 40 years old. Not a distinctive example of type, style or method of construction. No important historic associations were discovered.

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World Airports*