AIRFIELD & TERMINAL MODERNIZATION PROJECT

LOS ANGELES INTERNATIONAL AIRPORT (LAX)

DRAFT ENVIRONMENTAL IMPACT REPORT (DRAFT EIR)

Appendix D

Historic Resources Technical Report

[State Clearinghouse No. 2019049020]

City of Los Angeles

Los Angeles World Airports

LOS ANGELES WORLD AIRPORTS

October 2020

Appendix D – Historic Resources Technical Report

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LAX Airfield and Terminal Modernization Project

Historic Resources Technical Report

October 2020

HISTORIC RESOURCES GROUP

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1.1 Purpose

The purpose of this report is to determine if historical resources, as defined by the California Environmental Quality Act (CEQA), are present on or in the vicinity of the proposed LAX Airfield and Terminal Modernization Project (the proposed Project), and if so, to identify potential impacts to historical resources caused by the proposed Project. The proposed Project would implement airfield, terminal, and landside roadway improvements at Los Angeles International Airport (LAX). The Project area is outlined in Figure 1. Los Angeles World Airports (LAWA) is the lead agency for the proposed Project. This report is intended to inform environmental review of the proposed Project.

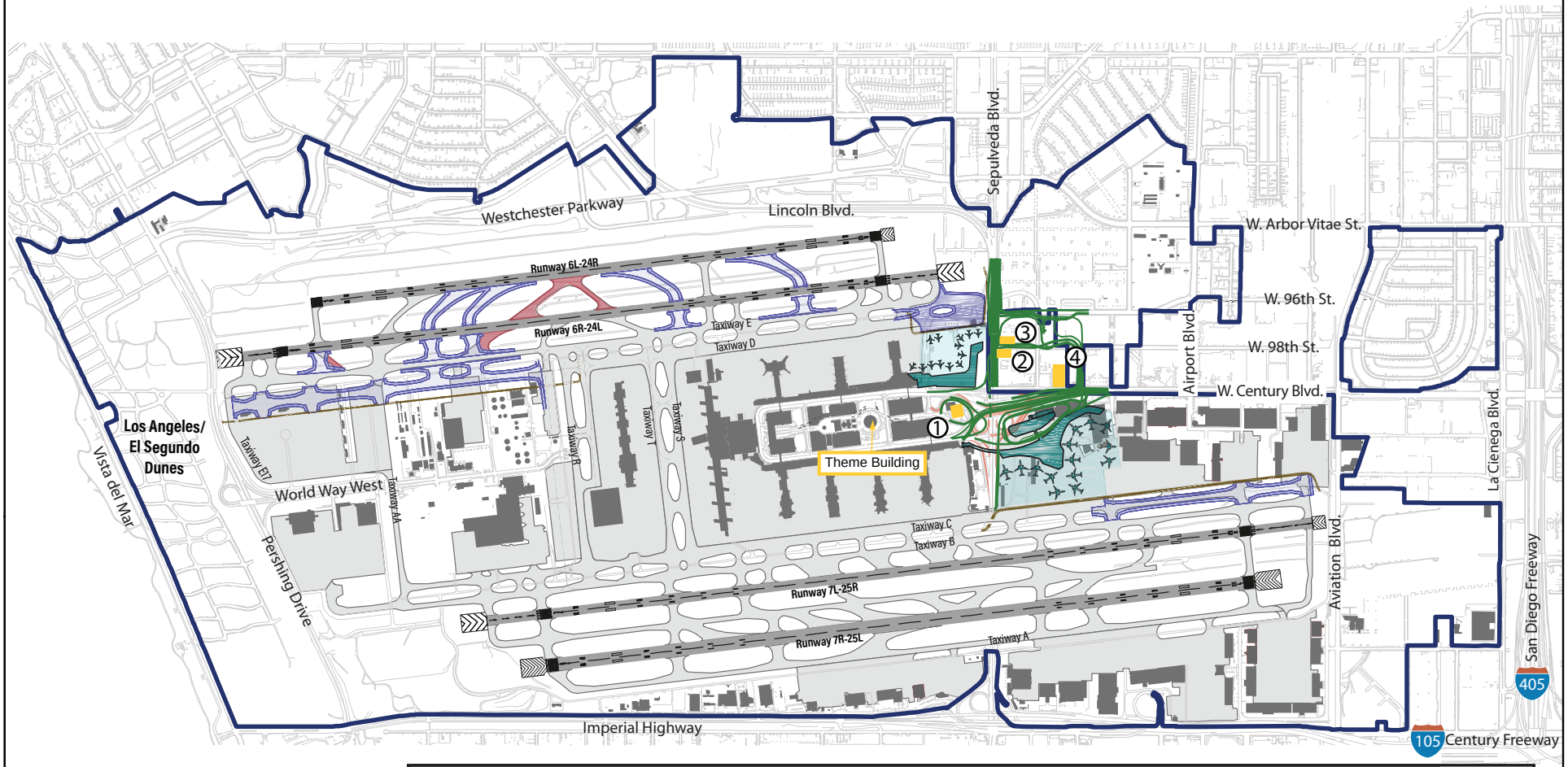
1.2 Historical Resource Identification

Evaluation of historic significance is based on a review of existing historic designations, previous historic resource evaluations, 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 or the California Register of Historical Resources, or for designation as a City of Los Angeles Historic-Cultural Monument.

Informed by recent historic resource evaluations conducted in 2016 and 2018[1] and knowledge of LAX development history, properties were examined to confirm previous findings of eligibility or ineligibility. In general, previous findings of properties eligible for historic listing were carried forward for the purposes of this report. No additional resources were identified as historically significant through this investigation.

The Project area contains four (4) properties that have been identified as eligible for historic listing under federal, state, and/or local standards (Figure 1). These include the original (1961) Airport Traffic Control Tower (or "ATCT") at the eastern end of the Central Terminal Area (CTA); the former McCulloch Building (now H Hotel/Homewood Suites) at 6151 W. Century Boulevard; the former Union Savings and Loan Building at 9800 S. Sepulveda Boulevard; and the former Aircraft School Building at 9700 S. Sepulveda Boulevard. All are considered historical resources herein for the purposes of CEQA.

[1] City of Los Angeles, Los Angeles World Airports, *Final Environmental Impact Report for Los Angeles International Airport (LAX) Landside Access Modernization Program*, (SCH 2015021014), Appendix H, Historic Resources Technical Report, prepared by Historic Resources Group, September 2016. Available: https://www.lawa.org/connectinglax/automated-people-mover/documents: "LAX Landside Access Modernization Program Section 106 Assessment," February 2017; City of Los Angeles, Los Angeles World Airports, *Final Environmental Impact Report for Los Angeles International Airport (LAX) United Airlines East Aircraft Maintenance and Ground Support Equipment Project*, (SCH 2017121019), Appendix C, Historic Resources Technical Report, prepared by Historic Resources Group, October 2018. Available: https://www.lawa.org/en/lawa-our-lax/environmental-documents/documents-certified/united-airlines-east-aircraft-maintenance.



Legend

- LAX Property Boundary
- Airfield Improvements
- Terminal and Related Improvements
- Taxiway to be Removed or Decommissioned
- Vehicle Service Road
- Roadway Improvements
- Roadway to be Demolished
- Eligible Historical Resource

Eligible Historic Resources

① 1961 Airport Traffic Control Tower

② Union Savings and Loan
9800 S. Sepulveda Boulevard

③ Former Aircraft School Building
9700 S. Sepulveda Boulevard

④ McCulloch Building
6151 W. Century Boulevard

0 1,500 3,000 Feet

Scale

Source: Sources: Ricondo & Associates, Inc., April 2020 (basemap); Los Angeles World Airports, January 2020 (Airport Layout Plan); CDM Smith, April 2020 (airport property line and histroic resources)
Prepared by: CDM Smith, October 2020

LAX Airfield and Terminal Modernization Project

Eligible Historical Resources in the Vicinity of the Proposed Project

Figure 1

1.3 Impacts Analysis

Potential impacts to historical resources were analyzed using CEQA thresholds to determine if the proposed Project would result in a substantial adverse change in the historic significance of a historical resource. The State CEQA Guidelines state that a substantial adverse change in the significance of a historical resource means demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired.

Analysis of potential impacts concludes that the proposed Project would not result in significant impacts to any historical resource located on or in the near vicinity of the Project area. The proposed Project would not result in significant impacts to historical resources as defined by CEQA.

LAWA proposes to implement airfield, terminal, and landside roadway improvements at LAX as part of LAWA's continuing commitment to maintain LAX as a world-class airport. The proposed Project consists of several primary elements including airfield improvements that would enhance efficiency and safety within the north airfield, new terminal facilities to upgrade passenger processing capabilities and enhance the customer experience, and an improved system of roadways to better access the CTA and reduce congestion. The proposed improvements are illustrated in Figure 1. Implementation of the proposed improvements would require LAWA to undertake enabling projects, which refer to uses located in or near the proposed improvement areas that would need to be removed and/or relocated to accommodate the proposed improvements.

A complete description of the proposed Project, including the enabling projects, is provided in Chapter 2 of the Draft Environmental Impact Report.

3.1 Regional Setting

As shown in Figure 1, the proposed Project is located within the City of Los Angeles, at LAX on LAWA property. The Project area is located within the LAX Plan area of the City of Los Angeles, which is in the County of Los Angeles. LAX is the primary airport for the greater Los Angeles area, encompassing approximately 3,800 acres, and is situated at the western edge of the City of Los Angeles.

In the LAX vicinity, the community of Westchester is located to the north, the City of El Segundo is to the south, the City of Inglewood and unincorporated portions of Los Angeles County are to the east, and the Pacific Ocean is to the west. Regional ground access to LAX is provided by Interstate 105 (I-105), which runs east-west and is located adjacent to LAX on the south, and the San Diego Freeway (Interstate 405 or I-405), which runs north-south and is located east of LAX. Major roadways serving LAX include Sepulveda Boulevard, Century Boulevard, Imperial Highway, and Lincoln Boulevard.

3.2 Local Setting

The proposed Project improvement areas (hereafter referred to as the Project area) are located within the northern and eastern portions of LAX (Figure 1). These areas consist of highly-developed land within and adjacent to a busy international airport. The land use setting around the Project area is characterized by airport operations with commercial uses along Sepulveda Boulevard and Century Boulevard, and commercial uses, a Los Angeles Community College District-owned property,[2] and vehicle parking (surface and structured parking) along 96th Street, 98th Street, and Vicksburg Avenue. West of the Project area (i.e., west of the western end of the airfield improvements) are Pershing Drive and the adjacent Los Angeles/El Segundo Dunes, a designated Ecologically Sensitive Habitat Area, and beyond the Dunes is the Pacific Ocean.

The proposed airfield improvements are situated within a portion of the airport that includes paved airfield areas, airfield access roadways, remote aircraft gates, and other aviation-related uses, such as maintenance facilities and fuel storage facilities. The Concourse 0 site is occupied by a ground transportation system passenger pick-up area (for taxis and transportation network companies like Uber and Lyft). The Terminal 9 site encompasses existing cargo and maintenance facilities, the LAX Records Retention Building, and an American Eagle commuter terminal. The proposed landside improvements would be located in proximity to several hotels (Hyatt Regency Los Angeles, H Hotel/Homewood Suites, Courtyard by Marriott), surface and structured parking facilities, the former Aircraft School Building, and other commercial uses. Also within the Project improvement area is the entrance to LAX, located at World Way and Sepulveda Boulevard.

[2] The Los Angeles Community College District property is improved with buildings that the West Los Angeles College currently uses for the warehousing of movie set props and for instruction to support its Film/Television Production Crafts program.

Evaluation of historic significance is based on a review of existing historic designations, previous historic resource evaluations, 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.

4.1 Research Sources

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; and
- Applicable results from SurveyLA, the City of Los Angeles' comprehensive historic resources survey now ongoing.

4.2 Area of Investigation

For the purposes of this analysis, the area of investigation is largely confined to the Project area and its immediate surroundings. This particular area was selected because the area includes those resources that could be subject to direct impacts through material alteration, conversion and related new construction as well as indirect impacts due to changes in setting.

4.3 Identification of Historic Resources

The identification of historic resources located on LAX property began in 1966 when Hangar One, the oldest building at LAX, was designated as a City of Los Angeles Historic-Cultural Monument. The 1961 Theme Building was designated a City of Los Angeles Historic-Cultural Monument in 1994. More recently, historic resources have been identified as part of required environmental review under CEQA, the National Environmental Policy Act (NEPA), and Section 106 of the National Historic Preservation Act for a wide variety of projects at LAX.

In 2015, Historic Resources Group (HRG) provided CEQA historic resources analysis for the LAX Landside Access Modernization Program. This analysis included a historic resource investigation of the LAX CTA and selected areas outside the CTA. This investigation included areas east of Sepulveda Boulevard and north of Century Boulevard that are part of the Project area for the LAX Airfield and Terminal Modernization Project examined herein. In November and December of 2015, Historic Resources Group conducted a historic resources survey of property

owned by LAX to confirm previous findings and identify any additional potential historical resources in areas not investigated for the LAX Landside Access Modernization Program analysis.

Informed by recent historic resource evaluations and knowledge of LAX development history, properties were examined to confirm previous findings of eligibility or ineligibility. In general, previous findings of properties eligible for historic listing were carried forward for the purposes of this report. No additional resources were identified as historically significant through this investigation.

4.4 Impacts Analysis

Potential impacts to historical resources were analyzed using the CEQA threshold to determine if the proposed Project would result in a substantial adverse change in the historic significance of a historical resource. The State CEQA Guidelines state that a substantial adverse change in the significance of a historical resource means demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired.

Potential impacts analyzed in this report are defined as follows:

- Direct Impacts involve the demolition, material alteration, relocation or conversion of a historical resource and/or important character-defining features.
- Indirect Impacts involve alteration to the surroundings of a historic resource that could substantially impair or obscure the ability of the resource to convey its historical significance.

The written project description, plans, drawings, and renderings of the proposed Project were used to analyze potential impacts to historical resources.

4.5 Project Team

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

5.1 Historical 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 causes a substantial adverse change on an historical resource also has a significant effect on the environment.

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 of the CEQA Guidelines, a "substantial adverse change" means "demolition, destruction, relocation, or alteration of a resource or its surroundings such that the significance of an historical resource would be materially impaired."

CEQA defines an historical resource as 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.

Section 15064.5 of the 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 a resource that is:

- Identified as significant in an historical resource survey meeting the requirements of Public Resources Code 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 in 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 historic 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 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.

5.2 Historic Designations

A property may be designated as historic by National, 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.[3] 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 to be 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 clearance process must be completed in accordance with Section 106 of the National Historic Preservation Act.[4] 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:

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

[3] 36 Code of Federal Regulations (CFR) 60, Section 60.2.

[4] Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their "undertakings" on historic properties, and afford the Advisory Council on Historic Preservation (ACHP) a reasonable opportunity to comment. The historic preservation review process mandated by Section 106 is implemented in ACHP regulations (36 Code of Federal Regulations [CFR] Part 800). An undertaking is defined as a "project, activity, or program funded in whole or in part under the direct or indirect jurisdiction of a Federal agency, including those carried out by or on behalf of a Federal agency; those carried out with Federal financial assistance; and those requiring a Federal permit, license or approval" (36 CFR Section 800.16(y)). Federal agencies typically address compliance with the requirements of Section 106 concurrent with the National Environmental Policy Act (NEPA) environmental review process for proposed projects. For undertakings at U.S. airports, including LAX, the FAA is responsible for fulfilling the requirements of Section 106. The responsible FAA official is also the agency official (see 36 CFR Section 800.2(a)) for Section 106 coordination (U.S. Department of Transportation, Federal Aviation Administration, 1050.1F Desk Reference v.2, Feb. 2020).

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.[5]

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 historical resources and to indicate what properties are to be protected, to the extent prudent and feasible, from substantial adverse change.[6]

The criteria for eligibility for listing in the California Register are based upon National Register criteria. Eligibility is based on meeting one or more of these criteria:

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.

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

[5] 36 CFR 60, Section 60.4.
[6] California PRC, Section 5024.1(a).

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. [7]

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

- Individual historical resources.
- Historical resources contributing to the significance of an historic district.
- Historical resources identified as significant in historical resources surveys, if the survey meets the criteria listed in subdivision (g).
- Historical 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. [8]

Local Designation Programs

The Los Angeles City Council designates Historic-Cultural Monuments 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 Historic-Cultural Monument status. Buildings may be eligible for Historic-Cultural Monument status if they retain their historic design and materials.

[7] California PRC, Section 5024.1(d).
[8] California PRC, Section 5024.1(e).

Those that are intact examples of past architectural styles or that have historical associations may meet the criteria in the Cultural Heritage ordinance.

5.3 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.[9] *It is achieved in several ways:*

- *Association with important events, activities or patterns*
- *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 called a Historic District.

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 prehistoric or historic period."[10] 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.

[9] *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. (4)
[10] *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)

- *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.[11]

5.4 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.[12]

Criteria for listing in the California Register of Historical Resources do 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 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."[13]

In the City of Los Angeles, "there is no requirement that a resource be a certain age before it can be designated"[14] as a City of Los Angeles Historic-Cultural Monument. 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."[15]

[11] *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation*. Washington D.C.: National Park Service, U.S. Department of Interior, 1997. (44, 45)
[12] *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation*. Washington D.C.: National Park Service, U.S. Department of Interior, 1997. (2)
[13] *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)
[14] City of Los Angeles, Office of Historic Resources, *Historic-Cultural Monument Process FAQ's*, undated. Available: https://planning.lacity.org/odocument/ea238abd-6f95-419f-91fb-eaca56b7f2bc/Info%20Brief%20HCM%20Process%20FAQs.pdf.
[15] City of Los Angeles, Office of Historic Resources, *Historic-Cultural Monument Process FAQ's*, undated. Available: https://planning.lacity.org/odocument/ea238abd-6f95-419f-91fb-eaca56b7f2bc/Info%20Brief%20HCM%20Process%20FAQs.pdf.

A Preservation Plan for LAX[16] was developed in conjunction with environmental review for the LAX Landside Access Modernization Program and included in the 2016 LAX Landside Access Modernization Program Draft Environmental Impact Report (EIR) as "Appendix J." The Final EIR was certified in March 2017.

As noted in the LAX Preservation Plan:

"This Preservation Plan for Los Angeles International Airport (LAX) has been developed in order to:

- *Identify historic resources located on the LAX property;*
- *Ensure that the most important historic resources located on the LAX campus are preserved and their eligibility for listing as historic resources is maintained;*
- *Provide appropriate guidance for the rehabilitation[17] of historic buildings, structures, objects and sites located on the LAX campus;*
- *Create an appropriate process for environmental review of future projects with respect to historic resources, including review under the California Environmental Quality Act (CEQA), the National Environmental Protection [sic] Act (NEPA), and Section 106 of the National Historic Preservation Act (NHPA); and*
- *See to it that all buildings, structures, objects and sites that have been identified as eligible for historic designation but have not been identified for preservation are given the appropriate review, consideration, documentation and/or commemoration prior to any substantial alteration or demolition.*

The Plan will serve as the framework for the future repair, maintenance, and alteration of historic resources located on the LAX property and guide the planning of future projects."[18]

The LAX Preservation Plan identified fourteen (14) resources at LAX as individually eligible for designation as historic resources. This total includes two resources already designated. Two (2) small groupings of buildings and structures were also found eligible for designation as historic districts. The eligible historic resources identified in the LAX Preservation Plan or in prior LAWA environmental documents include four properties that are located within the Project area. These resources are examined in Section 7 of this report.

[16] City of Los Angeles, Los Angeles World Airports, *Final Environmental Impact Report for Los Angeles International Airport (LAX) Landside Access Modernization Program*, (SCH 2015021014), Appendix J, LAX Preservation Plan, prepared by Historic Resources Group, September 2016. Available: https://www.lawa.org/en/lawa-our-lax/plan-and-ordinances.

[17] Rehabilitation is defined by the National Park Service as "the act or process of making possible a compatible use for a property through repair, alterations, and additions while preserving those portions or features which convey its historical, cultural, or architectural values."

[18] LAX Preservation Plan. (4)

Much of the following general development history information of the airport through the late 20th century has been excerpted from the "LAX Master Plan EIS/EIR Appendix I Section 106 Report," prepared by PCR Services Corporation in January of 2001. This was supplemented with updated development history information provided in the "LAX LAMP EA Appendix H.1 Section 106 Assessment Report," prepared by HRG in February 2017.[19] [20] Other sources are otherwise noted.

6.1 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 and was combined with other properties, which were later disaggregated. In 1894, a 2000-acre portion of the property was leased to local farmer Andrew B. Bennett. This property became known as the Bennett Rancho and was used to grow crops.

6.2 Airport Development 1928-1941

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. 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 1929 and development continued that year with the construction of administrative offices, a runway, and additional hangars. Airport facilities were located at the southeast corner of the current LAX property, with buildings clustered near the intersection of present-day Aviation Boulevard and Imperial Highway.

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

[19] PCR Services Corporation. "LAX Master Plan EIS/EIR: Appendix I, Section 106 Report," January 2001.
[20] Historic Resources Group. "LAX Landside Access Modernization Program Section 106 Assessment," February 2017.

Works Progress Administration. Plans to further upgrade for commercial airline services were halted with the onset of World War II.

6.3 The War Effort 1942-1944

The federal government assumed control of the airport in 1942, soon after the Japanese attack on Pearl Harbor. The airport was taken over for military use for the duration of World War II. Activities were focused on the needs of overseas combat operations and production at the aeronautical manufacturing companies located on and around the airport increased dramatically. A detachment from the 4th Fighter Command was stationed at the field and a mess hall, officer's quarters, and barracks were built for the Army Air Corps north of Imperial Highway and west of Sepulveda Boulevard. Airport buildings, including on-site or nearby manufacturing facilities now considered crucial to the war effort, were wrapped in camouflage.

During the war, naval gun batteries were constructed along the Pacific Coast as defensive fortifications in case of enemy attack on the mainland. In 1942-1943, a coastal defense battery unit – dubbed the "El Segundo Battery" -- was erected in the coastal dunes west of the airport to protect military operations at the airport. Other improvements were made during this timeframe, including installation of an instrument landing system and extension of the runway.

The Department of Airports created a master development plan for the airport in early 1943, proposing westward expansion of the airfield and construction of new terminals and administration buildings at the north of the airport property along Century Boulevard. Commitments from the major American commercial airlines[21] to relocate to Los Angeles Municipal Airport were secured. Finalized in 1944, the new master plan proposed two phases of development: an initial stage to immediately accommodate commercial operations and a subsequent, long-range expansion to the west.

6.4 The "Intermediate Terminal Facility" 1945-1960

The Project area includes the westernmost portion of the area first developed for the airport immediately after World War II which became known as the "Intermediate Terminal Facility." In 1945, Los Angeles voters passed a bond issue providing 12.5 million dollars for new airport development and construction of temporary facilities for commercial airline operations immediately commenced. Four wood-framed buildings were constructed north of the existing "Mines Field" airport facilities on the south side of Century Boulevard, east of Sepulveda Boulevard, to house airport administration and three passenger terminals. The Intermediate Terminal Facility complex also included surface parking and an extension of the runways.

Additional office and hangar buildings were constructed by the airlines. By 1947 five major airlines had opened for business at the Los Angeles Municipal Airport. Western Airlines, a pioneering Los Angeles area airline incorporated in 1925,

[21] https://www.lawa.org/connectinglax/automated-people-mover/documents.

established its national headquarter operations at Los Angeles Airport at 6040 Avion Drive at that time. Western was previously headquartered at Burbank Airport for many years.[22] (The building at 6040 Avion Drive is located within the portion of the Project area proposed to be occupied by Terminal 9 and its related facilities.)

Amenities such as newsstands, tobacco shops, a barbershop, a restaurant, medical center, laundry, cocktail bar and lounge, and a garage were added to the Intermediate Terminal Facility, as needed. The Civil Aeronautics Administration designated Los Angeles' airport an "international-express class" airport after determining its facilities adequate for international, intercontinental, and non-stop domestic flights. By 1947, six major airlines were operating at the airport. Los Angeles Municipal Airport was officially re-named Los Angeles International Airport (LAX) on October 11, 1949.

Los Angeles' postwar economic growth would effectively mandate continued improvements and expansion of the airport. Between 1947 and 1952, the number of travelers using or passing through the airport increased over 50 percent.[23] 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 to the Intermediate Terminal Facility including runway expansions, terminal building expansions, more parking facilities and a 72-foot tall control tower added in 1951. As fully constructed, the Intermediate Terminal Facility included eight major buildings arranged in a J-shaped configuration deeply set back from Century Boulevard. Surface parking lots fronted Century Boulevard with Avion Drive and Airport Boulevard giving access to parking and the Intermediate Terminal Facilities buildings from Century Boulevard.[24]

The Intermediate Terminal Facility was developed as an interim solution to transition LAX from a local, largely non-commercial airport at Mines Fields into the primary international airport for Southern California. Terminals and support services constructed for the Intermediate Terminal Facility were understood to be "temporary" in that they were quickly constructed to facilitate operation as an international airport while long-range planning and the ultimate construction of more permanent facilities could take place. That said, the Intermediate Terminal Facility operated as LAX until the early 1960s while long-range planning for the airport focused on an area west of the Intermediate Terminal Facility which would ultimately become today's CTA. The Intermediate Terminal Facility proved the viability of

[22] Delta Flight Museum website accessed December 14, 2017. www.deltamuseum.org/exhibits/delta-history/family-tree/western-airlines/decades/1920s.
[23] 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)
[24] Historic Aerials by Netronline, accessed November 16, 2017. https://www.historicaerials.com/viewer.

international air travel from Los Angeles proper and established LAX as the primary airport for Southern California.

The CTA has remained the hub of passenger service activity at LAX since its opening in 1961. Passenger service was phased out at the Intermediate Terminal Facility once the CTA became operational. By 1972, only the hangar and maintenance facilities buildings at 6000-6016 Avion Drive (originally constructed for American Airlines), 6020-6024 Avion Drive (originally constructed for United Airlines), and 6040 Avion Drive (originally constructed for Western Airlines), and some small, ancillary buildings remained of the Intermediate Terminal Facility. All other buildings had been razed and largely replaced by air cargo facilities.[25] Western Airlines expanded its corporate headquarters and aircraft maintenance facilities at 6040 Avion Drive in 1963 and 1972. Western Airlines merged with Delta Air Lines in 1986 and the "Western" brand name was discontinued. 6000-6016 Avion Drive and 6020-6024 Avion Drive continue to operate as maintenance facilities today; 6040 Avion Drive is currently a cargo facility.

6.5 The "Jet Age"

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 in1952. Several spectacular and fatal failures of the Comet 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.[26] 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.[27]

The introduction of jet travel captured the excitement, optimism and sense of possibility that was manifest in American popular culture following World War II. 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"[28] that looked forward to a glamourous future of glass and steel towers, monorail transit, and space travel.

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 build or modernize facilities to keep up with demand."[29] Airports across the country

[25] Historic Aerials by Netronline, accessed November 16, 2017. https://www.historicaerials.com/viewer.
[26] 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.
[27] Schwartz. (163)
[28] Schwartz. (168)
[29] William H. Young, and Nancy K. Young, *The 1950s* (Westport, CT: Greenwood, 2004. (265)

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."[30] 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.

6.6 Jet Age Development of the Central Terminal Area

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 & 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.[31] 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.

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

[30] Janna Eggebeen, "Airport Age: Architecture and Modernity in America" (dissertation, The City University of New York, 2007. (75)
[31] Schwartz. (167)

the airport to better manage the anticipated increases in airplane travel and passenger numbers by reducing choke points in any single area.[32]

The Jet Age terminal area at LAX was officially conceived in partnership with Welton Beckett & Associates and Paul R. Williams; it is clear 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,[33] 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 building featured an open ground floor below a second story raised on concrete *piloti*, and an interior courtyard. The ATCT 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 ATCT and its integrated office building directly reflected 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.[34] 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.

[32] Schwartz. (172)
[33] Gordon, Alastair, Naked Airport, Metropolitan Books, Henry Holt and Company, LLC, New York City, NY 2004. (184-206)
[34] Schwartz. (173)

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 Angeles metro area.[35] Many of these plans would eventually be implemented beginning in the 1980s.

6.7 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' hosting 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 Tom Bradley International Terminal opened in 1984.

It was during the 1980s that aboveground 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 1996 ATCT rises over 100 feet taller than the 1961 ATCT to the east. In response to moving control operations to the new ATCT, the 1961 Administration Building and ATCT were extensively altered in the early 2000s.

[35] William Pereira, James Steele editor. University of Southern California, Architectural Guild Press, 2002. (178-191)

In 2010 construction began on a major expansion and rehabilitation of the Tom Bradley International Terminal. That 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 fully opened in 2013.[36]

6.8 Industrial Development

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 20th century.

International Airport Center

In 1962, construction began on a large commercial development along the north side of Century Boulevard. [37] 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.[38] International Airport Center was planned and designed by Welton Beckett & Associates. Beckett & Associates was one of three architectural firms on the planning and design team for the LAX Jet Age

[36] "About LAX Development Program," Los Angeles World Airports website accessed October 8, 2015. http://www.lawa.org/laxdev/laxdev.aspx.
[37] "Center's First Unit Rising," *Los Angeles Times*, December 16, 1962.
[38] "New Research Plant Finished," *Los Angeles Times*, July 9, 1950. (F5)

expansion and was familiar with the site, having designed facilities on the McCulloch plant years earlier.[39] 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 98th Street, eventually extending to Vicksburg Avenue. A second phase developed property between Century Boulevard and 98th 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.[40] 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.[41] 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 98th Street for development. The land continued to be developed with office buildings and hotels into the 1990s.

[39] "Facility Wins Honor Award," *Los Angeles Times*, June 7, 1953.
[40] "Airport Center Purchased for 10.5 Million," *Los Angeles Times*, July 7, 1964. (B7)
[41] "Tishman Will Expand at Airport," *Los Angeles Times*, August 20, 1967. (N12)

Individual buildings, structures, objects and site features located within or immediately adjacent to the proposed Project area are examined in the following analysis for the purposes of identifying potential historical resources.

As noted earlier in this report, a Preservation Plan for LAX[42] was developed in conjunction with environmental review for the LAX Landside Access Modernization Program and included in the 2016 LAX Landside Access Modernization Program Draft EIR as "Appendix J." The Final EIR was certified in March 2017. The LAX Preservation Plan identified fourteen (14) resources within the boundaries of LAX as individually eligible for designation as historic resources. Of these, one (1) resource, the 1961 ATCT located at the east end of the CTA, is located within the Project area for the LAX Airfield and Terminal Modernization Project examined herein.

As noted previously, identification of historical resources for the LAX Landside Access Modernization Program EIR also encompassed areas outside of the LAX property. This investigation included areas east of Sepulveda Boulevard and north of Century Boulevard that are part of the Project area for the LAX Airfield and Terminal Modernization Project examined herein. Three properties located within the Project area were identified as potential historical resources eligible for historic listing: the former Union Savings and Loan Building at 9800 S. Sepulveda Boulevard; a commercial office building historically referred to as the "McCulloch Building" at 6151 W. Century Boulevard; and the former Aircraft School Building at 9700 S. Sepulveda Boulevard.

Properties located on or in the near vicinity of the Project area that were previously identified as eligible for historic listing are discussed below. Project area investigation for the purposes of this report did not identify any additional properties located within or immediately adjacent to the Project area that were determined eligible for historic listing or designation.

7.1 Historic Resources Located on the Project Area

1961 Airport Traffic Control Tower

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 ATCT 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

[42] City of Los Angeles, Los Angeles World Airports, *Final Environmental Impact Report for Los Angeles International Airport (LAX) Landside Access Modernization Program*, (SCH 2015021014), Appendix J, LAX Preservation Plan, prepared by Historic Resources Group, September 2016. Available: https://www.lawa.org/en/lawa-our-lax/plan-and-ordinances.

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 ATCT 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 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, and 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 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 a screen wall at the 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 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 appears eligible for local listing as a City of Los Angeles Historic-Cultural Monument and is treated herein as a historical resource for the purposes of CEQA.

6151 W. Century Boulevard, "The McCulloch Building"

The subject property, commonly referred to as the "McCulloch Building," is located at 6151 W. Century Boulevard on the north side of W. Century Boulevard between Vicksburg Avenue and Avion Drive. The 12-story office building was designed by Welton Beckett & Associates in a Corporate International style. Features include a rectangular plan, flat roof and exterior walls articulated with alternating bands of recessed metal-frame windows and concrete spandrel panels. The ground round floor is recessed behind *pilotis* on the east and west façades. The 12-story office building is set behind a one-story semi-detached rectangular retail pavilion facing Century Boulevard.

It was constructed in 1963 as part of "International Airport Center," a large commercial development along the north side of W. Century Boulevard.[43] Envisioned in 1962 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.[44]

International Airport Center was planned and designed by Welton Beckett & Associates. Beckett & Associates was one of three architectural firms on the planning and design team for the expansion of Los Angeles International Airport in the late 1950s which established the airport's present-day CTA. Beckett & Associates designed several buildings for the first phases of the International Airport Center project, including the McCulloch Building at 6151 W. Century Boulevard.

6151 W. Century Boulevard was surveyed by Architectural Resources Group in March 2013 as part of SurveyLA, the City of Los Angeles' citywide historic resources survey. At that time (2013), SurveyLA identified 6151 W. Century Boulevard as eligible 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 as an excellent example of Corporate International architecture and the work of significant architects Welton Beckett & Associates.[45] The SurveyLA findings were carried forward by Historic Resources Group for environmental review of the LAX Landside Access Modernization Program under CEQA in 2016.

6151 W. Century Boulevard was converted from office space to hotel use in 2017. In 2017, after this conversion and after CEQA review of LAX Landside Access Modernization Program, the Federal Aviation Administration (FAA), as part of its

[43] "Center's First Unit Rising," *Los Angeles Times*, December 16, 1962.
[44] "New Research Plant Finished," *Los Angeles Times*, July 9, 1950. (F5)
[45] *SurveyLA Historic Resources Survey Report Westchester-Playa del Rey Community Plan Area*, prepared by Architectural Resources Group, November 27, 2013. Appendix A. (26)

oversight of environmental review of the LAX Landside Access Modernization Program under NEPA and Section 106 of the National Historic Preservation Act (NHPA), determined that 6151 W. Century Boulevard was not eligible for the National Register of Historic Places because the integrity of the building was diminished went it was converted.[46] As part of the NEPA process, the State Historic Preservation Officer (SHPO) requested additional information to concur or disagree with FAA's determination of eligibility. Because the LAX Landside Access Modernization Program would not affect the property, SHPO considered the property as eligible for purposes of that undertaking. The FAA does not evaluate properties relative to the California Register or for the City of Los Angeles Historic-Cultural Monument designation.

As noted above, 6151 W. Century Boulevard was converted to hotel use in 2017. The hotel conversion included some alteration of the façades. Following this conversion, the building's eligibility has not been reevaluated. Therefore, because the building was found eligible for the California Register and for local listing as a City of Los Angeles Historic-Cultural Monument by SurveyLA, it is considered a historical resource herein for the purposes of CEQA.

9800 S. Sepulveda Boulevard, "Union Savings and Loan"

The Project area includes an eight-story office building at 9800 S. Sepulveda Boulevard on the southeast corner of Sepulveda Boulevard and 98th Street. The building is rectangular in plan with a flat roof and designed in a New Formalist architectural style. The building is clad in pre-cast concrete panels on all four sides. The building displays a tripartite composition of base, middle and top that references classical architectural traditions. The ground floor is delineated with a shallow arcade fronting floor-to-ceiling glazed storefront. Façades above the ground floor are articulated with horizontal bands of arched, fixed windows. An overhanging perforated soffit at the roofline recalls a classical cornice.

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. This mid-rise commercial office building was identified as eligible for the California Register and for local listing as a City of Los Angeles Historic-Cultural Monument 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.[47] Because the building was found eligible for the California Register and

[46] U.S. Department of Transportation, Federal Aviation Administration, *Los Angeles International Airport Landside Access Modernization Program Final Environmental Assessment,* "Appendix H.2 SHPO Coordination Letters". December 2017. Available: https://www.lawa.org/connectinglax/automated-people-mover/documents.

[47] *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.

for local listing as a City of Los Angeles Historic-Cultural Monument, it is considered a historical resource herein for the purposes of CEQA.

9700 S. Sepulveda Boulevard, Former Aircraft School Building

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. The collection of buildings is surrounded by surface parking and the entire block is enclosed by a fence of concrete block posts and metal rails.

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, 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.[48]

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.[49] 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.

The site continued to house aircraft construction and repair training in the decades after World War II. In 1977, administrative duties for 9700 S. Sepulveda Boulevard were transferred from Los Angeles Trade Technical College to West Los Angeles College.[50] The property was referred to as the "Aircraft Annex of West Los Angeles College" the following year.[51] By 1985, the Los Angeles Community College Board of Trustees discussed potential closure of the training center.[52] In 1992, West Los Angeles College announced that funding had been approved for the construction of a new aerospace training center, which would, presumably, replace the existing 9700 S. Sepulveda Boulevard facility.[53] It is unclear exactly when West Los Angeles College ceased aircraft-related training at the facility although it was likely in the mid-1990s based on West Los Angeles College's interest in relocating. Four additional

[48] City of Los Angeles, Permit No. 9967 dated April 21, 1941.
[49] City of Los Angeles, Permit No. 6271 dated May 7, 1945; City of Los Angeles, Permit No. 9705 dated July 5, 1945; City of Los Angeles, Permit No. 9706 dated July 5, 1945; City of Los Angeles, Permit No. LA33829 dated December 28, 1948.
[50] "College Duties Transferred," *Los Angeles Times*, December 4, 1977.
[51] "Colleges OK Funds for Airport Training Center," *Los Angeles Times*, March 5, 1978.
[52] "L.A. College Board Seeks Ways to Do Without State Loan," *Los Angeles Times*, July 11, 1985.
[53] "College Gets Funds but Traffic Issue Persists," *Los Angeles Times*, October 11, 1992.

rectangular buildings located immediately north of the bow-truss building were present as late as November of 2018. They have since been removed. [54] The remaining bow-truss roof building is hereafter referred to as the former Aircraft School Building.

The former Aircraft School Building is currently used by the West Los Angeles College for storage and instruction to support its Film/Television Production Crafts program. Per the West Los Angeles College Spring 2020, and Summer 2020 course schedules, one course per quarter currently takes place at the facility.[55] The balance of the property is today largely used for commercial parking.

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 continued to be used for training in the aircraft trades following World War II.

As such, it appears the property is eligible under National Register Criterion A, California Register Criterion 1 and City of Los Angeles Historic-Cultural Monument criteria as a rare intact example of an aircraft training facility from the 1940s and one of the oldest remaining buildings associated with aviation located in the vicinity of the airport. The property is representative of the early- and mid-20th century development of aircraft and aerospace-related industries and services that clustered near the airport beginning with the establishment of Mines Field. Development to support aviation-related activities around the airport greatly intensified during and after World War II. Consolidation of the aerospace industry towards the end of the 20th 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.

Only the rectangular bow-truss building appears to have retained sufficient integrity to convey the historic significance of the property.

Because it appears eligible for the National Register, California Register, and for local listing as a City of Los Angeles Historic-Cultural Monument, 9700 S. Sepulveda Boulevard is treated herein as a historical resource for the purposes of CEQA.

7.2 Summary of Findings

The Project area contains four (4) properties that have been identified as eligible for historic listing under federal, state, and/or local standards. These include the original (1961) ATCT at the eastern end of the CTA; the former McCulloch Building (now H Hotel/Homewood Suites) at 6151 W. Century Boulevard; the former Union Savings and Loan building at 9800 S. Sepulveda Boulevard; and the former Aircraft School Building at 9700 S. Sepulveda Boulevard. All are considered historical resources herein for the purposes of CEQA.

[54] Google Earth historic aerial photos accessed November 19, 2019.
[55] http://www.wlac.edu/WLAC/media/documents/new-sis/Spring.pdf and http://www.wlac.edu/WLAC/media/documents/new-sis/Summer.pdf.

The findings from the historical resources investigation of the Project area are summarized in Table 1 below. A map showing the location of the identified historical resources can be found in Figure 1. Photos of the four historical resources located in the near vicinity of the Project site can be found in Attachment A.

Table 1: Summary of Historical Resources Located Within the Project Area

MAP #	APN	ADDRESSS	DATE	PROPERTY TYPE	STATUS
1	4129027902	1 World Way	1961	Airport Traffic Control Tower	Appears eligible for local listing as a City of Los Angeles Historic-Cultural Monument for its association with the mid-20th century development of the CTA.
2	4124026002	9800 S. Sepulveda Blvd.	1964	Union Savings and Loan Building	Found eligible for the California Register and local listing as a City of Los Angeles Historic-Cultural Monument 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 as a City of Los Angeles Historic-Cultural Monument through survey evaluation in 2012.
3	4124026900	9700 S. Sepulveda Blvd.	1941-1945	Former Aircraft School Building	Identified as eligible for the National Register, California Register, and local listing as a City of Los Angeles Historic-Cultural Monument 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.
4	4124030029	6151 W. Century Blvd.	1963	McCulloch Building	Identified as eligible for the National Register, California Register, and local listing as a City of Los Angeles Historic-Cultural Monument by SurveyLA through survey evaluation as an excellent example of Corporate International architecture designed by master architectural firm, Welton Beckett & Associates. (SurveyLA 2013) In a subsequent assessment of the building in 2017, the FAA determined that the building was not eligible for the National Register. A final determination as to the building's eligibility for the National Register has not be made by SHPO.

8.1 Significance Threshold

The analyses discussed in the sections below are informed by National, State, and local guidelines.

Thresholds of Significance

According to Appendix G, Environmental Checklist Form, of the State CEQA Guidelines, cultural resource impacts resulting from the implementation of the proposed Project would be considered significant if the Project would:

- Cause a substantial adverse change in the significance of a historical resource pursuant to State CEQA Guidelines Section 15064.5.

As noted above, the State CEQA Guidelines indicate that a project would normally have a significant impact on historical resources if it would result in a substantial adverse change in the significance of a historical resource. A substantial adverse change in significance occurs if the project involves "physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired."[56]

The Guidelines go on to state that "[t]he significance of an historical resource is materially impaired when a project… [d]emolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register of Historical Resources… local register of historical resources… or its identification in an historical resources survey…"[57]

8.2 Discussion of Potential Impacts to the 1961 ATCT

As noted in Section 7 of this report, the 1961 ATCT was identified as eligible for listing as a City of Los Angeles Historic-Cultural Monument and is, therefore, considered a historical resource herein for the purposes of CEQA. Elements of the proposed Project in closest proximity to the 1961 ATCT are confined to the proposed terminal area and landside elements including the following:

- Construction of Concourse 0, which would be an easterly extension of existing Terminal 1. Concourse 0 would be located north of the 1961 ATCT across World Way, replacing an existing passenger pick-up area.
- Construction of Terminal 9, which would be a new passenger terminal located southeast of the Sepulveda Boulevard/Century Boulevard intersection.
- Access improvements in conjunction with the construction of Terminal 9, including a parking garage, an added station on the previously-approved LAX APM line, and improvements to nearby roadways.

[56] CEQA *Guidelines*, Section 15064.5(b)(1).
[57] CEQA *Guidelines*, Section 15064.5(b)(2).

- Modifications to the roadways that provide ingress to and egress from the CTA.

As noted in Section 7 of this report, the 1961 ATCT has 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 Historic-Cultural Monument. Although the majority of the terminal area and landside improvements of the proposed Project would be located at a substantial distance from the 1961 ATCT (over 200 feet to Concourse 0 and over 750 feet to the Terminal 9 parking garage and the westernmost edge of Terminal 9), the roadways that currently encircle the 1961 Administration Building, the closest of which is located approximately 130 feet from the ATCT, would be modified and nearby roadways would be demolished. None of the Project-related improvements would require demolition or alteration of the 1961 ATCT. The 1961 ATCT would retain all of 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. The 1961 ATCT would remain in its original location at the eastern entry to the CTA and retain its historic axial relationship with the Theme Building. The Tower would remain substantially taller than Concourse 0, Terminal 9, the additional APM station adjoining Terminal 9, and the grade-separated ramps and roadways associated with the proposed landside improvements.

As noted in Section 5 of this report, historical integrity is the ability of a historical resource to convey its historical significance. The proposed Project would not affect the integrity of *location, design, materials,* or *workmanship* of the 1961 ATCT. The building would remain intact in its current location and would not be materially altered by new construction associated with the proposed Project. Because the 1961 ATCT would retain integrity of *location, design, materials,* and *workmanship*, it would continue to reflect its historic significance. Therefore, integrity of *feeling* would also remain unaffected because all the existing physical elements that characterize the 1961 ATCT would continue to convey its historic significance as the original "Jet Age" airport traffic control tower for LAX. Therefore, integrity of *association* would also remain unaffected by the proposed Project. The only aspect of integrity that could potentially be affected by the proposed Project is *setting*. Because the proposed Project would introduce a new concourse, terminal, APM station, and new roadway improvements in the near vicinity of the 1961 ATCT, its immediate surroundings would be altered.

The immediate surroundings of the 1961 ATCT, however, have undergone numerous major and minor alterations since both the initial completion of the CTA in 1962 and its transformation since 1981. The individual terminal buildings, originally constructed as single-story roadside ticketing and baggage buildings, have either been demolished and replaced or substantially altered such that their original form is no longer apparent. The setting of the 1961 ATCT has been further compromised by the addition of a second deck over the U-shaped access roadway; the addition of multi-level parking structures immediately west of the 1961 ATCT; the demolition of the original Central Utility Plant and Central Service Facility; the construction of the

1996 ATCT and Central Utility Plant; the complex entrance to LAX, which includes numerous, interweaving, elevated roadways and access ramps constructed at the eastern end of the CTA, including at-grade and elevated roadways that encircle the 1961 Administration Building and ATCT; and the addition of facilities to the east of the 1961 ATCT (east of Sepulveda Boulevard), including the American Eagle Commuter Terminal (6022 Avion Drive), Delta Air Lines aircraft maintenance complex (6002 Avion Drive), and other facilities.

The larger setting is not critical to understanding the historic significance of the 1961 ATCT because its immediate surroundings have been substantially altered since its original construction and the alteration and new construction associated with the proposed Project would not be substantially different from previous changes and alterations. For these reasons, all of the relevant aspects of integrity would be unaffected by the proposed Project, so that the historic integrity of the 1961 ATCT would be retained. While the proposed Project would alter the larger surroundings of the 1961 ATCT, this alteration would not materially impair the building such that it can no longer convey its historic significance.

Because the proposed Project would not result in physical alteration of the structure and materials of the 1961 ATCT, it would remain eligible for listing as a City of Los Angeles Historic-Cultural Monument. The remaining physical materials and form of the 1961 ATCT would remain intact, and the building would continue to convey its historic significance. Therefore, the proposed Project would not result in significant impacts to the 1961 ATCT.

8.3 Discussion of Potential Impacts to 9800 S. Sepulveda Boulevard

As noted in Section 7 of this report, the former Union Savings and Loan Building at 9800 S. Sepulveda Boulevard was identified as eligible for listing in the California Register and as a City of Los Angeles Historic-Cultural Monument and is, therefore, considered a historical resource for the purposes of CEQA.

Elements of the proposed Project in closest proximity to the Union Savings and Loan Building are largely confined to the proposed terminal area and landside elements including the following:

- Construction of Concourse 0, which would be an easterly extension of existing Terminal 1. Concourse 0 would be located directly west of the Union Savings and Loan Building across Sepulveda Boulevard, replacing a surface parking lot.
- New elevated roadways north of the Union Savings and Loan Building on the northern side of 98th Street and on the western side of Sepulveda Boulevard across the street from the building, providing access from the CTA to southbound Sepulveda Boulevard.

As noted in Section 7 of this report, 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.

Although the majority of the terminal area and landside improvements of the proposed Project would be located at a distance from the Union Savings and Loan Building (over 200 feet to Concourse 0 and over 1,000 feet to the Terminal 9 parking garage), a new elevated roadway would be located approximately 75 feet north of the building. None of the proposed improvements, including the new elevated roadway, would require demolition or alteration of the Union Savings and Loan Building. The Union Savings and Loan Building would retain all of its character-defining features, including its tripartite composition of base, middle and top, ground floor shallow arcade, horizontal bands of arched, fixed windows, overhanging perforated soffit at the roofline, and pre-cast concrete panel cladding.

Elevated roadways associated with the proposed landside improvements would align with Sepulveda Boulevard immediately west of the Union Savings and Loan Building, crossing Sepulveda Boulevard at 98th Street and continuing east on 98th Street, partially obscuring views of the north and west façades. At 8 stories, however, the Union Savings and Loan Building would be over three times the height of the elevated roadways and all of its public-facing façades would remain discernible despite partial blocking of views from the west and north. After construction of the elevated roadways, the Union Savings and Loan Building would remain intact and continue to convey its historic significance. Construction of the elevated roadways would not result in a significant impact to the Union Savings and Loan Building.

The proposed Project would not affect the integrity of *location, design, materials,* or *workmanship* of the Union Savings and Loan Building. The building would remain intact in its current location and would not be materially altered by new construction associated with the proposed Project. Because the Union Savings and Loan Building would retain integrity of *location, design, materials,* and *workmanship*, it would continue to reflect its historic significance as a New Formalist commercial office building. Therefore, integrity of *feeling* would also remain unaffected because all the existing physical elements that characterize the Union Savings and Loan Building would remain. Therefore, integrity of *association* would also remain unaffected by the proposed Project. The only aspect of integrity that could potentially be affected by the proposed Project is *setting*. Because the proposed Project would introduce a new concourse and elevated roadway improvements in the near vicinity of the Union Savings and Loan Building, its immediate surroundings would be altered.

The immediate surroundings of the Union Savings and Loan Building, however, have undergone numerous alterations since its original construction as new buildings were constructed and surrounding existing buildings were demolished to make way for surface parking lots. The larger setting is not critical to understanding the historic significance of the Union Savings and Loan Building because its immediate surroundings have been substantially altered since its original construction and the alteration and new construction associated with the proposed Project would not be substantially different from previous changes and alterations. For these reasons, all of the relevant aspects of integrity would be unaffected by the proposed Project, so that the historic integrity of the Union Savings and Loan Building would be retained. While the proposed Project would alter the larger surroundings of the Union Savings and Loan Building, this alteration would not materially impair the building such that it can no longer convey its historic significance.

Because the proposed Project would not result in physical alteration of the structure and materials of the Union Savings and Loan Building, it would remain eligible for listing in the California Register and as a City of Los Angeles Historic-Cultural Monument. The character-defining features and form of the Union Savings and Loan Building would remain intact, and the building would continue to convey its historic significance. Therefore, the proposed Project would not result in significant impacts to the Union Savings and Loan Building.

8.4 Discussion of Potential Impacts to 9700 S. Sepulveda Boulevard

As noted in Section 7 of this report, the former Aircraft School Building at 9700 S. Sepulveda Boulevard was identified as eligible for listing in the National Register, the California Register, and as a City of Los Angeles Historic-Cultural Monument. The former Aircraft School Building is considered a historical resource for the purposes of CEQA.

Elements of the proposed Project in closest proximity to the former Aircraft School Building are confined to the proposed terminal area and landside elements including the following:

- Construction of Concourse 0, which would be an easterly extension of existing Terminal 1. Concourse 0 would be located west of the former Aircraft School Building across Sepulveda Boulevard, replacing a surface parking lot.
- New elevated roadways on the north side of 98th Street providing access from Sepulveda Boulevard into the CTA.

As noted in Section 7 of this report, the former Aircraft School Building was found significant as a rare intact example of an aircraft training facility from the early 1940s, representative of the 20th century development of aircraft- and aerospace-related industries and services that clustered near the airport beginning with the establishment of Mines Field.

Although the majority of the terminal area and landside improvements of the proposed Project would be located at a distance from the former Aircraft School Building (with the closest, Concourse 0, approximately 380 feet away), elevated roadways would be located approximately 45 feet west and approximately 65 feet south of the building. None of the proposed improvements, including the new elevated roadways, would require demolition or alteration of the former Aircraft School Building. The former Aircraft School Building would retain all of its character-defining features, including its bow-truss roof and monitor, horizontal wood cladding, and metal-frame, multi-light casement windows.

Elevated roadways associated with the proposed landside improvements would align with Sepulveda Boulevard immediately west of the former Aircraft School Building, crossing Sepulveda Boulevard at 98th Street and continuing east along 98th Street, partially encroaching on the existing property line. Another elevated roadway would parallel Sepulveda Boulevard immediately west of the former Aircraft School Building and turning to the east to the south of 96th Street. These roadways would obscure views of the south façade. The former Aircraft School Building is set back from both Sepulveda Boulevard and 98th Street and is not a particularly assertive

presence from the street. It is substantially set back from 98th Street with ancillary buildings located immediately south that currently partially obscure views looking north from 98th Street. The proposed Project would remove these ancillary buildings, but the construction of elevated roadways along 98th Street would largely remove views of the south façade from the street. Views from the west would remain.

The proposed Project would not affect the integrity of *location, design, materials,* or *workmanship* of the former Aircraft School Building. The building would remain intact in its current location and would not be materially altered by new construction associated with the proposed Project. Because the former Aircraft School Building would retain integrity of *location, design, materials,* and *workmanship*, it would continue to reflect its historic significance. Therefore, integrity of *feeling* would also remain unaffected because all the existing physical elements that characterize the former Aircraft School Building would remain. Therefore, integrity of *association* would also remain unaffected by the proposed Project. The only aspect of integrity that could potentially be affected by the proposed Project is *setting*. Because the Project would introduce a new concourse and elevated roadway improvements in the near vicinity of the former Aircraft School Building, its immediate surroundings would be altered.

The immediate surroundings of the former Aircraft School Building have undergone numerous alterations since its original construction as new buildings were constructed and surrounding existing buildings were demolished to make way for surface parking lots. The larger setting is not critical to understanding the historic significance of the former Aircraft School Building because its immediate surroundings have been substantially altered since its original construction and the alteration and new construction associated with the proposed Project would not be substantially different from previous changes and alterations. For these reasons, all of the relevant aspects of integrity would be unaffected by the proposed Project, so that the historic integrity of the former Aircraft School Building would be retained. While the proposed Project would alter the larger surroundings of the former Aircraft School Building, this alteration would not materially impair the building such that it can no longer convey its historic significance.

Because the proposed Project would not result in physical alteration of the structure and materials of the former Aircraft School Building, it would remain eligible for listing in the National Register, the California Register, and as a City of Los Angeles Historic-Cultural Monument. The character-defining features and form of the former Aircraft School Building would remain intact, and the building would continue to convey its historic significance. Therefore, the proposed Project would not result in significant impacts to the former Aircraft School Building.

8.5 Discussion of Potential Impacts to 6151 W. Century Boulevard

As noted in Section 7 of this report, the former McCulloch Building at 6151 W. Century Boulevard was identified as eligible for listing in the California Register, and as a City of Los Angeles Historic-Cultural Monument. It was determined to be ineligible for the National Register by FAA, although SHPO has not made a formal determination as to its eligibility. The former McCulloch Building at 6151 W. Century Boulevard is considered a historical resource for the purposes of

CEQA. (The building's eligibility was not reevaluated following its conversion to a hotel use in 2017.)

Elements of the proposed Project in closest proximity to the McCulloch Building are confined to the proposed terminal area and landside elements including the following:

- Construction of Terminal 9, which would be a new passenger terminal located southeast of the Sepulveda Boulevard/Century Boulevard intersection.
- Access improvements in conjunction with the construction of Terminal 9, including an added station on the previously-approved LAX APM line, and improvements to nearby roadways.
- New elevated roadways to the east of the McCulloch Building along the future "A" Street, which will be perpendicular to Century Boulevard between Vicksburg Avenue and Avion Drive, providing access from Sepulveda Boulevard into the CTA.

As noted in Section 7 of this report, the McCulloch Building was found significant as an excellent example of Corporate International architecture and the work of significant architects Welton Beckett & Associates. In recent years the McCulloch Building has been altered through renovations associated with its conversion to the H Hotel/Homewood Suites. This analysis assumes that the McCulloch Building still retains its historical significance. Although the majority of the terminal area and landside improvements of the proposed Project would be located at a distance from the McCulloch Building (approximately 375 feet to the Terminal 9 parking garage and approximately 475 feet to Terminal 9), a new elevated roadway would be located approximately 55 feet south and 100 feet east of the building. None of the proposed improvements, including the new elevated roadway, would require demolition or alteration of the McCulloch Building. The McCulloch Building would retain all of its character-defining features, including its rectangular plan, flat roof, exterior walls articulated with alternating bands of recessed metal-frame windows and concrete spandrel panels, and ground floor recessed behind *pilotis*.

Elevated roadways associated with the proposed Project would be adjacent to the McCulloch Building to the south and east, partially obscuring views of the south and east façades. At 12 stories, however, the McCulloch Building would be over twice the height of the elevated roadways and all of its public-facing façades would remain discernible despite partial blocking of views by the elevated roadways. After construction of the elevated roads, the McCulloch Building would remain intact and continue to convey its historic significance. Construction of the elevated roadways would not result in a significant impact to the McCulloch Building.

The proposed Project would not affect the integrity of *location, design, materials,* or *workmanship* of the McCulloch Building. The building would remain intact in its current location and would not be materially altered by new construction associated with the proposed Project. Because the McCulloch Building would retain integrity of *location, design, materials,* and *workmanship*, it would continue to reflect its historic significance as a Corporate International commercial office building. Therefore, integrity of *feeling* would also remain unaffected because all the existing physical

elements that characterize the McCulloch Building would remain. Therefore, integrity of *association* would also remain unaffected by the proposed Project. The only aspect of integrity that could potentially be affected by the proposed Project is *setting*. Because the proposed Project would introduce a new concourse and elevated roadway improvements in the near vicinity of the McCulloch Building, its immediate surroundings would be altered.

The immediate surroundings of the McCulloch Building, however, have undergone numerous alterations since its original construction as new buildings were constructed and surrounding existing buildings were demolished to make way for surface parking lots. The larger setting is not critical to understanding the historic significance of the McCulloch Building because its immediate surroundings have been substantially altered since its original construction. For these reasons, all of the relevant aspects of integrity would be unaffected by the proposed Project, so that the historic integrity of the McCulloch Building would be retained. While the proposed Project would alter the larger surroundings of the McCulloch Building, this alteration would not materially impair the building such that it can no longer convey its historic significance.

Because the proposed Project would not result in physical alteration of the structure and materials of the McCulloch Building, it would remain eligible for listing in the California Register and as a City of Los Angeles Historic-Cultural Monument. The character-defining features and form of the McCulloch Building would remain intact, and the building would continue to convey its historic significance. Therefore, the proposed Project would not result in significant impacts to the McCulloch Building.

8.6 Impact Analysis Using CEQA Thresholds

The following summarizes the analysis above.

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

No. The proposed Project would not demolish a significant resource. None of the buildings or structures to be demolished by the proposed Project are considered historically significant. Therefore, the proposed Project would not involve demolition of significant historical resources.

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

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

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

No. The proposed Project does not propose conversion, rehabilitation, or alteration of any historic building, structure, object, or site. The proposed Project does not include the conversion, rehabilitation, or alteration of any significant historic resource.

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

Yes. The proposed Project would involve alteration and new construction in the near vicinity of the 1961 ATCT, the Union Savings and Loan Building at 9800 S. Sepulveda Boulevard, the former Aircraft School Building at 9700 S. Sepulveda Boulevard, and the McCulloch Building at 6151 W. Century Boulevard. New construction adjacent to historic resources would partially obscure public views of these resources from certain vantage points; however, all of the resources would continue to be visually accessible and understandable despite the nearby new construction. Alteration of the immediate surroundings would not reduce the ability of the 1961 ATCT, the Union Savings and Loan Building, the former Aircraft School Building, or the McCulloch Building to convey their historic significance. The proposed Project does not involve alteration of the surroundings of a historic resource that would reduce its integrity and ability to convey its historic significance.

8.7 Summary of Potential Impacts to Historic Resources

Analysis of potential impacts concludes that the proposed Project would not result in significant impacts to any historical resource located on or in the near vicinity of the Project area. The proposed Project would not result in significant impacts to historical resources as defined by CEQA.

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California Public Resources Code (Sections 21000-21177).

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1961 Airport Traffic Control Tower – 1 World Way (Map Ref. #1)

Union Savings and Loan – 9800 S. Sepulveda Blvd. (Map Ref. #2)

Former Aircraft School Building – 9700 S. Sepulveda Blvd. (Map Ref. #3)

Former Aircraft School Building – 9700 S. Sepulveda Blvd. (Map Ref. #3)

McCulloch Building, c. 2018 – 6151 W. Century Blvd. (Map Ref. #4)

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HISTORIC RESOURCES GROUP

PAUL D. TRAVIS, AICP
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Master of Arts in Urban Planning, University of California, Los Angeles, 2006

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Speaking Engagements

California Preservation Foundation
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- Historic Resources Surveys
- Preservation Planning

American Planning Association, California Chapter
- Preservation Planning

Professional Affiliations

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American Planning Association, Los Angeles Chapter, Member

California Preservation Foundation, Guest Speaker, Workshop Leader

National Trust for Historic Preservation, Member

Experience Profile

Paul Travis specializes in master planning, CEQA, NEPA and Section 106 environmental review, and historic resources assessment. At HRG, Paul manages planning-related projects with a focus on large, multi-property sites including college campuses, historic downtowns, neighborhoods and districts, industrial sites, motion picture studios, and military bases. Paul has drafted preservation plans for the University of Southern California, NBC Universal Studios, Hollywood, and Los Angeles International Airport. He has participated in the development of community plans or specific plans for Paso Robles, Fresno, and Whittier; and has been involved in the master planning process for Loyola Marymount University, Occidental College, Mount St. Mary's College, Fox Studios, the Alameda Naval Station, and the Downey NASA site. Recent survey experience includes historic resource surveys for the cities of Los Angeles, Ventura, Glendale, Paso Robles, San Diego, and Fresno.

Prior to working at HRG, Paul worked as a research assistant at the Lewis Center for Regional Policy Studies performing academic research for study of transit-oriented development along the Pasadena Gold Line light rail system. Responsibilities include gathering and analysis of ridership data and adjacent development activity, and field observation of conditions surrounding transit stops.

Paul Travis meets the *Secretary of the Interior's Professional Qualification Standards* in Historic Preservation in Historic Preservation Planning and History.

Selected Project Experience

City of Fresno Fulton Corridor Specific Plan, Fresno
Fox Studios Master Plan, Century City
LAX Historic Assessments, Environmental Review, Preservation Plan
NBC Universal Evolution Plan, Universal City
Sunset Bronson Studios, Hollywood
Thacher School, Ojai

HISTORIC RESOURCES GROUP

ROBBY ARANGUREN
PLANNING ASSOCIATE & GIS SPECIALIST

Years of Experience: 10

Education

Bachelor of Arts Degree in Interdisciplinary Studies: Architecture, Urban Planning, and Business (Real Estate)
University of Texas, Arlington, 2009

Honors

California Preservation Foundation

- Preservation Design Award: *Wallis Annenberg Center for the Performing Arts, 2014*
- Preservation Design Award: *Lincoln Place Apartments, 2015*

Organizations

California Preservation Foundation

Los Angeles Conservancy

Los Angeles GIS Data Portal

Experience Profile

Robby Aranguren is a Planning Associate/GIS Specialist with 10 years of experience in historic preservation in Southern California. Robby joined Historic Resources Group in 2009 as an intern and became full staff in 2010.

At HRG, Robby provides mapping, database creation and management, photography, and research for historic assessments. He also provides assistance with character-defining features inventories and paint analysis studies. He is proficient with the Microsoft Access Database, FiGSS GIS Survey System, Photoshop, Google SketchUp, ESRI ArcMap and ArcCatalog. He has worked on numerous large-scale historic resources surveys, building and manipulating large databases.

Prior to joining HRG, Robby worked at the City of Los Angeles, Office of Historic Resources, Department of Planning, preparing staff reports for Historic-Cultural Monument applications, preparing E-newsletters, assisting in the development of the Mills Act 2010 Online Application and Guide. Robby also served as acting secretary at Cultural Heritage Commission meetings and conducted building permit research.

Robby Aranguren meets the *Secretary of the Interior's Professional Qualifications Standards* in History and Architectural History.

Selected Project Experience

SurveyLA, Los Angeles
Lincoln Place Apartments Historic Tax Credit, Los Angeles
Wallis Annenberg Center for Performing Arts Adaptive Reuse and Historic Tax Credits, Beverly Hills
Bear Building Paint Sampling – Pasadena
CBS Columbia Square Paint Sampling
Glendale Central Air Terminal Paint Sampling
City of Riverside Modernism Survey
City of Palm Springs Citywide Survey
City of South Pasadena Citywide Survey Update
South Glendale Survey

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2

CITY OF LOS ANGELES

DEPARTMENT OF BUILDING AND SAFETY

BUILDING DIVISION

Application for the Erection of a Building

OF

CLASS "D"

To the Board of Building and Safety Commissioners of the City of Los Angeles:

Application is hereby made to the Board of Building and Safety Commissioners of the City of Los Angeles, through the office of the Superintendent of Building, for a building permit in accordance with the description and for the purpose hereinafter set forth. This application is made subject to the following conditions, which are hereby agreed to by the undersigned applicant and which shall be deemed conditions entering into the exercise of the permit:

First: That the permit does not grant any right or privilege to erect any building or other structure therein described, or any portion thereof, upon any street, alley or other public place or portion thereof.

Second: That the permit does not grant any right or privilege to use any building or other structure therein described, or any portion thereof, for any purpose that is, or may hereafter be prohibited by ordinance of the City of Los Angeles.

Third: That the granting of the permit does not affect or prejudice any claim of title to, or right of possession to the property described in such permit.

VENICE DISTRICT

Lot No. 15

NATIONAL DEFENSE TRAINING SCHOOL

Tract 12365

Location of Building 9700 Sepulveda Blvd. (House Number and Street)

Between what cross streets 75' North of Century Blvd.

Approved by City Engineer

Deputy.

USE INK OR INDELIBLE PENCIL

1. Purpose of building National Defense Training School (Store, Residence, Apartment House, Hotel, or any other purpose) Families — Rooms 4
2. Owner (Print Name) Los Angeles City High School District Phone
3. Owner's address 1425 So. San Pedro St.
4. Certificated Architect A. S. Nibecker Jr. State License No. C-926 Phone PR. 1121
5. Licensed Engineer L. E. Byers State License No. 753 Phone Ma. 166
6. Contractor None State License No. Phone
7. Contractor's address
8. VALUATION OF PROPOSED WORK (Including all labor and material and all permanent lighting, heating, ventilating, water supply, plumbing, fire sprinkler, electrical wiring and/or elevator equipment therein or thereon,) $ Final Cost 38,000
9. State how many buildings NOW on lot and give use of each. None (Store, Residence, Apartment House, Hotel, or any other purpose)
10. Size of new building 61' x 188' No. Stories 1 Height to highest point 32 Size lot 380' x 600'
11. Type of soil SANDY CLAY LOAM Foundation (Material) CONC. Depth in ground 4'-0" Min
12. Width of footing 3'-6" Piers Width of foundation wall 10" Size of redwood sill 3" x 6"
13. Material exterior wall Wood & Metal Size of studs: (Exterior) 2" x 8" (Interior bearing) 2" x 8" CONC. SLAB ON GROUND. TRUSSES.
14. Joist: First floor — x — Second floor — x — Rafters — x — Material of roof Comp.
15. Chimney (Material) NONE Size Flue — x — No. inlets each flue — Depth footing in ground —

I have carefully examined and read the above completed Application and know the same is true and correct, and hereby certify and agree that if a permit is issued all the provisions of the Building Ordinance and State Laws will be complied with whether herein specified or not; I also certify that plans and specifications filed will conform to all the Building Ordinances and State Laws.

Sign here BOARD OF EDUCATION (Owner or Authorized Agent)

By

Plans, Specifications and other data must be filed if required.

FOR DEPARTMENT USE ONLY

PERMIT NO. 9967	Plans and Specifications checked 3-27-41	Zone P 80	Fire District No. 20
	Corrections verified	Bldg. Line 20' Ft.	Street Widening 10 Ft.
PLANS Rec'd	Plans, Specifications and Application rechecked and approved	Application checked and approved 4/16/41	Fee 99 00
	For Plans See / Filed with	SPRINKLER Required / Valuation Included / Specified Yes—No	Stamp here when Permit is issued APR 24 1941
			Inspector

FOR DEPARTMENT USE ONLY

Application.....	Fire District.....	Bldg. Line.....	Forced Draft Ventil.....
Construction.....	Zoning.....	Street widening.....	

(1)
REINFORCED CONCRETE

Barrels of Cement.....375.....

Tons of Reinforcing Steel.....14.....

(2)
The building referred to in this Application will be more than 100 feet from

.....Street

Sign here.....
(Owner or Authorized Agent)

(3) This building will be not less than 10 feet from any other building used for residential purposes on this lot.

Sign here.....
(Owner or Authorized Agent)

(4)
There will be an unobstructed passageway at least 10 feet wide, extending from any dwelling on lot to a Public Street or Public Alley at least 10 feet in width.

Sign here.....
(Owner or Authorized Agent)

REMARKS: This school as permitted in the R-2 Kansas plan has been submitted to and approved by the Board of City Planning Comm. [illegible]

CITY OF LOS ANGELES
DEPARTMENT OF BUILDING AND SAFETY

BUILDING LINE AGREEMENT

I hereby agree that the building and every portion thereof referred to in this application will be set back from the street property line not less than.....20'.....feet, except that the following projections may extend into such set-back space, as follows:

Cornices, canopies and eaves.....2 ft. 6 in.

Landing or terrace, without roof, extending to first floor level only.....6 ft.

Open railing, not over 33 in. high, around such landing or terrace.....6 ft.

Fire Escapes.....4 ft. 6 in.

I hereby agree to the above conditions and accept the permit to do the work mentioned in this application in accordance therewith.

(Signed) X [illegible]
Owner or Authorized Agent

Bldg. Form 60

PLAN CHECKING
RECEIPT NO. 1345
VALUATION $ 38,000
FEE PAID $ 30

Bldg. Form 1

1

CITY OF LOS ANGELES

DEPARTMENT OF BUILDING AND SAFETY

BUILDING DIVISION

VENICE BRANCH

APPLICATION TO ERECT A NEW BUILDING OF TYPE V

Lot No.

Tract

Location of Building 9700 SEPULVEDA BOULEVARD (House Number and Street)

Between what cross streets APPROX. 650 NORTH OF CENTURY BOULEVARD

Approved by City Engineer

Deputy.

USE INK OR INDELIBLE PENCIL

1. Purpose of building ENGINE TEST BUILDING (Store, Dwelling, Apartment House, Hotel or other purpose.) Families — Rooms 2
2. Owner (Print Name) LOS ANGELES CITY SCHOOL DISTRICT Phone
3. Owner's address 1425 SOUTH SAN PEDRO STREET P. O. LOS ANGELES (54)
4. Certificated Architect A. S. NIBECKER, JR. State License No. C-976 Phone PR. 1121
5. Licensed Engineer J. E. BYERS State License No. 753 Phone EXT. 166
6. Contractor OWNERS State License No. Phone
7. Contractor's address
8. VALUATION OF PROPOSED WORK (Including all labor and material and all permanent lighting, heating, ventilating, water supply, plumbing, fire sprinkler electrical wiring and elevator equipment thereon or thereon) $ 2,000.00
9. State how many buildings NOW on lot and give use of each 6 - SCHOOLS (Store, Dwelling, Apartment House, Hotel, or other purpose)
10. Size of new building 16' x 25' No. Stories 1 Height to highest point 16' Size lot 430' x 330'
11. Material Exterior Walls WOOD Type of Roofing COMPOSITION

12. For Accessory Buildings and similiar structures
   (a) Footing: Width 16" SQ. Depth in Ground 12" Width of Wall 8"
   (b) Size of Studs 2 X 4 Material of Floor CONCRETE
   (c) Size of Floor Joists CEMENT FLOORS Size of Rafters 2" x 8"

I hereby certify that to the best of my knowledge and belief the above application is correct and that this building or construction work will comply with all laws, and that in the doing of the work authorized thereby I will not employ any person in violation of the Labor Code of the State of California relating to Workmen's Compensation Insurance.

Sign here [signature] (Owner or Authorized Agent)

By [signature]

Plans, Specifications and other data must be filed.

FOR DEPARTMENT USE ONLY

PERMIT No. 6241

Inside Lot / Corner Lot — Key Lot / Corner Lot Keyed — Lot Size — Ft. rear alley / Ft. side alley — Clerk

Plans and Specifications checked

Corrections verified

Plans, specifications and application rechecked and approved. W M Tenbrook

For Plans See — Filed with

Zone R-1 — Fire District No.

Bldg. Line Ft. — Street Widening Ft.

Application checked and approved — Clerk

SPRINKLER Required / Specified Yes — No

Fee [illegible]

Stamp here when Permit is issued.

MAY -7 1945

Inspector

PLANS Rec'd

FOR DEPARTMENT USE ONLY

(1) PLAN CHECKING	(2) REINFORCED CONCRETE	(3)
Receipt No. 2116	Barrels of Cement	The building referred to in this Application will be more than 100 feet from
Valuation $ 1200.00		Street
Fee Paid $ 3.00	Tons of Reinforcing Steel	Sign here (Owner or Authorized Agent)

REMARKS:

Bldg. Form 3

USE INK OR INDELIBLE PENCIL

3

CITY OF LOS ANGELES

DEPARTMENT OF BUILDING AND SAFETY

BUILDING DIVISION

DEPUTY DEMOLISH

Application to Alter, Repair, Move or Demolish

To the Board of Building and Safety Commissioners of the City of Los Angeles

Application is hereby made to the Board of Building and Safety Commissioners of the City of Los Angeles through the office of the Superintendent of Building, for a building permit in accordance with the description and for the purpose hereinafter set forth. This application is made subject to the following conditions, which are hereby agreed to by the undersigned applicant and which shall be deemed conditions entering into the granting of the permit:

First: That the permit does not grant any right or privilege to erect any building or other structure thereon described or any portion thereof upon any street, alley or other public place or portion thereof.

Second: That the permit does not grant any right or privilege to use any building or other structure thereon described or any portion thereof for any purpose that is, or may hereafter be prohibited by ordinance of the City of Los Angeles.

Third: That the granting of the permit does not affect or prejudice any claim of title to, or right of possession in, the property described in such permit.

REMOVED FROM	REMOVED TO
Lot	Lot
LOS ANGELES CITY AIRCRAFT SCHOOL	
Tract	Tract

Present location of building: 9700 VENTURA BOULEVARD (House Number and Street)

New location of building: (House Number and Street)

Between what cross streets: APPROX. 950' NORTH OF CENTURY BOULEVARD

Approved by City Engineer

VENICE

Deputy

1. Purpose of PRESENT building.... AIRCRAFT SCHOOL (Store, Residence, Apartment House, Hotel, or any other purpose) Families - Rooms 2
2. Use of building AFTER alteration or moving.. SAME Families - Rooms 4
3. Owner (First Name) LOS ANGELES CITY HIGH SCHOOL DISTRICT Phone
4. Owner's Address 1425 SOUTH SAN PEDRO STREET, LOS ANGELES 54, CALIFORNIA
5. Certificated Architect A. S. HIBECKER JR. State License No. R-976 Phone SR 1121
6. Licensed Engineer J. E. EYERS State License No. 753 Phone STA. 166
7. Contractor NONE State License No. Phone
8. Contractor's Address
9. VALUATION OF PROPOSED WORK (including all labor and material and all permanent lighting, heating, ventilating, water supply, plumbing, fire sprinkler, electrical wiring and/or elevator equipment therein or thereon.) $ 3,000.00
10. State how many buildings NOW on lot and give use of each. 4 - SCHOOLS (Residence, Hotel, Apartment House, or any other purpose)
11. Size of existing building 60' x 150' Number of stories high 1 Height to highest point 25'
12. Class of building V Material of existing walls METAL Exterior framework WOOD (Wood or Steel)

Describe briefly and fully all proposed construction and work:

CONSTRUCT PARTITIONS IN WEST END OF PRESENT BUILDING TO FORM A LUMBER ROOM METAL SHOP, AS PER PLANS

Fill in Application on other Side and Sign Statement (OVER)

PERMIT NO. 9705	FOR DEPARTMENT USE ONLY			
	Plans and Specifications checked	Zone	Fire District No.	For Issuing here when Permit is issued
	Corrections verified	Bldg. Line Ft.	Street Widening Ft.	
PLANS Rec'd	Plans, Specifications and Applications rechecked and approved	Application checked and approved 3-10-45 Clerk		
	For Plans Fee	Filed with	SPRINKLER Required Valuation Included	Sprinkler Fee
				Inspector

PLANS, SPECIFICATIONS, and other data must be filed if required.

NEW CONSTRUCTION

Size of Addition .... x .... Size of Lot .... x .... Number of Stories when complete ....

Material of Foundation .... Width of Footing .... Depth of footing below ground ....

Width Foundation Wall .... Size of Redwood Sill .... x .... Material Exterior Walls ....

Size of Exterior Studs .... x .... Size of Interior Bearing Studs .... x ....

Joists: First Floor .... x .... Second Floor .... x .... Rafters .... x .... Roofing Material ....

I have carefully examined and read both sides of this completed Application and know the same is true and correct and hereby certify and agree, if a Permit is issued, that all the provisions of the Building Ordinances and State Laws will be complied with whether herein specified or not; also certify that plans and specifications, if required to be filed, will conform to all of the provisions of the Building Ordinances and State laws.

Sign Here BOARD OF EDUCATION
(Owner or Authorized Agent)

By [signature]

FOR DEPARTMENT USE ONLY

Application	Fire District	Bldg. Line	Termite Inspection ....
Construction	Zoning	Street Widening	Forced Draft Ventil. ....

(1)
REINFORCED CONCRETE

Barrels of Cement ....

Tons of Reinforcing Steel ....

(2)
The building (and, or, addition) referred to in this Application is, or will be when moved, more than 100 feet from
.... Street

Sign Here ....
(Owner or Authorized Agent)

(3)
No required windows will be obstructed.

Sign Here ....
(Owner or Authorized Agent)

(4)
There will be an unobstructed passageway at least ten (10) feet wide, extending from any dwelling on lot to a Public Street or Public Alley at least 10 feet in width.

Sign Here ....
(Owner or Authorized Agent)

REMARKS:

WORKMEN'S COMPENSATION INSURANCE

Date ....

I hereby certify that I am the applicant for this permit, and that in doing the work authorized thereby, I will not employ any person in violation of the Labor Code of the State of California relating to Workmen's Compensation Insurance.

53 2
5
(10-41)

Bldg. Form 3

1

CITY OF LOS ANGELES

DEPARTMENT OF BUILDING AND SAFETY

BUILDING DIVISION

VENICE DISTRICT

APPLICATION TO ERECT A NEW BUILDING OF TYPE 1

Lot No.

LOS ANGELES CITY AIRCRAFT SCHOOL

Tract

Location of Building 9700 SEPULVEDA BOULEVARD (House Number and Street)

Between what cross streets APPROX. 650' NORTH OF CENTURY BLVD., VENICE

Approved by City Engineer

Deputy.

USE INK OR INDELIBLE PENCIL

1. Purpose of building SPRAY PAINTING & WING REPAIRS (Store, Dwelling, Apartment House, Hotel or other purpose.) Families — Rooms 3
2. Owner (Print Name) LOS ANGELES CITY HIGH SCHOOL DISTRICT Phone PR 1121
3. Owner's address 1425 SOUTH SAN PEDRO STREET P. O. [illegible] LOS ANGELES 54
4. Certificated Architect A. S. NIBECKER, JR. State License No. B-976 Phone PR 1121
5. Licensed Engineer J. E. BYERS State License No. 753 Phone STA. 166
6. Contractor OWNERS State License No. Phone
7. Contractor's address
8. VALUATION OF PROPOSED WORK (Including all labor and material and all permanent lighting, heating, ventilating, water supply, plumbing, fire sprinkler, electrical wiring and elevator equipment therein or thereon.) $ 13,000.00
9. State how many buildings NOW on lot and give use of each. 4 - PUBLIC SCHOOLS (Store, Dwelling, Apartment House, Hotel, or other purpose)
10. Size of new building 25' x 40' No. Stories 1 Height to highest point 11'-7" Size lot 380' x 600'
11. Material Exterior Walls 8" BRICK Type of Roofing COMPOSITION
12. For Accessory Buildings and similiar structures
    (a) Footing: Width 2'-0" Depth in Ground 12" Width of Wall 8"
    (b) Size of Studs BRICK Material of Floor CONCRETE
    (c) Size of Floor Joists CONCRETE FLOOR ON GROUND Size of Rafters [illegible] x ROOF

I hereby certify that to the best of my knowledge and belief the above application is correct and that this building or construction work will comply with all laws, and that in the doing of the work authorized thereby I will not employ any person in violation of the Labor Code of the State of California relating to Workmen's Compensation Insurance.

Sign here BOARD OF EDUCATION (Owner or Authorized Agent)

By

Plans, Specifications and other data must be filed.

	FOR DEPARTMENT USE ONLY		
PERMIT No. 9706	Inside Lot / Corner Lot; Key Lot / Corner Lot Reyed; Lot Size; Ft. rear alley / Ft. side alley; Clerk		Fee 7
	Plans and Specifications checked; Zone; Fire District / No.		Stamp here when Permit is issued JUL 5
	Corrections verified; Bldg. Line Ft.; Street Widening Ft.		
	Plans, Specifications and Application rechecked and approved.	Application checked and approved JL 3 1945 Clerk	
PLANS Rec'd	For Plans fee Filed with	SPRINKLER Required / Specified; Valuation Included Yes	Inspector

FOR DEPARTMENT USE ONLY

(1) PLAN CHECKING	(2) REINFORCED CONCRETE	(3)
Receipt No. 23	Barrels of Cement	The building referred to in this Application will be more than 100 feet from
Valuation $ 1000.00		Street
Fee Paid $ 1.50	Tons of Reinforcing Steel	Sign here (Owner or Authorized Agent)

REMARKS: 6-7-45 Garage and yard OK.
H Reese

1

APPLICATION TO ERECT A NEW BUILDING
AND FOR A CERTIFICATE OF OCCUPANCY

CITY OF LOS ANGELES
DEPARTMENT OF BUILDING AND SAFETY
BUILDING DIVISION

Lot No. My 330 Plot 15
1

Tract 12365

Location of Building 9700 Sepulveda Blvd
(House Number and Street)

Between what cross streets 96th & Century

Approved by City Engineer
Deputy

USE INK OR INDELIBLE PENCIL

1. Purpose of building Storage (Store, Dwelling, Apartment House, Hotel or other purpose) Families Rooms
2. Owner Los Angeles City Aircraft School (Print Name) Phone
3. Owner's address 9700 Sepulveda Blvd P.O. Los Angeles Ex
4. Certificated Architect State License No. Phone
5. Licensed Engineer Jones Case State License No. 5322 Phone Tu 8214
6. Contractor Owner State License No. Phone
7. Contractor's address
8. VALUATION OF PROPOSED WORK (including all labor and material and all permanent lighting, heating, ventilating, water supply, plumbing, fire sprinkler, electrical wiring and elevator equipment therein or thereon.) $ 5000 — Per Fab 6-05
9. State how many buildings NOW on lot and give use of each. Numerous School Bldgs (Store, Dwelling, Apartment House, Hotel or other purpose)
10. Size of new building 40 x 60 No. Stories 1 Height to highest point 21 Size lot x
11. Material Exterior Walls Corr Asbs Type of Roofing Corr Asbs
12. For Accessory Buildings and similar structures: (a) Footing: Width Depth in Ground Width of Wall; (b) Size of Studs Material of Floor; (c) Size of Floor Joists x Size of Rafters x

I hereby certify that to the best of my knowledge and belief the above application is correct and that this building or construction work will comply with all laws, and that in the doing of the work authorized thereby I will not employ any person in violation of the Labor Code of the State of California relating to Workmen's Compensation Insurance.

Sign here Ralph M Becker
(Owner or Authorized Agent)

DISTRICT OFFICE Venice By

FOR DEPARTMENT USE ONLY

PLAN CHECKING
Date Oct 15 '48
Receipt No. 15473
Valuation $ 5000.00
Fee Paid $ 10.00

REINFORCED CONCRETE
Bbls. Cement
Tons of Reinforcing Steel

FEES
Bldg. Per
Cert. of Occupancy 10.00
Total 10.00

TYPE	GROUP	Maximum No. Occupants	Inside Lot / Corner Lot	Key Lot / Corner Lot Key	Lot Size	Ft. rear alley / Ft. side alley	Clerk
IV	G	24					

PERMIT No. LA33829

PLANS

Plans and Specifications checked C E Slaughter
Occupancy Symbol
Plans, Specifications and Application rechecked and approved

Zone M2
Bldg. Line Ft.
Application checked and approved Clerk

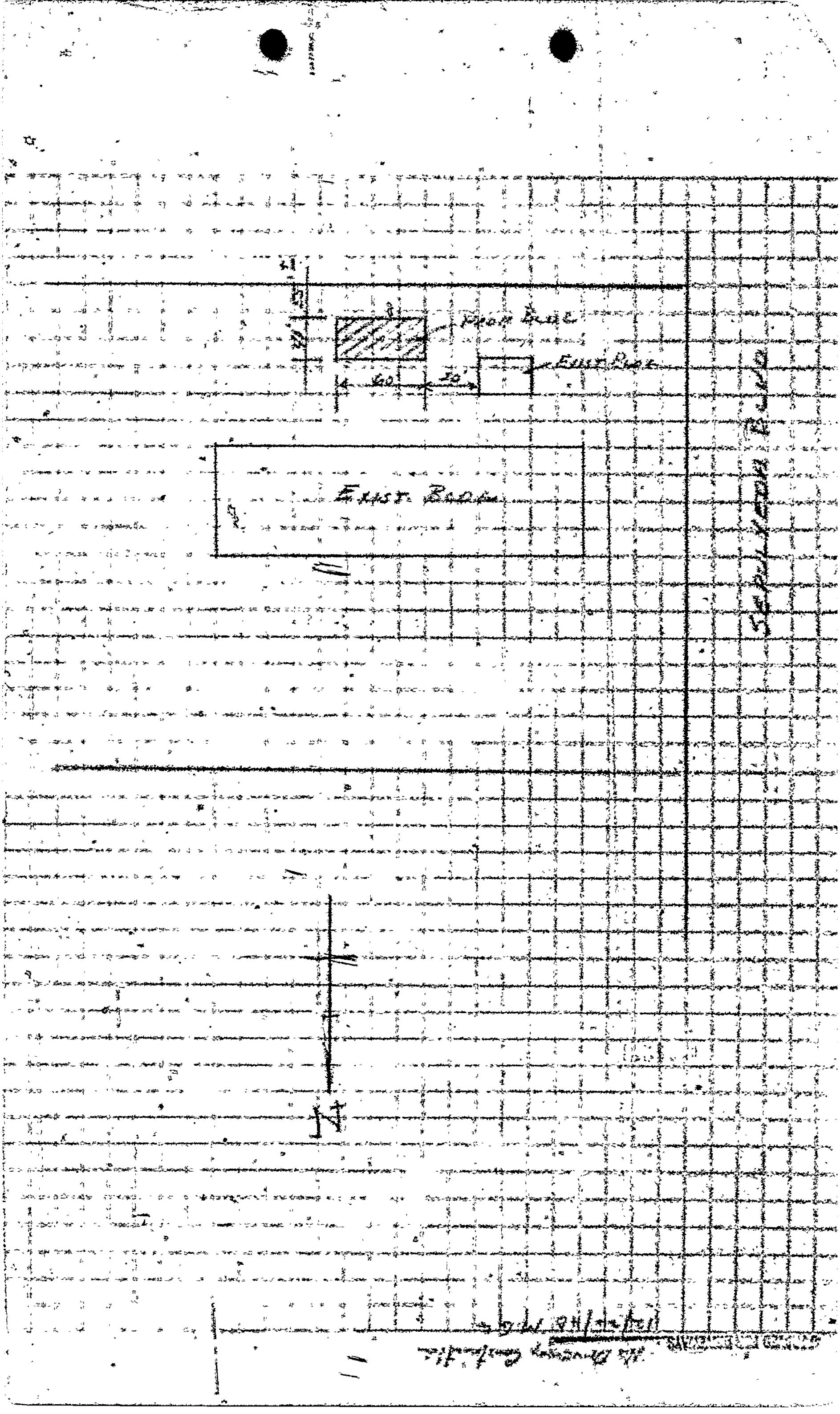
Fire District No. 2
Street Widening Ft.

District Map No. 7925

Stamp here when Permit is issued
Oct 15 1948

Cross Connection Inspection None
Per Plans Fee
Filed with
Sprinkler Specifications required Valuation increased Yes No
Inspector

E5748


East Side