

Appendix E
LAX SPECIFIC PLAN AMENDMENT STUDY

Cultural Resources

July 2012

Prepared for:

Los Angeles World Airports
One World Way
Los Angeles, California 90045

Prepared by:

PCR
233 Wilshire Blvd, Suite 130
Santa Monica, CA 90401

Appendix E-1
LAX SPECIFIC PLAN AMENDMENT STUDY

Cultural Resources Documentation

July 2012

Prepared for:

Los Angeles World Airports
One World Way
Los Angeles, California 90045

Prepared by:

PCR
233 Wilshire Blvd, Suite 130
Santa Monica, CA 90401

Attachments

Attachment 1 Information Center Records Search

Attachment 2 Department of Parks and Recreation Inventory Forms (DPR 523 forms)

Table of Contents (continued)

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Attachment 1
Information Center Records Search

Mrs. Robin Ijams, Associate
CDM SMITH
December 14, 2011 - Page 2



The ten cultural resources within the Study Area are listed by Primary Number and/or Trinomial in the attached table and are described within the Cultural Resources Section of the DEIR (in addition to newly identified resources) for the project. These include built-environment resources, historic and prehistoric archaeological sites, and prehistoric isolate resources. One of the built-environment resources, Hanger One, is listed in the National and California Register and two resources (Hanger One, Theme Building) are listed in the LAHCM listings. No resources listed in the CHL and CPHI were identified within the Study Area or one-mile radius. PCR collected several listings from the HRI and will review the street names and addresses to identify any resources within the Study Area. PCR also copied two historic topographic maps: the United States Geological Society 1896 Redondo, CA 30-minute map and the United States Army Corps of Engineers 1944 Redondo, CA 15-minute map. Finally, PCR collected a report bibliography for the studies within the Study Area and one-mile radius.

Please contact us if you have any questions about the results and recommendations presented in this report.

Sincerely,

PCR SERVICES CORPORATION

A handwritten signature in black ink, appearing to read "Kyle Garcia", is written over a horizontal line.

Kyle Garcia
Senior Archaeologist I

December 14, 2011

Mrs. Robin Ijams, Associate
CDM SMITH
111 Academy, Suite 150
Irvine, CA 92617

Re: APPENDIX E-1: RESULTS OF IN-PERSON CULTURAL RESOURCES RECORDS SEARCH AT THE SOUTH CENTRAL COASTAL INFORMATION CENTER FOR THE LAX SPAS PROJECT; CITY OF LOS ANGELES, CALIFORNIA

Dear Mrs. Ijams:

PCR Services Corporation (PCR) is pleased to have provided cultural resources services to assist CDM Smith in preparation of a Draft Environmental Impact Report (DEIR) for the Los Angeles International Airport's (LAX) Specific Plan Amendment Study (SPAS) in compliance with the California Environmental Quality Act. This letter report provides an outline of the methodology and results of the cultural resources records search conducted in-person by PCR at the South Central Coastal Information Center (SCCIC) for the project.

METHODS

On December 13, 2011, PCR archaeologist Mr. Kyle Garcia conducted an in-person records search of the LAX SPAS Study Area at the SCCIC at the University of California, Fullerton. The records searches included a review of all recorded historical resources and archaeological resources within a one half-mile radius of the Study Area as well as a review of cultural resource reports and historic topographic maps on file. In addition, PCR reviewed the California Points of Historical Interest (CPHI), the California Historical Landmarks (CHL), the California Register of Historical Resources, the National Register of Historic Places (National Register), the California State Historic Resources Inventory (HRI), and the City of Los Angeles Historic-Cultural Monuments (LAHCM) listings. The purpose of the record search is to determine whether or not there are previously recorded archaeological or historical resources within the Study Area that require evaluation and treatment. The results also provide a basis for assessing the sensitivity of the Study Area for additional and buried cultural resources.

RESULTS

Results of the cultural resources records revealed that 17 cultural resource studies have been conducted within the Study Area and 20 studies have been conducted within a one-mile radius of the LAX SPAS Study Area. These studies were conducted from 1974 to 2009 and encompass approximately 90 percent of the Study Area and 75 percent of the one-mile search radius around the Study Area. Ten cultural resources have been identified within the Study Area and another 25 resources within a one-mile radius.

One Venture, Suite 150, Irvine, California 92618 INTERNET WWW.pcrnet.com TEL 949.753.7001 FAX 949.753.7002

Record Search Results

Project: LAX SRA

County: LA

Search Radius: immediate vicinity

Project Manager: KLG

Date: 12/13/2011

Conducted by: KLG

Quads(s): Vice

Within Project Area			Within 1/2 Mile of Project Area		
#	Studies	Sites	#	Studies	Sites
1	2657	5444-118 +	17	3583	214 + 0
2	3673	114 2065 +	18	69	188448
3	10826	102115 +	19	9723.0	188005
4	6245	100116 +	20	5477	188006
5	96	186162.0	21	10160	188744
6	78	691 +	22	2904	150443
7	10857	2345 +	23	9725	167176
8	801	202 +	24	18765	18765
9	11081	184160	25	3912	3912
10	469	174161.0 +	26		
11	304	1	27		
12	3673	1	28		
13	4826	7741155	29		
14	9416	4867	30		
15	8255	23	31		
16	6237	14	32		
17	6240	25	33		
18	3583	24	34		
19	781	27	35		
20	6243	21	36		
21	10826	24	37		
Within 1/2 Mile of Project Area			Within 1/2 Mile of Project Area		
#	Studies	Sites	#	Studies	Sites
1	6246	17160	38		
2	5260	61	39		
3	513	62	40		
4	4051	1934			
5	3494	18866			
6	125	3784			
7	5514	203			
8	4862	64			
9	5550	63			
10	5620	65			
11	3012	2081			
12	18837	1970			
13	2904	150442.0			
14	4725	150442.0			
15	4180	150445.0			
16	1038	18852.0			

suspect

dup

dup

Spec. only

+ - PER already has copies of these documents
 O - copied by KLG at SEC-C today

OFFICE OF HISTORIC PRESERVATION *** Directory of Properties in the Historic Property Data File for LOS ANGELES County, Page 60 08-15-11									
PROPERTY NUMBER	PRIMARY #	STREET ADDRESS	NAMES	CITY NAME	OWN	YR-C	ORP-PROJ.	PRO-REFERENCE-NUMBER	STAT-DAT
182711		W HARTBROOK ST	LOS ANGELES		P	1982	PROJ. REVW.	HD01105020	05/12/11
186016		5565 W HAMPSHIRE AVE	LOS ANGELES		P		PROJ. REVW.	HD00909264	08/11/09
175681		10916 W HESBY ST	LOS ANGELES		P	1957	PROJ. REVW.	HD07012464	01/28/09
175531		4910 W HICKORY ST	LOS ANGELES		P	1930	PROJ. REVW.	HD07059283	01/08/07
131631		3088 W HYDE PARK	AMERICAN STEEL PRODUCTS	LOS ANGELES	P	1942	HIST. RES.	DOE-19-02-1130-0000	10/05/02
125246		201 W IMPERIAL HWY	LOS ANGELES		P	1939	HIST. RES.	DOE-19-38-0336-0000	08/03/88
983707	19-174583	1051 W IMPERIAL HWY	LOS ANGELES		O	1939	PROJ. REVW.	HD09080332	09/30/80
973727	19-174191	5701 W IMPERIAL HWY	JANBAR INC. LOS ANGELES INTERNATIONAL	LOS ANGELES	P	1929	HIST. RES.	HD0-32080959-0000	07/30/82
176566		230 W ISHARD ST	LOS ANGELES		P		HIST. RES.	0033-4717-0000	07/30/82
159672		3340 W JAMES M WOOD BLVD	LOS ANGELES		P		HIST. RES.	18-0072	07/30/82
020960	19-167025	655 W JEFFERSON BLVD	BOHNE AUDITORIUM / AL MALAIKAH AH	LOS ANGELES	P	1925	TAX. CERT.	537, 9-19-0085	07/30/86
124673		645 W JEFFERSON BLVD	AL MALAIKAH (SHRINE) AUDITORIUM	LOS ANGELES	P	1929	HIST. RES.	DOE-19-08-0001-0000	07/22/09
027409	19-173227	1374 W JEFFERSON BLVD	KORBAH PRESBYTERIAN CHURCH	LOS ANGELES	P	1927	HIST. RES.	HD00602067	02/15/06
144636		1425 W JEFFERSON BLVD	LOS ANGELES		P	1924	PROJ. REVW.	FC030617A	10/23/03
144637		1433 W JEFFERSON BLVD	LOS ANGELES		P	1916	PROJ. REVW.	FC030617A	10/23/03
144638		1439 W JEFFERSON BLVD	LOS ANGELES		P	1926	PROJ. REVW.	FC030617A	10/23/03
027336	19-173324	2003 W JEFFERSON BLVD	ROOSE SHOLEN CONGREGATION, JUDO SH	LOS ANGELES	P	1926	HIST. RES.	0052-4644-0000	06/03/88
125153		2203 W JEFFERSON BLVD	LOS ANGELES		P		HIST. RES.	DOE-19-38-0337-0000	06/03/88
025154		2207 W JEFFERSON BLVD	LOS ANGELES		P	1924	PROJ. REVW.	HD09080332	06/03/88
021247	19-167287	2311 W JEFFERSON BLVD	JEFFERSON BRANCH LIBRARY	LOS ANGELES	P	1923	HIST. RES.	DOE-19-04-0374-0000	06/03/88
151963		2220 W JEFFERSON BLVD	ST PAUL'S PRESBYTERIAN CHURCH / WE	LOS ANGELES	P	1931	HIST. RES.	HD0-32080959-0000	07/30/82
116251		3911 W JEFFERSON BLVD	LOS ANGELES		P	1927	HIST. RES.	DOE-19-04-0380-0000	06/03/88
025215	19-171206	843 W KENNEDY RD	JOHN R. HONE RESIDENCE	LOS ANGELES	P	1908	PROJ. REVW.	HD09080332	06/03/88
025260	19-171244	879 W KENNEDY RD	LOS ANGELES		P		HIST. RES.	DOE-19-08-0338-0000	06/03/88
025332	19-171243	885 W KENNEDY RD	LOS ANGELES		P		HIST. RES.	DOE-19-08-0338-0000	06/03/88
025213	19-171204	899 W KENNEDY RD	ADNA M. LOWE RESIDENCE	LOS ANGELES	P	1910	HIST. RES.	DOE-19-08-0338-0000	06/03/88
025182	19-171194	902 W KENNEDY RD	WILLIAM B. HURVEY RESIDENCE	LOS ANGELES	P	1908	HIST. RES.	DOE-19-08-0338-0000	06/03/88
025212	19-171203	909 W KENNEDY RD	FRANK & HENRY HETERSON APARTMENT HO	LOS ANGELES	P	1908	HIST. RES.	DOE-19-08-0338-0000	06/03/88
025211	19-171202	912 W KENNEDY RD	DANIEL H. THOMAS RESIDENCE	LOS ANGELES	P	1908	HIST. RES.	DOE-19-08-0338-0000	06/03/88
025376	19-171307	914 W KENNEDY RD	LOS ANGELES		P		HIST. RES.	DOE-19-08-0338-0000	06/03/88
025251	19-171242	916 W KENNEDY RD	LOS ANGELES		P		HIST. RES.	DOE-19-08-0338-0000	06/03/88
025350	19-171341	913 W KENNEDY RD	LOS ANGELES		P		HIST. RES.	DOE-19-08-0338-0000	06/03/88
025375	19-171366	922 W KENNEDY RD	LOS ANGELES		P		HIST. RES.	DOE-19-08-0338-0000	06/03/88
025274	19-171265	932 W KENNEDY RD	LOS ANGELES		P		HIST. RES.	DOE-19-08-0338-0000	06/03/88
025349	19-171340	935 W KENNEDY RD	LOS ANGELES		P		HIST. RES.	DOE-19-08-0338-0000	06/03/88
025348	19-171339	937 W KENNEDY RD	LOS ANGELES		P		HIST. RES.	DOE-19-08-0338-0000	06/03/88
025373	19-171364	940 W KENNEDY RD	LOS ANGELES		P		HIST. RES.	DOE-19-08-0338-0000	06/03/88
025372	19-171363	946 W KENNEDY RD	LOS ANGELES		P		HIST. RES.	DOE-19-08-0338-0000	06/03/88

OFFICE OF HISTORIC PRESERVATION * * * Directory of Properties in the Historic Property Data File for LOS ANGELES County.										Page 529	08-15-11
PROPERTY-NUMBER	PRIMARY-#	STREET-ADDRESS	NAMES	CITY-NAME	OWN	YR-C	ONP-PROG	PROG-REFERENCE-NUMBER	STAT-DAT	NRS	CHIT
021936	19-167963	6074 SELMA AVE	SELMA-LABAIG DISTRICT CONTRIBUTOR	LOS ANGELES	M	1911	HIST.RES.	DOE-19-94-0447-0041	07/01/94	2D2	
							PROJ.REVW.	HRO9402022	07/01/94	2D3	
							HIST.SURV.	0053-0642-0005		3D	
021941	19-167968	6077 SELMA AVE	SELMA-LABAIG DISTRICT CONTRIBUTOR	LOS ANGELES	F	1913	HIST.RES.	DOE-19-94-0447-0042	07/01/94	2D2	
							PROJ.REVW.	HRO9402022	07/01/94	2D2	
							HIST.SURV.	0053-0642-0014		3D	
021935	19-167962	6078 SELMA AVE	SELMA-LABAIG DISTRICT CONTRIBUTOR	LOS ANGELES	F	1911	HIST.RES.	DOE-19-94-0447-0050	07/01/94	2D2	
							PROJ.REVW.	HRO9402022	07/01/94	2D2	
							HIST.SURV.	0053-0642-0008		3D	
100949	19-176337	6082 SELMA AVE	SELMA-LABAIG DISTRICT CONTRIBUTOR	LOS ANGELES	P		HIST.RES.	DOE-19-94-0447-0051	07/01/94	2D2	
							PROJ.REVW.	HRO9402022	07/01/94	2D2	
021942	19-167969	6083 SELMA AVE	SELMA-LABAIG DISTRICT CONTRIBUTOR	LOS ANGELES	F	1911	HIST.RES.	DOE-19-94-0447-0043	07/01/94	2D2	
							PROJ.REVW.	HRO9402022	07/01/94	2D2	
							HIST.SURV.	0053-0642-0015		3D	
021934	19-167963	6088 SELMA AVE	SELMA-LABAIG DISTRICT CONTRIBUTOR	LOS ANGELES	M	1911	HIST.RES.	DOE-19-94-0447-0044	07/01/94	2D2	
							PROJ.REVW.	HRO9402022	07/01/94	2D3	
							HIST.SURV.	0053-0642-0007		3D	
021943	19-167970	6089 SELMA AVE	SELMA-LABAIG DISTRICT CONTRIBUTOR	LOS ANGELES	F	1911	HIST.RES.	DOE-19-94-0447-0045	07/11/94	2D2	
							PROJ.REVW.	HRO9402022	07/11/94	2D2	
							HIST.SURV.	0053-0642-0016		3D	
021933	19-167960	6092 SELMA AVE	SELMA-LABAIG DISTRICT CONTRIBUTOR	LOS ANGELES	F	1920	HIST.RES.	DOE-19-94-0447-0046	07/11/94	2D2	
							PROJ.REVW.	HRO9402022	07/11/94	2D2	
							HIST.SURV.	0053-0642-0006		3D	
021944	19-167971	6093 SELMA AVE	SELMA-LABAIG DISTRICT CONTRIBUTOR	LOS ANGELES	F	1914	HIST.RES.	DOE-19-94-0447-0047	07/01/94	2D2	
							PROJ.REVW.	HRO9402022	07/01/94	2D3	
							HIST.SURV.	0053-0642-0017		3D	
025030	19-171034	6367 SELMA AVE	HOLLYWOOD SOUND RECORDERS	LOS ANGELES	P	1925	HIST.SURV.	0053-2423-0000		7N	
098180	19-175552	6410 SELMA AVE		LOS ANGELES	M	1938	HIST.RES.	DOE-19-94-0154-0000	04/27/94	6Y	
							PROJ.REVW.	HRO9402022	04/27/94	6Y	
021494	19-167526	6500 SELMA AVE	HOTEL HOLLYWOOD WILCOX	LOS ANGELES	S	1926	HIST.SURV.	0053-0396-0000		7N	
023003	19-168030	6520 SELMA AVE		LOS ANGELES	P	1922	HIST.SURV.	0053-0653-0000		5S3	
032004	19-168031	6536 SELMA AVE		LOS ANGELES	P	1926	HIST.SURV.	0053-0654-0000		5S2	
022002	19-168028	6602 SELMA AVE		LOS ANGELES	P	1917	HIST.SURV.	0053-0652-0000		5S2	
022046	19-168072	6636 SELMA AVE	BLESSED SACRAMENT CONVENT	LOS ANGELES	P	1927	HIST.SURV.	0053-0684-0000		5N	
022001	19-168028	6663 SELMA AVE		LOS ANGELES	P	1916	HIST.SURV.	0053-0651-0000		5S2	
022022	19-168049	6684 SELMA AVE	HOLLYWOOD FIRST BAPTIST CHURCH	LOS ANGELES	P	1917	HIST.SURV.	0053-0672-0000		5S2	
021997	19-168024	6757 SELMA AVE		LOS ANGELES	P	1921	HIST.SURV.	0053-0647-0000		5S2	
021596	19-168023	6763 SELMA AVE		LOS ANGELES	P	1922	HIST.SURV.	0053-0646-0000		5S2	
069785	19-173861	1026 SENTINEL AVE		LOS ANGELES	U	1924	PROJ.REVW.	HRO9402022	09/17/92	6Y	
							PROJ.REVW.	HRO9402022	12/26/90	6Y	
070085	19-173519	267 SEPULVEDA BLVD		LOS ANGELES	U	1917	PROJ.REVW.	HRO940207C	03/14/91	6Y	
070083	19-173317	347 SEPULVEDA BLVD		LOS ANGELES	U	1917	PROJ.REVW.	HRO940207A	03/14/91	6Y	
124892		4503 SEPULVEDA BLVD		LOS ANGELES	P	1948	HIST.RES.	DOE-19-00-0119-0000	02/24/00	6Y	
							PROJ.REVW.	FINA000209A	02/24/00	6Y	
124883		4511 SEPULVEDA BLVD		LOS ANGELES	P	1951	HIST.RES.	DOE-19-00-0120-0000	02/24/00	6Y	
							PROJ.REVW.	FINA000209A	02/24/00	6Y	
136836		5564 SEPULVEDA BLVD	CULVER CITY TROPHY COMPANY	LOS ANGELES	P	1956	HIST.RES.	DOE-19-00-1179-0000	12/23/02	6Y	
							PROJ.REVW.	FCC021016E	12/23/02	6Y	
027212	19-173145	10940 SEPULVEDA BLVD	ROMULO PECO ADORER/RANCHITO ROMULO	LOS ANGELES	M	1853	HIST.RES.	DOE-19-94-0368-0000	08/27/94	2S2	
							PROJ.REVW.	HRO9402022	09/30/94	2S2	
							HIST.RES.	NPE-66000211-0000	11/13/66	1S	
							HIST.RES.	SHL-0362-0000	10/09/39	7L	
021824	19-167851	SERRANO AVE	1500-1600 SERRANO	LOS ANGELES	P	1918	HIST.SURV.	0053-0609-0000		5S2	
021811	19-167838	1516 SERRANO AVE		LOS ANGELES	P	1921	HIST.SURV.	0053-0609-0001		5D2	
021812	19-167839	1537 SERRANO AVE		LOS ANGELES	P	1919	HIST.SURV.	0053-0609-0002		5D2	
021817	19-167844	1544 SERRANO AVE		LOS ANGELES	P	1925	HIST.SURV.	0053-0609-0007		5D2	

OFFICE OF HISTORIC PRESERVATION * * * Directory of Properties in the Historic Property Data File for LOS ANGELES County.			Page 510	08-15-11							
PROPERTY-NUMBER	PRIMARY-#	STREET-ADDRESS	NAMES	CITY-NAME	OWN	YR-C	ONP-PROG	PROG-REFERENCE-NUMBER	STAT-DAT	NRS	CHIT
092485	19-175001	2411 S SANTA FE AVE	VERMONT TOOL AND SUPPLY	LOS ANGELES				PROJ.REVW.	FINA940929A	10/27/94	6Y
								HIST.RES.	DOE-19-94-0747-0000	10/27/94	6Y
092487	19-175002	2445 S SANTA FE AVE	SOUTHERN CALIFORNIA GLASS COMPANY	LOS ANGELES				PROJ.REVW.	FINA940929A	10/27/94	6Y
								HIST.RES.	DOE-19-94-0748-0000	10/27/94	6Y
097818	19-175010	954 S SEASIDE AVE	FIRE STATION #11 & FIRE BOAT #1	LOS ANGELES	N			PROJ.REVW.	HRO940202K	09/30/94	2D2
								HIST.RES.	HRO-308	09/30/94	2D2
183179		1046 S SEASIDE AVE	AL LARSON BOAT SHOP MARINA AND ANC	LOS ANGELES	M	1960	PROJ.REVW.	COE100517A	07/29/10	6Y	
183176		1046 S SEASIDE AVE	AL LARSON BOAT SHOP PIER	LOS ANGELES	M			PROJ.REVW.	COE100517A	07/29/10	6Y
183175		1046 S SEASIDE AVE	AL LARSON BOAT SHOP DOCKS	LOS ANGELES	M			PROJ.REVW.	COE100517A	07/29/10	6Y
183174		1046 S SEASIDE AVE	AL LARSON BOAT SHOP BUILDING NO. 4	LOS ANGELES	M	1938	PROJ.REVW.	COE100517A	07/29/10	6Y	
183177		1046 S SEASIDE AVE	AL LARSON BOAT SHOP WALLS	LOS ANGELES	M			PROJ.REVW.	COE100517A	07/29/10	6Y
183173		1046 S SEASIDE AVE	AL LARSON BOAT SHOP MACHINE SHOP	LOS ANGELES	M	1938	PROJ.REVW.	COE100517A	07/29/10	6Y	
183178		1046 S SEASIDE AVE	AL LARSON BOAT SHOP DRY DOCK AND P	LOS ANGELES	M	1960	PROJ.REVW.	COE100517A	07/29/10	6Y	
183170		1046 S SEASIDE AVE	AL LARSON BOAT SHOP	LOS ANGELES	M	1924	PROJ.REVW.	COE100517A	07/29/10	6Y	
183172		1046 S SEASIDE AVE	AL LARSON BOAT SHOP PAINT SHED	LOS ANGELES	M	1938	PROJ.REVW.	COE100517A	07/29/10	6Y	
183171		1046 S SEASIDE AVE	AL LARSON BOAT SHOP OFFICE & WORKS	LOS ANGELES	M	1934	PROJ.REVW.	COE100517A	07/29/10	6Y	
027216	19-173148	1400 S SEPULVEDA BLVD	DWP WESTWOOD DISTRIBUTION	LOS ANGELES	M	1932	HIST.SURV.	0053-4512-0000		7N	
065357	19-173534	1929 S SEPULVEDA BLVD	MORRIS PL	LOS ANGELES	U			PROJ.REVW.	FOIC90511M	05/31/89	6Y
179806		9800 S SEPULVEDA BLVD	LAOXC087/CA-LOS2026B	LOS ANGELES	P			PROJ.REVW.	FCC100702A	08/05/10	6Y
027202	19-173118	S SERRANO AVE	SOUTH SERRANO AVENUE HISTORIC DIST	LOS ANGELES	P	1912	HIST.RES.	NPE-87002407-0000	01/28/88	1S	
								HIST.SURV.	0053-4498-9999	01/01/88	1S
027192	19-173128	400 S SERRANO AVE		LOS ANGELES	P	1915	HIST.SURV.	0053-4498-0009	01/28/88	1D	C
027184	19-173120	403 S SERRANO AVE	GEORGE AND ANNIE ROBERTSON HOUSE	LOS ANGELES	P	1920	HIST.SURV.	0053-4498-0001	01/28/88	1D	C
027193	19-173129	408 S SERRANO AVE	KHOHN-LEVERING HOUSE	LOS ANGELES	P	1915	HIST.SURV.	0053-4498-0010	01/28/88	1D	C
027185	19-173121	409 S SERRANO AVE	BRUCE AND ROSE WALLACE HOUSE	LOS ANGELES	P	1916	HIST.SURV.	0053-4498-0002	01/28/88	1D	C
027194	19-173120	414 S SERRANO AVE	ELLEN AND JOHN BOLIEU HOUSE	LOS ANGELES	P	1914	HIST.SURV.	0053-4498-0011	01/28/88	1D	C
027195	19-173121	420 S SERRANO AVE	JOSE AND CONCEPCION DE SAMANIEGO, H	LOS ANGELES	P	1914	HIST.SURV.	0053-4498-0012	01/28/88	1D	C
027186	19-173122	421 S SERRANO AVE	RENE AND ELLA DAVIS HOUSE	LOS ANGELES	P	1913	HIST.SURV.	0053-4498-0003	01/28/88	1D	C
027196	19-173123	425 S SERRANO AVE	WALTER E. JEWELL HOUSE	LOS ANGELES	P	1914	HIST.SURV.	0053-4498-0013	01/28/88	1D	C
027187	19-173123	427 S SERRANO AVE	O'MELVENY-VAN NORMAN HOUSE	LOS ANGELES	P	1914	HIST.SURV.	0053-4498-0004	01/28/88	1D	C
027197	19-173123	432 S SERRANO AVE	CYRUS A. KIRKLEY HOUSE	LOS ANGELES	P	1916	HIST.SURV.	0053-4498-0014	01/28/88	1D	C
027198	19-173124	438 S SERRANO AVE		LOS ANGELES	P	1916	HIST.SURV.	0053-4498-0015	01/28/88	1D	C
027188	19-173124	439 S SERRANO AVE	WILLIAM AND DASY HAYDEN HOUSE	LOS ANGELES	P	1913	HIST.SURV.	0053-4498-0005	01/28/88	7R	C
027193	19-173125	444 S SERRANO AVE	BAKEDFORD-HUBBARD HOUSE	LOS ANGELES	P	1916	HIST.SURV.	0053-4498-0016	01/28/88	1D	C
027189	19-173125	445 S SERRANO AVE	JAY SPENCE HOUSE	LOS ANGELES	P	1915	HIST.SURV.	0053-4498-0006	01/28/88	1D	C
027200	19-173126	450 S SERRANO AVE	PETERSMEYER-CHATEAU HOUSE	LOS ANGELES	P	1915	HIST.SURV.	0053-4498-0017	01/28/88	1D	C
027190	19-173126	451 S SERRANO AVE	WILLIAM & MARY GLASCOCK HOUSE	LOS ANGELES	P	1914	HIST.SURV.	0053-4498-0007	01/28/88	1D	C
027201	19-173127	456 S SERRANO AVE	HENRY W. BROWN HOUSE	LOS ANGELES	P	1915	HIST.SURV.	0053-4498-0018	01/28/88	1D	C
027191	19-173127	457 S SERRANO AVE	WILSON-MILLER HOUSE	LOS ANGELES	P	1915	HIST.SURV.	0053-4498-0008	01/28/88	1D	C
159602		814 S SERRANO AVE		LOS ANGELES	P			HIST.RES.	DOE-19-06-0001-0009	02/15/06	2D2
								PROJ.REVW.	HRO940206J	02/15/06	2D2
159603		820 S SERRANO AVE		LOS ANGELES	P			HIST.RES.	DOE-19-06-0001-0010	02/15/06	2D2
								PROJ.REVW.	HRO940206J	02/15/06	2D2
159604		825 S SERRANO AVE		LOS ANGELES	P			HIST.RES.	DOE-19-06-0001-0011	02/15/06	2D2
								PROJ.REVW.	HRO940206J	02/15/06	2D2
159605		828 S SERRANO AVE		LOS ANGELES	P			HIST.RES.	DOE-19-06-0001-0012	02/15/06	2D2
								PROJ.REVW.	HRO940206J	02/15/06	2D2
159606		840 S SERRANO AVE		LOS ANGELES	P			HIST.RES.	DOE-19-06-0001-0013	02/15/06	2D2
								PROJ.REVW.	HRO940206J	02/15/06	2D2
159607		841 S SERRANO AVE		LOS ANGELES	P			HIST.RES.	DOE-19-06-0001-0014	02/15/06	2D2
								PROJ.REVW.	HRO940206J	02/15/06	2D2
159608		846 S SERRANO AVE		LOS ANGELES	P			HIST.RES.	DOE-19-06-0001-0015	02/15/06	2D2
								PROJ.REVW.	HRO940206J	02/15/06	2D2
159609		854 S SERRANO AVE		LOS ANGELES	P			HIST.RES.	DOE-19-06-0001-0016	02/15/06	2D2
								PROJ.REVW.	HRO940206J	02/15/06	2D2

OFFICE OF HISTORIC PRESERVATION *** Directory of Properties in the Historic Property Data File for LOS ANGELES County.										Page 269	08-15-11
PROPERTY-NUMBER	PRIMARY-NR	STREET-ADDRESS	NAMES	CITY-NAME	OWN	YR-C	ORF-PROG.	PROG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT
022085	19-168112	6250 APTON PL	APTON SQUARE DISTRICT CONTRIBUTOR	LOS ANGELES	P	1921	HIST. SURV.	0053-0697-0027		502	
							HIST. RES.	DOE-19-95-0241-0024	09/11/95	204	
							PROJ. REVW.	HUD950911J	09/11/95	204	
							HIST. RES.	DOE-19-95-0149-0024	02/08/95	202	
							PROJ. REVW.	HRG940202Z	02/08/95	202	
022086	19-168113	6251 APTON PL	APTON SQUARE DISTRICT CONTRIBUTOR	LOS ANGELES	P	1919	HIST. SURV.	0053-0697-0028	09/11/95	204	
							HIST. RES.	DOE-19-95-0241-0025	09/11/95	204	
							PROJ. REVW.	HUD950911J	09/11/95	204	
							HIST. RES.	DOE-19-95-0149-0025	02/08/95	202	
							PROJ. REVW.	HRG940202Z	02/08/95	202	
022087	19-168114	6254 APTON PL	APTON SQUARE DISTRICT CONTRIBUTOR	LOS ANGELES	P	1921	HIST. SURV.	0053-0697-0029	09/11/95	204	
							HIST. RES.	DOE-19-95-0241-0026	09/11/95	204	
							PROJ. REVW.	HUD950911J	09/11/95	204	
							HIST. RES.	DOE-19-95-0149-0026	02/08/95	202	
							PROJ. REVW.	HRG940202Z	02/08/95	202	
022088	19-168115	6255 APTON PL	APTON SQUARE DISTRICT CONTRIBUTOR	LOS ANGELES	P	1920	HIST. SURV.	0053-0697-0030	09/11/95	204	
							HIST. RES.	DOE-19-95-0241-0027	09/11/95	204	
							PROJ. REVW.	HUD950911J	09/11/95	204	
							HIST. RES.	DOE-19-95-0149-0027	02/08/95	202	
							PROJ. REVW.	HRG940202Z	02/08/95	202	
022089	19-168116	6260 APTON PL	APTON SQUARE DISTRICT CONTRIBUTOR	LOS ANGELES	P	1920	HIST. SURV.	0053-0697-0031	09/11/95	204	
							HIST. RES.	DOE-19-95-0241-0028	09/11/95	204	
							PROJ. REVW.	HUD950911J	09/11/95	204	
							HIST. RES.	DOE-19-95-0149-0028	02/08/95	202	
							PROJ. REVW.	HRG940202Z	02/08/95	202	
025124	19-171127	5860 AIRBORNE ST		LOS ANGELES	P	1936	HIST. SURV.	0053-0697-0032		502	
152143		8530 AIRPORT BLVD		LOS ANGELES	P	1957	HIST. RES.	DOE-19-05-0007-0000	01/11/05	6Y	
181387		9750 AIRPORT BLVD	POOR POINTS BY SHERATON	LOS ANGELES	P	1964	PROJ. REVW.	FCC0100524B	01/11/05	6Y	
097519	19-175354	7000 ALABAMA AVE		LOS ANGELES	M	1940	HIST. RES.	DOE-19-94-0241-0000	04/29/94	6Y	
							PROJ. REVW.	HRG940202Z	04/29/94	6Y	
116311		7006 ALABAMA AVE		LOS ANGELES	P	1952	HIST. RES.	DOE-19-96-0225-0000	08/27/96	6U	
							PROJ. REVW.	HRG970203Z	08/27/96	6U	
097920	19-175355	7338 ALABAMA AVE		LOS ANGELES	M	1936	HIST. RES.	DOE-19-94-0242-0000	07/01/94	6Y	
							PROJ. REVW.	HRG940202Z	07/01/94	6Y	
097921	19-175356	7352 ALABAMA AVE		LOS ANGELES	M	1925	HIST. RES.	DOE-19-94-0243-0000	04/29/94	6Y	
							PROJ. REVW.	HRG940202Z	04/29/94	6Y	
096813	19-175156	7446 ALABAMA AVE		LOS ANGELES	P	1928	PROJ. REVW.	HUD950630A	07/20/95	6Y	
020925	19-166994	ALAMEDA ST	WEST TEMPLE APARTMENTS, THE ROCKES	LOS ANGELES	M	1887	HIST. SURV.	0053-0136-0000		3S	
021472	19-167905	ALAMEDA ST	FURLONG TRACT RESIDENTIAL SITE, FU	LOS ANGELES	M	1905	HIST. SURV.	0053-0383-0000		7R	
025564	19-171553	841 ALAMEDA ST	EL PASO INN	LOS ANGELES	S	1914	HIST. SURV.	0053-2973-0000		7R	
025950	19-171939	809 ALBERTINE ST		LOS ANGELES	P	1926	HIST. SURV.	0053-3357-0000		3S	
170196		8516 ALCOTT ST		LOS ANGELES	P	1980	PROJ. REVW.	FCC071009F	11/07/07	6Y	
131595		5407 ALCOVE AVE		LOS ANGELES	P	1953	HIST. RES.	DOE-19-02-0471-0000	03/20/02	6Y	
							PROJ. REVW.	PTAC100604A	03/20/02	6Y	
024537	19-170559	5030 ALDAMA ST		LOS ANGELES	P	1961	HIST. SURV.	0053-2005-0000		7R	
	19-158297										
024538	19-170560	5336 ALDAMA ST		LOS ANGELES	P	1911	HIST. SURV.	0053-2006-0000		7R	
	19-158294										
024539	19-170561	5700 ALDAMA ST		LOS ANGELES	P	1911	HIST. SURV.	0053-2007-0000		7R	
	19-158098										
024540	19-170562	5760 ALDAMA ST		LOS ANGELES	P	1906	HIST. SURV.	0053-2008-0000		7R	
	19-158873										
134813		1021 ALEXANDRIA AVE		LOS ANGELES			HIST. RES.	DOE-19-02-1073-0000	08/01/02	6Y	
							PROJ. REVW.	HUD02	08/01/02	6Y	

OFFICE OF HISTORIC PRESERVATION *** Directory of Properties in the Historic Property Data File for LOS ANGELES County.										Page 601	08-15-11
PROPERTY-NUMBER	PRIMARY-NR	STREET-ADDRESS	NAMES	CITY-NAME	OWN	YR-C	ORF-PROG.	PROG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT
024562	19-170583	460 W AVE 45		LOS ANGELES	P	1923	HIST. SURV.	0053-2010-0000		7R	
171631		2410 W AVENUE 33		LOS ANGELES		1921	PROJ. REVW.	HUD080109F	04/17/08	6U	
171632		2634 W AVENUE 34		LOS ANGELES		1922	PROJ. REVW.	HUD080109F	04/17/08	6U	
174898		2219 W BAXTER ST		LOS ANGELES	P	1906	PROJ. REVW.	FHM081229A	01/27/09	6Y	
171635		11947 W BEATRICE ST		LOS ANGELES	P	1946	PROJ. REVW.	HUD080109F	04/17/08	6U	
182684		12114 W BEATRICE ST		LOS ANGELES	P	1952	PROJ. REVW.	HUD080109F	08/12/11	6U	
069423	19-173813	365 W BELLEVUE AVE	BRIDGES HOUSE	LOS ANGELES	P		PROJ. REVW.	ES0000981	10/28/97	2S	
									12/21/77	2S	
024048	19-170071	1825 W BELLEVUE AVE		LOS ANGELES	P	1905	HIST. SURV.	0053-1510-0000		5S2	
152894		1900 W BELLEVUE AVE		LOS ANGELES		1913	HIST. RES.	DOE-19-05-0061-0000	04/18/05	6U	
							PROJ. REVW.	HUD050404N	04/18/05	6U	
024024	19-170046	2318 W BERKELEY AVE		LOS ANGELES	P	1924	HIST. SURV.	0053-1485-0000		5S2	
175848		2312 W BERKELEY AVE		LOS ANGELES		1922	PROJ. REVW.	HUD080707A	07/22/08	6U	
024025	19-170047	2317 W BERKELEY AVE		LOS ANGELES	P	1920	HIST. SURV.	0053-1486-0000		7R	
024026	19-170048	2423 W BERKELEY AVE		LOS ANGELES	P	1895	HIST. SURV.	0053-1487-0000		7R	
175946		14907 W BESTOR BLVD		LOS ANGELES	P	1947	PROJ. REVW.	HUD080707A	07/22/08	6U	
094951	19-175092	3121 W BEVERLY BLVD		LOS ANGELES	P		PROJ. REVW.	HUD950301E	03/30/95	6Y	
171645		11637 W BLYTHE ST		LOS ANGELES	P	1913	PROJ. REVW.	HUD080109F	04/17/08	6U	
171646		14653 W BLYTHE ST		LOS ANGELES	P	1956	PROJ. REVW.	HUD080109F	04/17/08	6U	
171647		14657 W BLYTHE ST		LOS ANGELES	P	1949	PROJ. REVW.	HUD080109F	04/17/08	6U	
171648		14756 W BLYTHE ST		LOS ANGELES	P	1948	PROJ. REVW.	HUD080109F	04/17/08	6U	
175547		12087 W BOMADRETT AVE		LOS ANGELES	P	1950	PROJ. REVW.	HUD080707A	07/22/08	6U	
175550		17557 W BORDAINE BLVD		LOS ANGELES	P	1949	PROJ. REVW.	HUD080707A	07/22/08	6U	
180313		5738 W CARLTON HW	LO441470-TAPT APARTMENTS	LOS ANGELES	P	1910	PROJ. REVW.	FCC0100923J	11/29/10	6Y	
175668		21212 W CELES ST		LOS ANGELES	P	1950	PROJ. REVW.	HUD090126A	01/28/09	6U	
070352	19-173974	132 W CENTURY BLVD		LOS ANGELES	P	1925	PROJ. REVW.	HUD910430U	05/09/91	6Y	
175295		220 W CENTURY BLVD		LOS ANGELES	P	1923	PROJ. REVW.	HUD070529J	07/05/07	6Y	
072770	19-174020	417 W CENTURY BLVD		LOS ANGELES	P	1938	PROJ. REVW.	HUD910703H	07/31/91	6Y	
089229	19-174895	719 W CENTURY BLVD		LOS ANGELES	P	1935	PROJ. REVW.	HUD940419A	05/03/94	6Y	
084136	19-174617	723 W CENTURY BLVD		LOS ANGELES	P	1923	PROJ. REVW.	HUD930806G	09/03/93	6Y	
084674	19-174626	811 W CENTURY BLVD		LOS ANGELES	P	1936	PROJ. REVW.	HUD930915A	11/08/93	6Y	
084678	19-174629	811 W CENTURY BLVD		LOS ANGELES	P	1938	PROJ. REVW.	HUD930908P	11/01/93	6Y	
181235		1037 W CENTURY BLVD		LOS ANGELES	P	1824	PROJ. REVW.	HUD101311A	04/17/11	6U	
097951	19-175382	306 W CHAMBERL RD		LOS ANGELES	M	1924	HIST. RES.	DOE-19-94-0308-0000	07/01/04	6Y	
							PROJ. REVW.	HRG940202Z	07/01/04	6Y	
181241		333 W CHANDLER ST		LOS ANGELES	P	1956	PROJ. REVW.	HUD110131A	02/11/11	6U	
175554		4311 W CLAYTON AVE		LOS ANGELES	P	1920	PROJ. REVW.	HUD080707A	07/22/08	6U	
024063	19-170085	1724 W CLINTON ST		LOS ANGELES	P	1912	HIST. SURV.	0053-1524-0000		5S2	
024064	19-170086	1733 W CLINTON ST		LOS ANGELES	P	1895	HIST. SURV.	0053-1525-0000		5S2	
024065	19-170087	1740 W CLINTON ST		LOS ANGELES	P	1915	HIST. SURV.	0053-1526-0000		5S2	
024066	19-170088	1747 W CLINTON ST		LOS ANGELES	P	1900	HIST. SURV.	0053-1527-0000		5S2	
024067	19-170089	1751 W CLINTON ST		LOS ANGELES	P	1900	HIST. SURV.	0053-1528-0000		5S2	
024068	19-170090	1763 W CLINTON ST		LOS ANGELES	P	1908	HIST. SURV.	0053-1529-0000		5S2	
024069	19-170091	1914 W CLINTON ST		LOS ANGELES	P	1910	HIST. SURV.	0053-1530-0000		5S2	
024071	19-170092	1921 W CLINTON ST		LOS ANGELES	P	1900	HIST. SURV.	0053-1508-0000		7R	
034048	19-170070	2152 W CLINTON ST		LOS ANGELES	P	1895	HIST. SURV.	0053-1509-0000		7R	
139385		173 W COLDEN AVE		LOS ANGELES	P	1928	HIST. RES.	DOE-19-05-0306-0000	08/23/95	6U	
							PROJ. REVW.	HUD950823J	08/23/95	6U	
131091		439 W COLLEN AVE		LOS ANGELES			HIST. RES.	DOE-19-02-0174-0000	04/02/02	6Y	
							PROJ. REVW.	HUD020402M	04/02/02	6Y	
180060		6651 W COLGATE AVE		LOS ANGELES	P	1927	PROJ. REVW.	HUD100927C	10/12/10	6U	
153016		5648 W CORBETT ST		LOS ANGELES		1948	PROJ. REVW.	HUD050404N	04/18/05	6U	
175070		11749 W COURTLEIGH DR		LOS ANGELES		1947	PROJ. REVW.	HUD090126A	01/28/09	6U	
171658		11366 W CULVER BLVD		LOS ANGELES	P	1950	PROJ. REVW.	HUD080109F	04/17/08	6U	
024785	19-170805	490 W CYPRESS AVE		LOS ANGELES	P	1923	HIST. SURV.	0053-2254-0000		7R	
024788	19-170808	928 W CYPRESS AVE	FIAR STATION #44, OLD FIRE STATION	LOS ANGELES	M	1923	ST. PHO. PRG	615.0-RP-88-19-035	12/23/88	3	

OFFICE OF HISTORIC PRESERVATION * * * Directory of Properties in the Historic Property Data File for LOS ANGELES County.										Page 495	08-15-11
PROPERTY-NUMBER	PRIMARY-N	STREET-ADDRESS	NAMES	CITY-NAME	OWN	YR-C	OHV-PROG.	PROJ-REFERENCE-NUMBER	STAT-DAT	HRS	CRIT
153467		1812 S KINGSLEY DR		LOS ANGELES			HIST.RES.	DOE-19-02-1201-0157	08/29/02	2D2	AC
153468		1817 S KINGSLEY DR		LOS ANGELES			HIST.RES.	DOE-19-02-1201-0158	08/29/02	2D2	AC
098058	19-175451	2648 S LA BREA AVE		LOS ANGELES	M	1921	HIST.RES.	DOE-19-94-0048-0000	07/01/94	6Y	
127928		3431 S LA BREA AVE		LOS ANGELES		1938	PROJ.REVW.	HRS9402022	07/01/94	6Y	
084633	19-174803	3701 S LA BREA AVE		LOS ANGELES	U	1963	HIST.RES.	DOE-19-01-0074-0000	01/31/01	6Y	
173615		684 S LA BREA BLVD		LOS ANGELES	P	1939	PROJ.REVW.	HUD0102018	01/31/01	6Y	
175341		3631 S LA CIENEGA BLVD		LOS ANGELES	P	1939	PROJ.REVW.	FCC080723A	09/30/08	6Y	
116348		3727 S LA SALLE AVE		LOS ANGELES	P	1926	HIST.RES.	DOE-19-96-0260-0000	07/01/96	60	
116349		3733 S LA SALLE AVE		LOS ANGELES	P	1921	PROJ.REVW.	HUD970203E	07/01/96	60	
116350		3735 S LA SALLE AVE		LOS ANGELES	P	1922	HIST.RES.	DOE-19-96-0261-0000	07/01/96	60	
182719		7514 S LA SALLE AVE		LOS ANGELES	P	1926	PROJ.REVW.	HUD970203E	07/01/96	60	
175970		7156 S LA SALLE AVE		LOS ANGELES	P	1926	PROJ.REVW.	HUD010502H	05/12/11	60	
171683		10056 S LA SALLE AVE		LOS ANGELES	P	1930	PROJ.REVW.	HUD080707A	07/22/08	60	
134447		11102 S LA SALLE AVE		LOS ANGELES	P	1938	PROJ.REVW.	HUD080109Y	04/17/08	60	
				LOS ANGELES	P	1947	HIST.RES.	DOE-19-02-1037-0000	10/09/02	60	
				LOS ANGELES	P	1947	PROJ.REVW.	HUD021009H	10/09/02	60	
081649	19-174479	1015 S LA VERNE AVE		LOS ANGELES	U	1922	PROJ.REVW.	HUD071027C	10/30/09	6Y	
020737	19-166819	672 S LAFAYETTE PARK PL	GRANADA SHOPPES AND STUDIOS, GRANA	LOS ANGELES	P	1927	TAX.CERT.	537.9-19-0117	10/17/91	7K	
				LOS ANGELES	P	1927	HIST.RES.	NPS-86003300-0000	11/20/86	15	
				LOS ANGELES	P	1927	HIST.SURV.	0053-0000-0000	01/01/86	13	
023906	19-169928	412 S LAKE ST		LOS ANGELES	P	1927	HIST.SURV.	0053-1362-0000		7R	
023907	19-169929	433 S LAKE ST		LOS ANGELES	P	1908	HIST.SURV.	0053-1362-0000		552	
023908	19-169930	441 S LAKE ST		LOS ANGELES	P	1910	HIST.SURV.	0053-1364-0000		552	
023909	19-169931	449 S LAKE ST		LOS ANGELES	P	1910	HIST.SURV.	0053-1365-0000		7R	
023910	19-169932	452 S LAKE ST		LOS ANGELES	P	1904	HIST.SURV.	0053-1366-0000		552	
023911	19-169933	453 S LAKE ST		LOS ANGELES	P	1920	HIST.SURV.	0053-1367-0000		7K	
023912	19-169934	463 S LAKE ST	BALLARD CT	LOS ANGELES	P	1914	HIST.SURV.	0053-1368-0000		552	
023913	19-169935	512 S LAKE ST	LEIGHTON HOTEL	LOS ANGELES	P	1905	HIST.SURV.	0053-1369-0000		552	
021224	19-167270	845 S LAKE ST	SUSANA MACHADO BERNARD HOUSE & GAR	LOS ANGELES	P	1901	PROJ.REVW.	HUD950407D	07/07/95	7K	
				LOS ANGELES	P	1901	HIST.RES.	NPS-79000482-0000	01/01/79	15	
				LOS ANGELES	P	1901	HIST.SURV.	0053-0328-0000	01/01/79	15	
021145	19-167200	1121 S LAKE ST		LOS ANGELES	P	1905	HIST.SURV.	0053-0078-0000		35	
021146	19-167201	1125 S LAKE ST		LOS ANGELES	P	1905	HIST.SURV.	0053-0257-0001		3D	
021147	19-167202	1126 S LAKE ST		LOS ANGELES	P	1904	HIST.SURV.	0053-0257-0002		3D	
021148	19-167203	1127 S LAKE ST		LOS ANGELES	P	1909	HIST.SURV.	0053-0257-0003		3D	
021149	19-167204	1133 S LAKE ST	DOOR HOUSE	LOS ANGELES	P	1905	HIST.RES.	DOE-15-98-0389-0000	11/28/95	2D2	
				LOS ANGELES	P	1905	PROJ.REVW.	HUD950104G	11/28/95	2D2	
				LOS ANGELES	P	1905	HIST.RES.	DOE-19-94-0341-0000	05/31/94	252	
021150	19-167205	1138 S LAKE ST		LOS ANGELES	P	1906	PROJ.REVW.	HRS9402022	05/31/94	252	
021151	19-167206	1138 S LAKE ST		LOS ANGELES	P	1911	HIST.SURV.	0053-0257-0005		2D	
021152	19-167207	1143 S LAKE ST		LOS ANGELES	P	1901	HIST.SURV.	0053-0257-0006		3D	
021153	19-167208	1150 S LAKE ST		LOS ANGELES	P	1905	HIST.SURV.	0053-0257-0007		3D	
021154	19-167209	1151 S LAKE ST		LOS ANGELES	P	1901	HIST.SURV.	0053-0257-0008		3D	
280078		8726 S LILIENTHAL AVE		LOS ANGELES	P	1944	PROJ.REVW.	HUD100927C	10/12/10	60	
171688		2019 S LOVELL AVE		LOS ANGELES	P	1941	PROJ.REVW.	HUD080109F	04/17/08	60	
073807	19-174111	366 S LOMA DR	MARY ANDREWS CLARK MEMORIAL HOME	LOS ANGELES	P	1912	NAT.REG.	19-0209	10/05/95	15	AC
				LOS ANGELES	P	1912	HIST.RES.	NPS-95001152-0000	10/05/95	15	
109489	19-176453	2116 S LONGWOOD AVE		LOS ANGELES	P	1925	TAX.CERT.	537.9-19-0109	03/27/91	253	
				LOS ANGELES	P	1925	PROJ.REVW.	HUD950724E	06/04/95	6Y	

OFFICE OF HISTORIC PRESERVATION * * * Directory of Properties in the Historic Property Data File for LOS ANGELES County.										Page 335	08-15-11
PROPERTY-NUMBER	PRIMARY-N	STREET-ADDRESS	NAMES	CITY-NAME	OWN	YR-C	OHV-PROG.	PROJ-REFERENCE-NUMBER	STAT-DAT	HRS	CRIT
091454	19-174959	2524 E BROOKLYN AVE	BROOKLYN THEATRE	LOS ANGELES	P	1925	PROJ.REVW.	FTA940429A	08/30/94	6Y	
				LOS ANGELES	P	1925	HIST.RES.	DOE-19-94-0676-0000	08/30/94	6Y	
091422	19-174955	2626 E BROOKLYN AVE		LOS ANGELES	P	1924	PROJ.REVW.	FTA940429A	06/30/94	6Y	
				LOS ANGELES	P	1924	HIST.SURV.	0053-0178-0000		35	
089759	19-174961	4546 E BROOKLYN AVE	MEXICAN SCHOOL/EL GALLO BAKERY	LOS ANGELES	P	1924	PROJ.REVW.	FTA940429A	06/30/94	6Y	
106058	19-175252	1201 E CENTRAL AVE	PRODUCER HOTEL	LOS ANGELES	P	1915	HIST.RES.	DOE-19-94-0437-0000	01/01/80	7R	
				LOS ANGELES	P	1915	HIST.SURV.	HRS9402022	06/03/94	6Y	
180056		327 E CENTURY BLVD		LOS ANGELES	P	1942	PROJ.REVW.	HUD100927C	10/12/10	60	
023837	19-169854	1617 E CENTURY BLVD		LOS ANGELES	P	1905	HIST.SURV.	0053-1288-0000		7R	
023838	19-169855	1617 E CENTURY BLVD		LOS ANGELES	P	1914	HIST.SURV.	0053-1289-0000		7R	
179964		3868 E CESAR CHAVEZ AVE		LOS ANGELES	P	1925	PROJ.REVW.	HUD990209C	02/10/99	60	
021188	19-167233	639 E CHANNEL RD	CARRILLO HOME, LEO	LOS ANGELES	P	1932	HIST.SURV.	0053-0252-0000		7R	
131000		239 E COLDEN AVE		LOS ANGELES	P	1932	HIST.RES.	DOE-19-02-0173-0000	04/02/02	6Y	
160595		801 E COMMERCIAL ST		LOS ANGELES	P	1941	PROJ.REVW.	HUD020402AG	04/02/02	6Y	
094333	19-175137	5337 E CROWN ST		LOS ANGELES	P	1928	PROJ.REVW.	FCC0602070Q	02/27/06	6Y	
175672		3313 E DARWIN AVE		LOS ANGELES	P	1910	PROJ.REVW.	HUD950515K	06/21/95	6Y	
127659		4781 E DOZIER ST		LOS ANGELES	P	1910	PROJ.REVW.	HUD090126A	01/28/09	60	
				LOS ANGELES	P	1910	HIST.RES.	DOE-19-00-0360-0000	02/19/01	6Y	
				LOS ANGELES	P	1910	PROJ.REVW.	HUD010227G	02/19/01	6Y	
025209	19-171200	534 E EDGEMARE RD	CITY OF LOS ANGELES FIRE DEPARTMENT	LOS ANGELES	M	1929	HIST.SURV.	0053-2604-0000		7R	
025214	19-171205	600 E EDGEMARE RD		LOS ANGELES	P	1929	HIST.SURV.	0053-2709-0000		7R	
025201	19-171194	601 E EDGEMARE RD		LOS ANGELES	P	1929	HIST.SURV.	0053-2598-0000		7R	
025208	19-171280	605 E EDGEMARE RD		LOS ANGELES	P	1929	HIST.SURV.	0053-2684-0000		7R	
025313	19-171304	608 E EDGEMARE RD		LOS ANGELES	P	1929	HIST.SURV.	0053-2700-0000		7R	
025288	19-171279	611 E EDGEMARE RD		LOS ANGELES	P	1929	HIST.SURV.	0053-2683-0000		7R	
025202	19-171193	701 E EDGEMARE RD	WALTER CHERNISH APARTMENTS	LOS ANGELES	P	1924	HIST.SURV.	0053-2597-0000		35	
025208	19-171193	704 E EDGEMARE RD	CHARLES A. LUCKENBACH RESIDENCE	LOS ANGELES	P	1901	HIST.SURV.	0053-2603-0000		7R	
025207	19-171198	710 E EDGEMARE RD	JUANETTE M DAVIES RESIDENCE	LOS ANGELES	P	1902	HIST.SURV.	0053-2602-0000		7R	
025206	19-171197	724 E EDGEMARE RD	HENRY GILLES & JOSEPH HALL RESIDENCE	LOS ANGELES	P	1907	HIST.SURV.	0053-2601-0000		7R	
021005	19-167066	724 E EDGEMARE RD	COLLEN LIBRARY HOUSE	LOS ANGELES	P	1907	HIST.SURV.	0053-0146-0000		35	
025312	19-171303	728 E EDGEMARE RD		LOS ANGELES	P	1907	HIST.SURV.	0053-2575-0000		552	
025317	19-171188	801 E EDGEMARE RD	WILLIAM W STILSON RESIDENCE	LOS ANGELES	P	1987	HIST.SURV.	0053-2592-0000		7R	
025311	19-171302	808 E EDGEMARE RD		LOS ANGELES	P	1987	HIST.SURV.	0053-2707-0000		7R	
025310	19-171301	814 E EDGEMARE RD		LOS ANGELES	P	1987	HIST.SURV.	0053-2706-0000		7R	
025276	19-171266	827 E EDGEMARE RD		LOS ANGELES	P	1987	HIST.SURV.	0053-2705-0000		7R	
025413	19-171404	832 E EDGEMARE RD		LOS ANGELES	P	1987	HIST.SURV.	0053-2670-0000		7R	
025263	19-171254	901 E EDGEMARE RD		LOS ANGELES	P	1987	HIST.SURV.	0053-2808-0000		7R	
025262	19-171253	909 E EDGEMARE RD		LOS ANGELES	P	1987	HIST.SURV.	0053-2658-0000		7R	
024309	19-171300	914 E EDGEMARE RD		LOS ANGELES	P	1987	HIST.SURV.	0053-2657-0000		7R	
025308	19-171299	916 E EDGEMARE RD		LOS ANGELES	P	1987	HIST.SURV.	0053-2704-0000		7R	
025307	19-171298	917 E EDGEMARE RD		LOS ANGELES	P	1987	HIST.SURV.	0053-2703-0000		7R	
025195	19-171186	921 E EDGEMARE RD	JOSEPH C NICHOLS RESIDENCE	LOS ANGELES	P	1906	HIST.SURV.	0053-2659-0000		7R	
025205	19-171196	926 E EDGEMARE RD	JOSEPH WHITEHORN RESIDENCE	LOS ANGELES	P	1910	HIST.SURV.	0053-2658-0000		7R	
025204	19-171195	935 E EDGEMARE RD		LOS ANGELES	P	1910	HIST.SURV.	0053-2655-0000		7R	
025259	19-171250	945 E EDGEMARE RD		LOS ANGELES	P	1910	HIST.SURV.	0053-2654-0000		7R	
025307	19-171259	952 E EDGEMARE RD		LOS ANGELES	P	1910	HIST.SURV.	0053-2702-0000		7R	
025258	19-171249	955 E EDGEMARE RD		LOS ANGELES	P	1910	HIST.SURV.	0053-2653-0000		7R	
070183	19-173928	2036 E EL SEGUNDO BLVD		LOS ANGELES	P	1934	PROJ.REVW.	HUD910321F	04/30/91	6Y	
152141		2229 E EL SEGUNDO BLVD		LOS ANGELES	P	1947	HIST.RES.	DOE-19-06-0066-0000	01/11/05	6Y	
				LOS ANGELES	P	1947	PROJ.REVW.	FCC041227B	01/11/05	6Y	
175556		3621 E BRMA AVE		LOS ANGELES	P	1910	PROJ.REVW.	HUD080707A	07/22/08	60	





Attachment 2
Department of Parks and
Recreation Inventory Forms
(DPR 523 forms)

B1. Historic Name: Hangar One
B2. Common Name: Hangar One
B3. Original Use: Airport Hangar
B4. Present Use: Cargo Storage
B5. Architectural Style: Spanish Colonial Revival
B6. Construction History: (Construction date, alterations, and date of alterations)
Constructed in 1929

B7. Moved? ☒ No ☐ Yes ☐ Unknown Date: Original Location:
B8. Related Features:

B9a. Architect: Gable and Wyant
B10. Significance: Theme: Transportation/Air Related
Period of Significance: 1929 Property Type: Airport
b. Builder: Unknown
Area: Los Angeles International Airport
Applicable Criteria: A, C
(Discuss importance in terms of historical or architectural context as defined by theme, period and geographic scope. Also address integrity.)

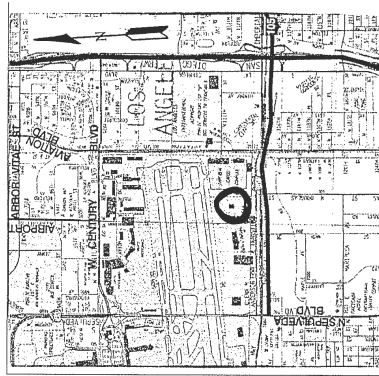
Hangar One was listed in the National Register of Historic Places in 1992. The oldest building at LAX, Hangar One was completed in 1929. It was listed in the National Register under Criterion A for its significance as the first structure built at LAX and for its association with a major California industry (aviation). As a National Register listed property, Hangar One is automatically listed in the California Register of Historical Resources. Hangar One was also designated Los Angeles Historic-Cultural Monument #44 in 1966. Hangar One was reevaluated as part of the Section 106 compliance process for the LAX Master Plan. Although not listed in the National Register for its architectural qualities, the building, based on current evaluation, also appears eligible under Criterion C, as a rare example of the Spanish Colonial Revival style in an aviation type industrial building, and for its significance in the work of the locally prominent architectural firm of Gable and Wyant. The first permanent building erected at the new Los Angeles Airport, more familiarly known as Mines Field, was Hangar One built in 1929 by the Curtiss-Wright Flying Service. Designed by the Los Angeles architectural firm of Gable and Wyant, the \$75,000 hangar was to be used as a flying school. The building was constructed in the Spanish Colonial Revival style, with graceful masonry arches, a clay tile roof, and a Mission Revival style tower. It was the first of five buildings of similar style constructed on Mines Field to house planes, cargo, and related businesses. The building also provided a facility for several National Air Races in the late 1920s and early 1930s. During these events the hangar was used by such illustrious pilots as Charles Lindbergh and Jimmy Doolittle who was best-known for his World War II Tokyo air raids.

B11. Additional Resource Attributes: (List attributes and codes) HP14 - Government building HP8 - Industrial Building
B12. References: EIS/ER LAX Master Plan: Section 106 Report

B13. Remarks:

B14. Evaluator: Jan Ostashay
Date of Evaluation: 8/3/2000

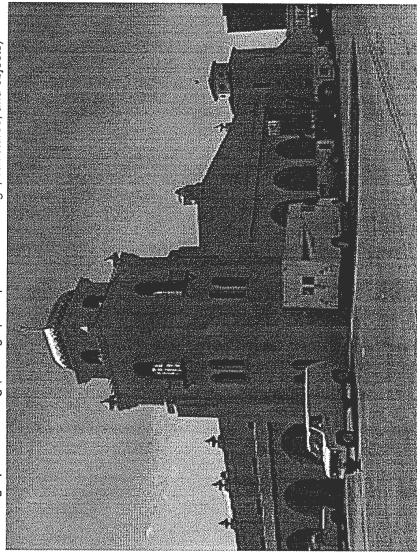
(This space reserved for official comments.)



P1. Other Identifier: Hangar One
P2. Location: ☐ Not for Publication ☒ Unrestricted
and (P2b and P2c or P2d. Attach a Location Map as necessary.)
a. County Los Angeles
b. USGS 7.5' Quad T ; R ; 1/4 of 1/4 of Sec ;
c. Address: 5801 West Imperial Highway City Los Angeles Zip 90045
d. UTM: (Give more than one for large and/or linear resources) ; mE/ mN
e. Other Locational Data (Enter Parcel #, legal description, directions to resource, elevation, etc., as appropriate)
APE Map 7: Site 5

P3. Description (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
Hangar One is a two-story, rectangular shaped brick and concrete industrial structure with flanking one-story bays and corner towers designed in the Spanish Colonial Revival style. Located on the cargo area tarmac of the Los Angeles International Airport in close proximity to the runway, the building is substantially intact. The ornately shaped gable roof parapet of the east elevation has a slightly stepped cornice line. It is capped with new red tile coping and a Mission style open arch bell surround at the apex. The parapet wall is anchored at both ends by engaged slender cylindrical towers that rise out of flanking one-story shed roofed buildings. Each tower is capped with red tiles and an urn finial. The one-story brick building features buttressed front corners and red tile clad roofs on the wings with slightly projecting eaves and exposed joist ends. Windows throughout are metal casements. The west elevation mirrors the parapet treatment of the east elevation, but is anchored by two large towers. The four-story bell tower to the north features arched window and door openings, stepped detailing, corner buttresses, and channelling with ornamental chanfer stops. The smaller, three-story tower at the southwest corner is a simple square with inset windows, octagonal cupola, and tile roof. The original, two-story high six-panel horizontal bi-fold doors located between the towers on the east and west elevations are fixed in place.

P3b. Resource Attributes: (List attributes and codes) HP8 - Industrial Building HP14 - Government building
P4. Resources Present ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)
P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects)
P5b. Description of Photo: (View, date, accession#)
(View toward southeast). Photo No: 11-1, 8/13/2000



P6. Date Constructed/Age and Sources:
☐ Prehistoric ☒ Historic ☐ Both
1929, permit records

P7. Owner and Address
Los Angeles World Airport
City of Los Angeles

P8. Recorded by: (Name, affiliation, and address)
Jan Ostashay
PCR Services,
233 Wilshire Blvd., Ste 130,
Santa Monica, CA 90401

P9. Date Recorded: 8/3/2000
P10. Survey Type: (Describe)
Section 106 Compliance

P11. Report Citation: (Cite survey report and other sources, or enter "none")

Attachments ☐ NONE ☒ Continuation Sheet ☐ District Record ☐ Rock Art Record
☐ Location Map ☒ Building, Structure, and Object Record ☐ Linear Feature Record ☐ Artifact Record
☐ Sketch Map ☐ Archaeological Record ☐ Milling Station Record ☐ Photograph Record
EIS/ER LAX Master Plan: Section 106 Report

Primary #	
HRI #	
Trinomial	
NRHP Status Code	3S
Other Listings	
Review Code	
Resource Name or #:	Theme Building
Reviewer	
Date	

Page 1 of 2

P1. Other Identifier: Encounter/Theme Building

P2. Location: ☐ Not for Publication ☒ Unrestricted
and (P2b and P2c or P2d. Attach a Location Map as necessary.)

b. USGS 7.5' Quad Date T ; R ; 1/4 of 1/4 of Sec ;
City Los Angeles Zip 90045 mN

c. Address: 201 World Way

d. UTM: (Give more than one for large and linear resources)

e. Other Locational Data (Enter Parcel #, legal description, directions to resource, elevation, etc., as appropriate)

APE Map 7: Site 2

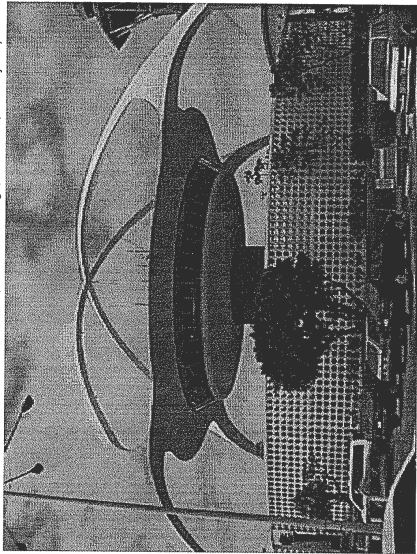
P3. Description (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The Theme Building restaurant and observation deck was constructed in 1961-1962 as the focal point of a large expansion of LAX undertaken to meet the burgeoning needs of the new "jet age." As with most of the new "jet age" facilities at the airport, the Theme Building was designed as a joint venture of architects including William Pereira, Charles Luckman, Welton Becket, and Paul R. Williams. The structure consists of a round central core approximately 90 feet high supporting a cantilevered restaurant 60 feet off the ground with an observation deck on the roof. The central core is braced on four sides with sculptured arches rising and intersecting approximately 135 feet from the ground. A street level enclosure houses a kitchen, employee cafeteria, and administrative offices. The building was designed to reflect the forward-looking intentions of the expanded airport and the quickly growing metropolis of Los Angeles. The restaurant itself is shaped like a flying saucer and is envisioned for the entire airport. Often mistaken for the air traffic control tower, the Theme Building is a highly visible symbol of the "jet age" era of building and growth at LAX and many urban airports of the late 1950s and early 1960s. It was the centerpiece of the late 1950s master plan for LAX, and continues to occupy the center of the passenger terminal area.

P3b. Resource Attributes: (List attributes and codes) HP6 - 1-3 story Commercial Building HP14 - Government building

P4. Resources Present ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects)



P5b. Description of Photo: (View, date, accession #)
(View toward west). Photo No: 11-2, 6/13/2000

P6. Date Constructed/Age and Sources:
☐ Prehistoric ☒ Historic ☐ Both
1961-62, permit records

P7. Owner and Address
City of Los Angeles
Los Angeles World Airports

P8. Recorded by: (Name, affiliation, and address)
Jan Ostashay
PCR Services
233 Wilshire Blvd., Ste. 130,
Santa Monica, CA 90401

P9. Date Recorded: 8/3/2000
P10. Survey Type: (Describe)
Section 106 Compliance

P11. Report Citation: (Cite survey report and other sources, or enter "none")

Attachments ☐ NONE ☐ Continuation Sheet ☐ District Record ☐ Rock Art Record ☐ Other: (List)

☐ Location Map ☒ Building, Structure, and Object Record ☐ Linear Feature Record ☐ Artificial Record

☐ Sketch Map ☐ Archaeological Record ☐ Milling Station Record ☐ Photograph Record

EISEIR LAX Master Plan: Section 106 Report

Page 3 of 3

Resource Name or #:

Recorded by: Jan Ostashay

Date: 8/3/2000

Hangar One

☒ Continuation ☐ Update

P3. Detailed Description

The primary feature on the north elevation is the arcade with its tiled shed roof that runs along the ground floor. In the late 1980s, the Los Angeles World Airports approved a development plan by AVIA Development Group (then occupants) to convert the building to office space for cargo facilities. The exterior was restored and seismic strengthening (X-bracing) was added to the interior consistent with the Secretary of the Interior's Standards for Rehabilitation.

*Recorded by: PCR Services, 233 Wilshire, Santa Monica, CA *Date: 1/5/2012 ☐ Continuation ☒ Update
PCR completed a Survey Update in January 2012. The update included a review of historical information, as well as an existing condition survey. The 2011-2012 survey also studied the setting surrounding the Theme Building to identify structures and spatial relationships/ views remaining from the Central Complex of the "Jet Age" airport that contribute to the setting of the Theme building, as discussed below..

The Theme Building and Central Terminal Complex

Inspired by the "Jet Age," the Los Angeles Airport was constructed between 1957 and 1961. Designed by the architectural firms Pereira and Luckman, Welton Becket & Associates, and Paul R. Williams, the LAX Master Plan distributed passenger activity over six ticketing buildings that faced onto a U shaped access road. The Jet Age concept featured a U-shaped plan, satellite terminals, connecting underground tunnels, associated runways, and support buildings. Historically, ticketing buildings and satellites were ringed around a sunken half-mile long "Central Complex," a grouping of support services located in the center of a 5000-car parking area. The Central Complex is depicted on the original site plans of the "Jet Age" airport. The Theme Building was the centerpiece of the Central Complex and the setting consisted of, from east-to-west, the 1961 Airport Traffic Control Tower (extant but no longer used as a control tower), Theme Building (extant), the Service Facility (partially extant), the Utility Plant (altered) and a Cooling Plant (demolished). The Service Facility originally consisted of two multi-use, one-story facilities containing offices and storage space with an overall rectangular footprint divided into approximately fifteen units each. Historic photographs reveal the arched buildings were constructed before the Theme Building in 1961. These buildings were most likely used as a support facility during the construction of the airport and later as a storage and maintenance facility. The Service Facility was constructed of pre-cast concrete modular structural elements and distinguished by repetitive pre-cast arched concrete roofs. They were aligned along the east west axis of the Central Complex between the Theme Building and the Utility Plant.

The Theme Building restaurant and observation deck was altered on the interior between 2007 and 2010. This included alterations to make restrooms ADA compliant. In 2010, stabilization, maintenance and strengthening of the Theme Building was undertaken. This included a seismic retrofit, of the structure, reconstruction of the upper and lower arches, and refinishing of the stucco. These alterations were carried out to preserve the character-defining features of the Theme Building and have not detracted from its eligibility.

The Theme Building setting, while considerably altered, retains structural features associated with the building's period of significance. Extant but substantially altered, the circular Utility Plant has lost its connection to the Theme Building because of the construction of the new Airport Traffic Control Tower. Two remaining Jet Age Modern Service Facility Buildings (partially demolished) are situated immediately west of the Theme Building. The construction of a new Airport Traffic Control Tower to the west of the Theme Building required removal of the approximately 24 similar units from the two original Service Facility Buildings, and removal of the units has detracted from the integrity of the individual buildings and the Central Service Facility as a whole. Due to the substantial alterations the Service Facility is not an eligible resource. The two partially demolished Service Facility Buildings now consist of only three units each with arched concrete roofs over each unit. Designed and built as components of the Central Service Facility in 1961 these units are among the last vestiges of the "Jet Age" setting in the immediate surrounds of the Theme Building. They remain contiguous with the Theme Building and their location, design, materials, workmanship, feeling, and association contribute vestigally to the Theme Building setting as surviving Jet Age features

The primary axial view between the Theme Building and the 1961 Airport Traffic Control Tower remains extant. However, intensification of density within the airport boundaries and in particular, within the Central Terminal Area and the immediate surroundings of the Theme Building, has altered its setting in terms of mid and long-range views. Views from the ground and the air of the Jet Age airport since the building's construction in 1961 have been substantially altered by the densification. While development has occurred all around the exterior of the Theme Building, close-range inward-looking views of the double-parabolic arches and limited mid- and long-range views along with 360-degree outward-looking views from within the restaurant, at the 80-foot level, to the Pacific Ocean, surrounding neighborhoods and field operations can still be experienced as originally conceived.

Resource Name or #: (Assigned by recorder) Theme Building

B1. Historic Name: Theme Building
B2. Common Name: Theme Building
B3. Original Use: Restaurant/Offices
B4. Present Use: Restaurant/Offices
B5. Architectural Style: Jet Age Modern
B6. Construction History: (Construction date, alterations, and date of alterations)
Completed in 1962

B7. Moved? ☒ No ☐ Yes ☐ Unknown Date: Original Location:
B8. Related Features:

B9a. Architect: W Pereira, C Luckman, W Becket, P Williams b. Builder: City of Los Angeles
B10. Significance: Theme: Transportation/Aviation-Architecture Area: Los Angeles International Airport
Period of Significance: 1961-1962 Property Type: Airport Applicable Criteria: C/G
(Discuss importance in terms of historical or architectural context as defined by theme, period and geographic scope. Also address integrity.)

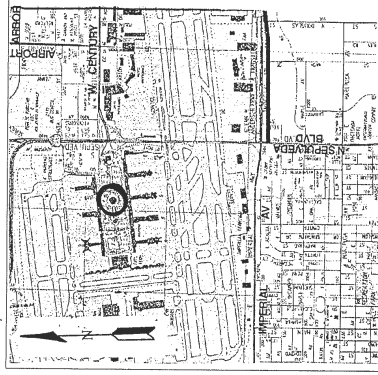
The Theme Building was previously determined eligible for listing in the National Register of Historic Places under Criterion C. For its unique architecture, which has become symbolic not only of the airport but of the whole city, the Theme Building satisfies National Register Criteria Consideration G for exceptional significance in a building less than 50 years old. The Theme Building is also eligible for listing in the California Register for architectural merit under Criterion 3. Constructed in 1961-62, the Theme Building was the centerpiece of the large expansion of LAX which converted it into a "jet-age airport." The arresting design of parabolic arches with a flying saucer restaurant suspended between them was conceived by joint venture architects William L. Pereira, Charles Luckman, Welton Becket, and Paul R. Williams. The Theme Building was designated City of Los Angeles Historic-Cultural Monument #570 in 1992.

B11. Additional Resource Attributes: (List attributes and codes) HP6 - 1-3 story Commercial HP14 - Government building
B12. References: EIS/EIR LAX Master Plan: Section 106 Report

B13. Remarks:

B14. Evaluator: Jan Ostashtay
Date of Evaluation: 8/3/2000

(This space reserved for official comments.)



State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Page 3 of 11

Resource Name or # Encounter/Theme Building, 201 World Way, Los Angeles, 90045

Primary #
HRI#
Trinomial

*Recorded by: PCR Services, 233 Wilshire, Santa Monica, CA

*Date: 1/6/2012

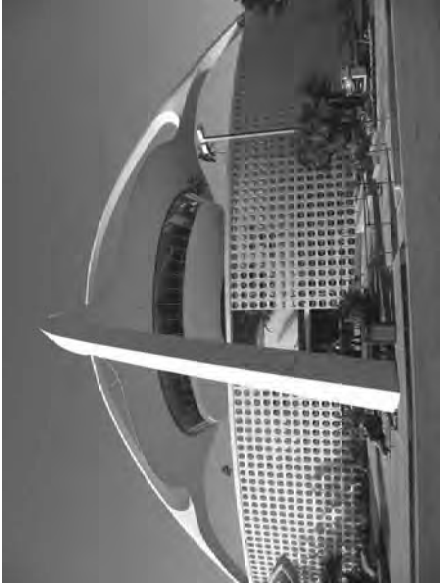
☐ Continuation

☒ Update

P5a. Photo or Drawing



LAX and Theme Building in the Distance, View to the North (PCR 2012)



Theme Building, View to South (PCR 2012)

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Page 2 of 11

Resource Name or # Encounter/Theme Building, 201 World Way, Los Angeles, 90045

Primary #
HRI#
Trinomial

*Recorded by: PCR Services, 233 Wilshire, Santa Monica, CA

*Date: 1/27/2012

☐ Continuation

☒ Update

Significance

The Theme Building was previously determined eligible for listing in the National Register of Historic Places under Criteria C and G and determined eligible for listing in the California Register for architectural merit under Criterion 3. The Theme Building was assigned a status code of 35.

The Theme Building remains significant as an architectural icon that symbolizes the former Jet Age LAX airport. The Theme Building remains eligible for listing in the National Register under Criterion C. Previously determined eligible by the FAA under National Register Criterion G for its unique architecture, the Theme Building also remains eligible for listing in the California Register for architectural merit under Criterion 3. The Theme Building was designated LAHCM #570 in 1992 and remains eligible for this designation.

*Recorded by: PCR Services, 233 Wilshire, Santa Monica, CA

*Date: 1/6/2012

☐ Continuation

☒ Update

P5a, Photo or Drawing



Central Service Facility, View to Northwest, the New Control Tower is Behind (PCR 2012)



Central Service Facility, View to West, the New Control Tower is Behind (PCR 2012)

DPR 523L (1/95)

*Required information

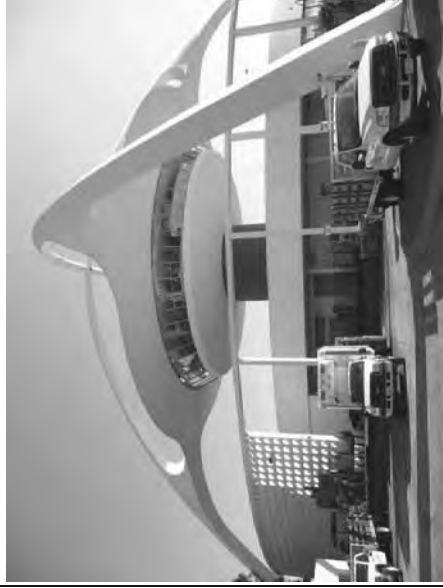
*Recorded by: PCR Services, 233 Wilshire, Santa Monica, CA

*Date: 1/6/2012

☐ Continuation

☒ Update

P5a, Photo or Drawing



Theme Building, View to East (PCR 2012)



Central Service Facility, View to Northeast, the New Control Tower is to the Left and the Theme Building is to the Right (PCR 2012)

DPR 523L (1/95)

*Required information



View from the Upper Deck of the Theme Building to the West (PCR 2012)



View from the Upper Deck of the Theme Building to the Southwest (PCR 2012)



Central Utility Plant, View to Northwest (PCR 2012)



New Control Tower to Right and New Utility Plant Under Construction to Left, the Old Utility Plant is Located Behind the New Utility Plant Under Construction, View to West (PCR 2012)

***Recorded by:** PCR Services, 233 Wilshire, Santa Monica, CA ***Date:** 1/6/2012 ☐ Continuation ☒ Update

P5a. Photo or Drawing



View of Airfields from Upper Deck of Theme Building, View to Northwest (PCR 2012)



Central Complex Rendering
(Victor A. Cusack and Harrison L. Whitney, A Symbol of Los Angeles: The History of the Theme Building at Los Angeles International Airport (Virginia Beach, VA: Donning Co Pub, 2005), p. 39)

***Recorded by:** PCR Services, 233 Wilshire, Santa Monica, CA ***Date:** 1/6/2012 ☐ Continuation ☒ Update

P5a. Photo or Drawing



View from the Upper Deck of the Theme Building to the Southeast (PCR 2012)



View of 1961 Control Tower from Upper Deck of Theme Building, View to East (PCR 2012)

State of California — The Resources Agency DEPARTMENT OF PARKS AND RECREATION CONTINUATION SHEET	Primary # HRI# Trinomial
Resource Name or # Encounter/Theme Building, 201 World Way, Los Angeles, 90045	
Page 11 of 11	

***Recorded by:** PCR Services, 233 Wilshire, Santa Monica, CA ***Date:** 1/6/2012 ☐ Continuation ☒ Update
P5a, Photo or Drawing (continued)



View of the Central Service Facility with the Theme Building Under Construction in the Background, circa 1961
(Victor A. Cuask and Harrison L. Whitney, A Symbol of Los Angeles: The History of the Theme Building at Los Angeles International Airport (Virginia Beach, VA: Donning Co Pub, 2005), p. 67)



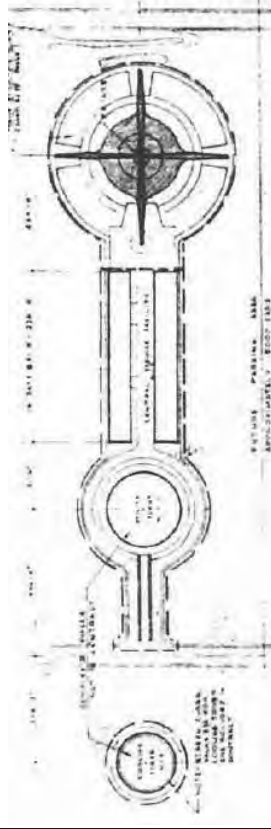
Theme Building and Central Service Facility, 1962
(Los Angeles Public Library Images)

DPR 523L (1/95)

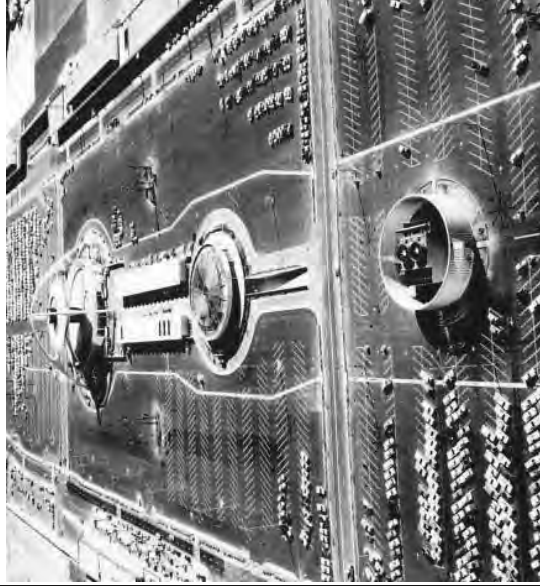
*Required Information

State of California — The Resources Agency DEPARTMENT OF PARKS AND RECREATION CONTINUATION SHEET	Primary # HRI# Trinomial
Resource Name or # Encounter/Theme Building, 201 World Way, Los Angeles, 90045	
Page 10 of 11	

***Recorded by:** PCR Services, 233 Wilshire, Santa Monica, CA ***Date:** 1/6/2012 ☐ Continuation ☒ Update
P5a, Photo or Drawing



Central Complex Site Plan, Charles Luckman Associated, Welton Becket & Associates, Paul R. Williams, 1959
(Victor A. Cuask and Harrison L. Whitney, A Symbol of Los Angeles: The History of the Theme Building at Los Angeles International Airport (Virginia Beach, VA: Donning Co Pub, 2005), p. 50)



Central Complex Aerial Photograph, November 21, 1961
(William A. Schoneberger, Ethel Pattison, Lee Nichols, Images of Aviation: Los Angeles International Airport (Charleston, SC: Arcadia Pub, 2009), p. 87)

DPR 523L (1/95)

*Required Information

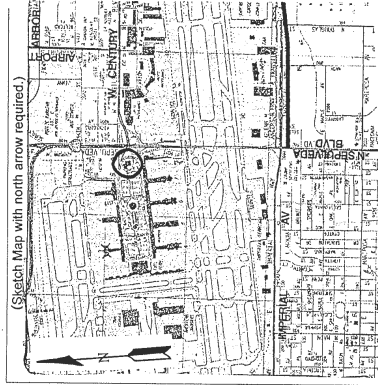
B1. Historic Name: 1961 Airport Traffic Control Tower
B2. Common Name: LAWA Administration Offices
B3. Original Use: Airport Traffic Control Tower
B4. Present Use: Administration Offices
B5. Architectural Style: Jet Age Modern
B6. Construction History: (Construction date, alterations, and date of alterations)
Completed 1961

B7. Moved? ☒ No ☐ Yes ☐ Unknown Date: Original Location:
B8. Related Features:

B9a. Architect: W Pereira, C Luckman, W Beckett, P Williams
B9b. Builder: City of Los Angeles
B10. Significance: Theme: Transportation/Aviation-Architecture Area: Los Angeles International Airport
Period of Significance: 1961 Property Type: Airport Applicable Criteria: N/A
(Discuss importance in terms of historical or architectural context as defined by theme, period and geographic scope. Also address integrity.)

Due to its lack of integrity this property is ineligible for listing in the National Register, California Register, and for local designation. During this current study, the exterior of the 1961 Airport Traffic Control Tower was extensively modified. The most significant modification made at this time was the removal of the character defining spans of fenestration with blue enamel window panels and the bands of vertical metal window louvers around the tower. Though associated with the new Los Angeles "Jet Age" International Airport of the early 1960s, the building has been modified to a degree where it lacks overall integrity and does not reflect the exceptional importance necessary to satisfy Criterion Consideration G (properties less than 50 years of age) of the National Register criteria.

B11. Additional Resource Attributes: (List attributes and codes) HP7 - 3+ story Commercial HP14 - Government building
B12. References: EISEIR LAX Master Plan: Section 106 Report



B13. Remarks:

B14. Evaluator: Jan Ostashay
Date of Evaluation: 8/3/2000

(This space reserved for official comments.)

P1. Other Identifier: LAWA Offices
P2. Location: ☐ Not for Publication ☒ Unrestricted
and (P2b and P2c or P2d. Attach a Location Map as necessary.)
b. USGS 7.5' Quad T ; R ; 1/4 of 1/4 of Sec ;
c. Address: 1 World Way City Los Angeles Zip 90045
d. UTM: (Give more than one for large and linear resources) mE/
e. Other Locational Data (Enter Parcel #, legal description, directions to resource, elevation, etc., as appropriate) mN
APE Map 7: Site 3

P3. Description (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)
Parcel No.

The Airport Traffic Control Tower was part of the final development stage of the airport's new "Jet Age" facilities. The administration/control tower rises 12 stories with the top floors originally dedicated to control operations and the Federal Aviation Administration. The tower's cab, which stands at 172 feet above the runways, gave air traffic controllers an unobstructed view of surface traffic up to two miles away. Designed by the coordinated efforts of architects Pereira, Luckman, Beckett, and Williams the control tower reflected "Jet Age" styling in its design and was the prominent feature marking the entrance into the new "Jet Age" airport facility. During recent renovations to the control, the exterior has been extensively modified and modernized.

P3b. Resource Attributes: (List attributes and codes) HP7 - 3+ story Commercial Building HP14 - Government building
P4. Resources Present ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)
P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects)



P5b. Description of Photo: (View, date, accession #)
West Elevation (View toward east). Photo No: 1-6/13/2000

P6. Date Constructed/Age and Sources:
☐ Prehistoric ☒ Historic ☐ Both
1961, permit records

P7. Owner and Address
Public
City of Los Angeles
Los Angeles World Airports

P8. Recorded by: (Name, affiliation, and address)
Jan Ostashay
PCR Services,
233 Wilshire Blvd., Ste. 130,
Santa Monica, CA 90401

P9. Date Recorded: 8/3/2000
P10. Survey Type: (Describe)
Section 106 Compliance

P11. Report Citation: (Cite survey report and other sources, or enter "none")

Attachments ☐ NONE ☐ Continuation Sheet ☐ District Record ☐ Rock Art Record ☐ Other: (List)
☐ Location Map ☒ Building, Structure, and Object Record ☐ Linear Feature Record ☐ Artifact Record
☐ Sketch Map ☐ Archaeological Record ☐ Milling Station Record ☐ Photograph Record
EISEIR LAX Master Plan: Section 106 Report

*Recorded by: PCR Services, 233 Wilshire, Santa Monica, CA *Date: 1/5/2012 ☐ Continuation ☒ Update

P5a, Photo or Drawing



Figure 1. Control Tower during the Los Angeles Summer, 1984 Olympics
(http://www.airliners.net/aviation-forums/general_aviation/readmain/2960273/)



Figure 2. Control Tower, circa 1961
(Victor A. Cuask and Harrison L. Whitney, A Symbol of Los Angeles: The History of the Theme Building at Los Angeles International Airport (Virginia Beach, VA: Donning Co Pub, 2005), p. 92.)

DPR 523L (1/95)

*Required information

*Recorded by: PCR Services, 233 Wilshire, Santa Monica, CA *Date: 1/5/2012 ☐ Continuation ☒ Update

1961 Airport Traffic Control Tower Significance

The original Control Tower at the Los Angeles Airport served as the main traffic control tower from October 1961 to April 1996 when it was replaced by a newer, more modern 22-story control tower down the street. The height of the original Control Tower at 172 feet made it the tallest control tower in the world at that time, and the new control tower constructed in 1996 is 287 feet in height. The original Control Tower still exists today and is used exclusively for airport administration offices.

The Airport Traffic Control Tower is situated at the eastern end of the existing concourse and terminal facilities. Due to its lack of integrity, the FAA has determined that this property is ineligible for listing in the National Register. The exterior of the 1961 Airport Traffic Control Tower has been extensively modified. Although associated with the new Los Angeles "Jet Age" International Airport of the early 1960s and associated with notable architects Pereira and Luckman, the Control Tower was not found to reflect the exceptional importance necessary to satisfy Criterion Consideration G (properties less than 50 years of age) of the National Register criteria at the time of the previous survey in 2000. Due to the building's lack of integrity the FAA previously determined that the 1961 Control Tower was ineligible for listing in the National Register of Historic Places and was assigned a status code of 6Y. For these same reasons, the Control Tower was ineligible for listing in the California Register and for local designation during the current 2011 survey.

Examination of historic photographs from 1961 compared to current conditions in 2011 revealed that the exterior of the 1961 Airport Traffic Control Tower (as depicted in Figures 1 and 2) has been altered (see Figures 3 and 4) and the most significant modification was the removal of the character-defining spans of fenestration and the bands of vertical metal window louvers around the tower and their replacement with blue enamel window panels.

The 2011 update of the previous assessment found that the Control Tower, when considered against the standard NR criteria, does not appear to meet the threshold of significance for consideration as a historic resource under CEQA at the National level because it does not retain the essential physical features that made up its appearance during the period of its association with the Jet Age Airport. Similarly, the Control Tower was not found to be eligible for listing in the California Register or as a City of Los Angeles Historic Cultural Monument.

Due to its lack of integrity, the 1961 Airport Traffic Control Tower remains ineligible for listing in the National Register. Although associated with the new Los Angeles "Jet Age" International Airport of the early 1960s, and with notable architects Pereira and Luckman, the integrity of the 1961 Airport Traffic Control Tower has eroded further since the 2000 survey as a result of substantial renovations and expansion of the offices at the base of the tower. The 1961 Airport Traffic Control Tower does not retain sufficient integrity for listing in the California Register or for local designation.

The exterior of the 1961 Airport Traffic Control Tower has been extensively modified. The most significant modification was the removal of the character-defining spans of fenestration and the bands of vertical metal window louvers around the tower with blue enamel window panels. Since the time of the 2000 survey, the base of the tower has been substantially expanded and remodeled. The tower base was originally comprised of office space and had a U-shaped foot print; the existing office space has a substantially larger polygonal footprint and newly constructed exterior elevations that bear no resemblance to the 1961 elevations.

While the 1961 Airport Traffic Control Tower is altered and is not individually eligible, the 2011-2012 survey determined that it retains its original location and its architectural character still expresses its original function and design in a manner sufficient to contribute to the setting of the Theme Building (see above). While the base of the tower has been substantially altered, the 1961 Airport Traffic Control Tower itself retains its distinctive cab, 12-story height, and "Jet Age" structure and form such that it is still identifiable as an altered 1961 Airport Traffic Control Tower. The axial relationship between the Theme Building and the Airport Traffic Control Tower remains extant and this primary view still conveys the spatial relationships and original design intent of the Central Complex of which the Theme Building was the centerpiece within the context of the "Jet Age" airport. As the 1961 Airport Traffic Control Tower was determined ineligible as a historical resource under CEQA, no further investigation with regard to this property was warranted in association with the SPAS alternatives, with the exception of the primary view between the Theme Building and the 1961 Airport Traffic Control Tower that contributes to the setting of the Theme Building.

DPR 523L (1/95)

*Required information

Primary #
HRI #
Trinomial
NRHP Status Code
4X

Page 1 of 2
Resource Name or #: (Assigned by recorder) World War II Military Bunker
Reviewer
Date

P1. Other Identifier: World War II Military Bunker
P2. Location: ☐ Not for Publication ☒ Unrestricted
and (P2b and P2c or P2d. Attach a Location Map as necessary.)

b. USGS 7.5' Quad
Date
T
R
; R
; 1/4 of
1/4 of Sec
; 90045
mN

c. Address: Pershing/Vista Del Mar/Kilgor
d. UTM: (Give more than one for large and/linear resources)
e. Other Locational Data (Enter Parcel #, legal description, directions to resource, elevation, etc., as appropriate)

APE Map 7: Site 1
Parcel No.

P3. Description (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
Various coastal defenses, including the placement of naval gun batteries, were built along the Pacific Coast during World War II to protect aircraft and restrict damage to the mainland should the enemy attack. These seacoast fortifications were small in size, camouflaged, and contained one or two 6-inch guns (later converted to Panama Mounts) set on concrete gun blocks. Each gun block area usually contained a base-end station, gunite covered blast mats, and one or two underground munitions storage bunkers. Such a coastal defense unit was erected in 1942-43 in the dunes west of the airport and was called the El Segundo Battery. This defense unit was directed under the auspices of the Harbor Defenses of Los Angeles program out of Fort MacArthur in San Pedro. The El Segundo Battery served to protect the military base located at LAX and consisted of two gun mounts, a base-end station, blast mats, trench, and an underground munitions bunker. Originally situated underground, the bunker's flat roof is now exposed to the elements due to the prevailing winds of the ocean. The bunker is of reinforced, board-formed concrete construction. Utilitarian in design and function, it is a rectangular shaped structure that measures 15' by 34' with an interior height of 6' 6". The bunker consists of three rooms: a central service area, a shell room, and a powder room. The structure contains one entry point (faces west) and is void of windows. Except for the exposed roof (entire structure was originally underground), the bunker is buried and the interior spaces are filled with sand/dirt.

P3b. Resource Attributes: (List attributes and codes)
HP14 - Government building
HP34 - Military property

P4. Resources Present ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects)
P5b. Description of Photo (View, date, accession#)
6/13/2000
P6. Date Constructed/Age and Sources:
☐ Prehistoric ☒ Historic ☐ Both
1942

P7. Owner and Address
City of Los Angeles
Los Angeles World Airports

P8. Recorded by: (Name, affiliation, and address)
Jan Ostashay
PCR Services,
233 Wilshire Blvd, Ste. 130,
Santa Monica, CA 90401

P9. Date Recorded: 8/3/2000
P10. Survey Type: (Describe)
Section 106 Compliance

P11. Report Citation: (Cite survey report and other sources, or enter "none")

Attachments ☐ NONE ☐ Continuation Sheet ☐ District Record ☐ Rock Art Record ☐ Other: (List)
☐ Location Map ☒ Building, Structure, and Object Record ☐ Linear Feature Record ☐ Artifact Record
☐ Sketch Map ☐ Archaeological Record ☐ Milling Station Record ☐ Photograph Record
EIS/ER LAX Master Plan: Section 106 Report

DPR 523A (1/95) HistoryMaker 4

Page 3 of 3
Resource Name or #: (Assigned by recorder) 1961 Air Traffic Control Tower, 1 World Way, LA, CA 90045
Primary #
HRI #
Trinomial

Recorded by: PCR Services, 233 Wilshire, Santa Monica, CA
Date: 1/5/2012
Continuation ☐ Update ☒

P5a. Photo or Drawing (continued)

Figure 3. The 1961 Control Tower as it appeared in 2011 looking east from Center Way (PCR 2011)

Figure 4. The 1961 Control Tower as it appeared in 2011 looking east from Center Way (PCR 2011)

DPR 523I (1/95)

Required Information

Page 1 of 2		Other Listings	Review Code	Reviewer	Date	
P1. Other Identifier:	<i>United/Delta Airlines Facilities</i>	Resource Name or #:	(Assigned by recorder)	Intermediate	Terminal Facilities	
P2. Location:	☐ Not for Publication ☒ Unrestricted and (P2b and P2c or P2d. Attach a Location Map as necessary.)	a. County	Los Angeles			
b. USGS 7.5' Quad	Date	T	R	1/4 of	1/4 of Sec ;	
c. Address:	6000-6060	Avion Drive		City	Los Angeles	
d. UTM: (Give more than one for large and/linear resources)						
e. Other Locational Data (Enter Parcel #, legal description, directions to resource, elevation, etc., as appropriate)					mE/	
					Zip	90045
						mN

APE Map 7: Site 4

23. **Description** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries) Dubbed the "Intermediate Facilities," the complex initially consisted of four wood-frame buildings erected on the north side of the airport. One was to house the airport's administration, the weather service and the Civil Aeronautics Administration. The other three buildings were to serve as terminals. The airlines began construction on their own hangars and administrative offices at the Intermediate Facility. Other buildings which housed additional offices, commercial spaces, and hangars soon followed. By 1951, the temporary facilities were quickly overwhelmed by the burgeoning demands of the traveling public and air cargo business, and were replaced by the new "Jet Age" facilities beginning in the 1961. Today, all that remains of the Intermediate Facilities are two, two-story administrative offices/hangar buildings and what was once the Western Airlines double-arched hangar (now the Delta Airlines double-arched hangar). Administrative offices line the northern portion of the two, two-story buildings while hangars run the length of the rear portions of these buildings.

23b. Resource Attributes: (List attributes and codes)
☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

24. Resources Present ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

25a. Photograph or Drawing (Photograph required for buildings, structures, and objects)



25b. Description of Photo (View, date, accession #)
 (View toward southwest). Photo No. 11-5,
 8/13/2000

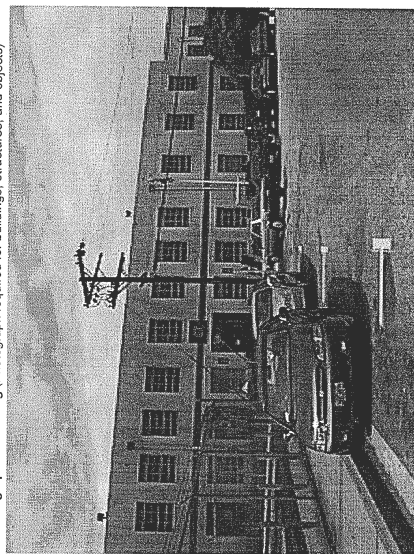
26. Date Constructed/Age and Sources
☐ Prehistoric ☒ Historic ☐ Both
 1947, permit records

27. Owner and Address
 Public
 City of Los Angeles
 Los Angeles World Airports

28. Recorded by: (Name, affiliation, and address)
 Jan Ostashay
 PCR Services,
 233 Wilshire Blvd., Ste. 130,
 Santa Monica, CA 90401

29. Date Recorded: 8/3/2000

30. Survey Type: (Describe)
 Section 106 Compliance



11. Report Citation: (Cite survey report and other sources, or enter "none")

State of California — The Resources Agency DEPARTMENT OF PARKS AND RECREATION	
BUILDING, STRUCTURE, AND OBJECT RECORD	
Page 2 of 2	Primary # HRI #
Resource Name or #: (Assigned by recorder)	NRHP Status Code World War II Munitions Storage Bunker
B1. Historic Name:	World War II Munitions Storage Bunker
B2. Common Name:	WW II Military Bunker
B3. Original Use:	Munitions Storage
B5. Architectural Style:	Utilitarian Military
B6. Construction History:	(Construction date, alterations, and date of alterations) Construction commenced 1942, completed 1943
B7. Moved? ☒ No ☐ Yes	Original Location:
B8. Related Features:	

B9a. Architect: *U.S. Army Corps of Engineers*
BT10. Significance: Theme: *World War II/Military*
 Period of Significance: *1942-43*
 (Discuss importance in terms of historical or architectural context as defined by theme, period and geographic scope. Also address integrity.)

b. Builder: *U.S. Army Corps of Engineers*
 Area: *Los Angeles International Airport*
 Property Type: *Military: Harbor Defenses*
 Applicable Criteria: *A/C*
 (Discuss importance in terms of historical or architectural context as defined by theme, period and geographic scope. Also address integrity.)

After the attack on Pearl Harbor in 1941, the seacoast defense construction program went into high gear in 1942, with priority for the sites along the Pacific Coast. The Harbor Defenses of Los Angeles program consisted of five units that covered the coastline of southern California from Huntington Beach in Orange County north to Santa Barbara. These five units were responsible for approximately 15 batteries of varying size, including the El Segundo Battery at LAX. Upon completing a current assessment of the area, the now expanded Munitions Storage Bunker (originally placed underground) appears to be the only extant remnant of the El Segundo Battery. Because of its contribution to a unified entity (the Harbor Defenses of Los Angeles program), the Munitions Storage Bunker appears to be eligible for the National Register under Criteria A and C as a contributor to a thematic district that has not been fully documented. The potential district, which includes this bunker and several other World War II Harbor Defenses of Los Angeles batteries with extant structures, exhibits distinctive characteristics of a particular property type (military). The district and its contributors also exemplify, symbolize, and manifest tangible elements of the military history in southern California and our conceptions of military preparedness during World War II. In addition, the bunker also appears eligible for the California Register and for local designation as a contributor to a potential thematic grouping of coastal defense properties located along the southern California coastline. The Munitions Storage Bunker, however, is ineligible for the National Register as an individual resource because it lacks individual distinction and integrity.

311. Additional Resource Attributes: (List attributes and codes)

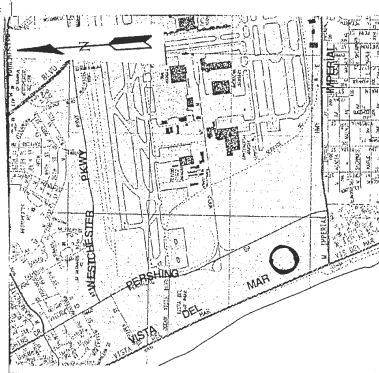
312. References:

EIS/EIR LAX Master Plan: Section 106 Report; Fort MacArthur Museum; Corps of Engineers LA Office; National Archives

313. Remarks:

314. Evaluator: Jan Ostashay
Date of Evaluation: 8/3/2000

(This space reserved for official comments.)



*Recorded by: PCR Services Corporation, Inc. *Date: 1/5/2012 ☐ Continuation ☒ Update

The Intermediate Terminal Facilities was previously determined ineligible for listing in the National Register of Historic Places due to demolition of the passenger terminals and alterations to the remaining buildings. However, the property was previously recommended eligible for listing in the California Register and as a City of Los Angeles Historic-Cultural Monument as a representative milestone in the evolution of Los Angeles airport and was assigned a status code of 551. Based upon review of historic aerial photographs in comparison with a 2012 aerial, it is apparent that the conditions of the Intermediate Terminal Facilities have not changed since the time of the 2000 survey. The current evaluation of the Intermediate Terminal Facilities reveals the property retains a similar level of integrity in comparison with the 2000 survey and the property remains eligible for listing in the California Register and as a City of Los Angeles Historic-Cultural Monument.



Intermediate Terminal Facilities (1947) looking Southeast

Resource Name or #: (Assigned by recorder) NRHP Status Code 551
Intermediate Terminal Facilities

B1. Historic Name: Intermediate Terminal Complex
B2. Common Name: United/Delta Airlines Facilities
B3. Original Use: Airport Terminal
B4. Present Use: Offices/Aircraft Hangars
B5. Architectural Style: Utilitarian
B6. Construction History: (Construction date, alterations, and date of alterations)
1947

B7. Moved? ☒ No ☐ Yes ☐ Unknown Date: Original Location:
B8. Related Features: 6000 Avion Drive: United Airlines Nose Hangar/Offices; 6020 Avion Drive: United Airlines Nose Hangar/Offices; 6060 Avion Drive: Delta Hangar and Offices

B9a. Architect: Unknown b. Builder: Unknown
B10. Significance: Theme: Transportation/Aviation Property Type: Airport Area: Los Angeles International Airport
Period of Significance: 1947 Applicable Criteria: N/A
(Discuss importance in terms of historical or architectural context as defined by theme, period and geographic scope. Also address integrity.)

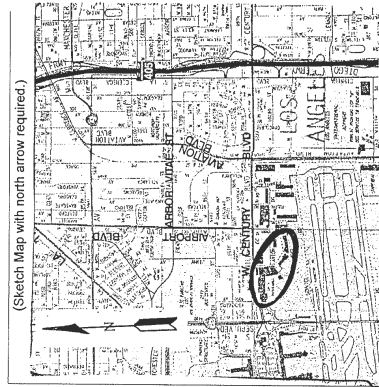
This complex is ineligible for listing in the National Register. Intended to be temporary in nature, the Intermediate Terminal Complex originally consisted of four, wood-frame buildings and eventually grew to include additional offices, hangars, and commercial space. Two office/hangar buildings and the large double-arched hangar are extant. Demolition of the passenger terminals and alterations to the remaining buildings prevents the complex from meeting National Register requirements for integrity. However, as a representative milestone in the evolution of the Los Angeles airport, the complex is historically significant under the City of Los Angeles Historic-Cultural Monument criteria and thus, appears eligible for designation as a Historic-Cultural Monument. It also appears to meet the criteria for the California Register.

B11. Additional Resource Attributes: (List attributes and codes) HP6 - 1-3 story Commercial HP14 - Government building
B12. References: EIS/EIR LAX Master Plan: Section 106 Report

B13. Remarks:

B14. Evaluator: Jan Ostashay
Date of Evaluation: 8/3/2000

(This space reserved for official comments.)



CONTINUATION SHEET

Page 3 of 8
Resource Name or #: (Assigned by recorder)
Jan Ostashay, PCR Services Corp.
Date 8/3/2000
Continuation ☒ Update ☐

03. Detailed Description

0326 Aviation Boulevard. This is a one-story industrial building capped with an arched, wood-truss roof punctuated by skylights. The Utilitarian style structure sits on a concrete slab foundation and is constructed of brick and concrete. Fenestration of varying size and type highlights the exterior elevations.

310 Century Boulevard. This is a one-story industrial building capped with an arched, wood-truss roof punctuated by skylights. The Utilitarian style structure sits on a concrete slab foundation and is constructed of brick and concrete. Fenestration of varying size and type highlights the exterior elevations.

1440 Century Boulevard. This is a one-story industrial building capped with an arched, wood-truss roof punctuated by skylights. The Ullmanian style structure sits on a concrete slab foundation and is constructed of brick and concrete. Fenestration of varying size and type highlights the exterior elevations.

540 Century Boulevard. This is a one-story industrial building capped with an arched, wood-truss roof punctuated by skylights. The Utilitarian style structure sits on a concrete slab foundation and is constructed of brick and concrete. Fenestration of varying size and type highlights the exterior elevations.

0121 Glasgow Place. See 5221 102nd Street.

0201 La Cienega Boulevard. This is a one-story industrial building capped with an arched, wood-truss roof punctuated by skylights. The Utilitarian style structure sits on a concrete slab foundation and is constructed of brick and concrete. Fenestration of varying size and type highlights the exterior elevations.

0301 La Cienega Boulevard. This is a one-story industrial building capped with an arched, wood-truss roof punctuated by skylights. The Utilitarian style structure sits on a concrete slab foundation and is constructed of brick and concrete. Fenestration of varying size and type highlights the exterior elevations.

03211 La Cienega Boulevard. This is a one-story industrial building capped with an arched, wood-truss roof punctuated by skylights. The Ullitanian style structure sits on a concrete slab foundation and is constructed of brick and concrete. Fenestration of varying size and type highlights the exterior elevations.

0321 La Cienega Boulevard. This is a one-story industrial building capped with an arched, wood-truss roof punctuated by skylights. The Usonian style structure sits on a concrete slab foundation and is constructed of brick and concrete. Fenestration of any size and type highlights the exterior elevations.

200 102nd Street. This is a one-story industrial building capped with an arched, wood-truss roof punctuated by skylights. The Hillitarian style structure sits on a concrete slab foundation and is constructed of brick and concrete. Fenestration of varying size and type highlights the exterior elevations.

221 102nd Street. This is a one-story industrial building capped with an arched, wood-truss roof punctuated by skylights. The Millitairian style structure sits on a concrete slab foundation and is constructed of brick and concrete. Fenestration of varying size and type highlights the exterior elevations.

250 102nd Street. This is a one-story industrial building capped with an arched, wood-truss roof punctuated by skylights. The Millitairian style structure sits on a concrete slab foundation and is constructed of brick and concrete. Fenestration of varying size and type highlights the exterior elevations.

255 102nd Street. This is a one-story industrial building capped with an arched, wood-truss roof punctuated by skylights. The Italian style structure sits on a concrete slab foundation and is constructed of brick and concrete. Fenestration of varying size and type highlights the exterior elevations.

305 102nd Street. This is a one-story industrial building capped with an arched, wood-truss roof punctuated by skylights. The Mediterranean style structure sits on a concrete slab foundation and is constructed of brick and concrete. Fenestration of varying size and type highlights the exterior elevations.

California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

TRIBUT RECORD

2 of 8 NRHP Status Code 5D1

Resource Name or #: (Assigned by recorder) *International Airport Industrial District*

Historic Name: *International Airport Industrial District* **D2. Common Name:** *International Airport Industrial District*

Historic Description: (Discuss overall coherence of the district, its setting, visual characteristics, and minor features. List all historic resources of the district.)

located within the City of Los Angeles, the International Industrial District is bounded to the north by the back (north) property line along 102nd Street and Century Boulevard; the rear (south) property lines along 104th Street, La Cienega Boulevard on the east, and Aviation Boulevard on the west. This district originally encompassed approximately 80 industrial buildings which were constructed between 1950 and 1955. It now contains approximately 48 buildings, 28 of which have undergone modifications to their exteriors. District boundaries were determined by the location of the resources that best illustrated the associated historic context and by their continuity of buildings used visually and aesthetically by function and design. These structures within the district all share certain characteristics such as massing, height, setbacks, materials, fenestration, and sidewalk modern entries. The district is sparsely landscaped and contains no sidewalks along 102nd and 104 Streets and a narrow Modern Plaze.

100 Aviation Boulevard. This is a one-story industrial building capped with an arched, wood-truss roof punctuated by skylights. The Utilitarian style structure sits on a concrete slab foundation and is constructed of brick and concrete. Demonstration of varying size and type highlights the exterior elevations.

200 Aviation Boulevard. This is a one-story industrial building capped with an arched, wood-truss roof punctuated by skylights. The Utilitarian style structure sits on a concrete slab foundation and is constructed of brick and concrete. Demonstration of varying size and type highlights the exterior elevations.

See Continuation Sheets)

Boundary Description (Describe limits of district and attach map showing boundary and district elements.):

The district is bounded on the north by the north elevations of 5310, 5440, 5500, and 5540 Century Boulevard and the north elevations of 5221, 5255, 5305, 5315, 5325, 5335, 5345, 551, 5535 102nd Street. It is bounded on the south by the north property line along 104th Street. The west boundary line is defined as the west elevations of 10100, 10200, and 13736 Aviation Boulevard. The east boundary line is drawn along the east elevations of 10201, 10301, 10311, and 10321 La Mesa Boulevard. (See Continuation Sheets)

Boundary Justification:

The district boundary was drawn to encompass those industrial buildings from the period of significance (1950-1955) and which reflect similar function and design characteristics.

Significance: Theme	Industrial/Development	Applicable Criteria	Area	Los Angeles International Airport
Historical Context Industrial context as defined by theme, period of significance, and geographic scope. Also discuss district's importance in terms of its role as a major employer within the City of Los Angeles. This district originally encompassed approximately 80 industrial buildings located within the City of Los Angeles. It now contains approximately 48 buildings, most (28 properties) of which have undergone modifications to their exteriors. These structures within the district all share certain characteristics such as massing, height, setback, materials, fenestration, and post-war Modern entries. Because of its lack of integrity this district is ineligible for the National Register. However, the district is associated with S. Charles Lee, a nationally prominent architect, whose design skills and entrepreneurial instincts led to an innovative approach to early industrial development. Therefore, it appears to satisfy the pre-requisite for the California Register and designation as a City of Los Angeles Historic Preservation Overlay Zone (HPOZ). (See continuation Sheets)	1950-1955	N/A	Area	Los Angeles International Airport

SCEIR LAX Master Plan: Section 106 Report

Evaluator: Jan Ostashay, PCR Services Corp.
Location and Address: Jan Ostashay

Date: 8/3/2000

State of California—The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

CONTINUATION SHEET

Primary #
HRI #
Triennial
NRHP Status Code

Page 7 of 8

Resource Name or #:

☒Continuation

☐Update

D6. Significance:

Property Type and S. Charles Lee

Similar to the commercial architecture mentioned above, most of the industrial buildings in the Project Area were erected in the 1940s and 1950s. Both the Douglas and the North American plants which pre-date this period have been demolished. Designed to accommodate light industry, the existing industrial buildings are generally moderately sized, one-story buildings with arched wood-truss roofs and skylights. Generally, they are exposed brick or concrete although there are a few examples of the use of stucco on exterior front elevations. The majority of the industrial architecture within the Project Area is utilitarian in appearance. The International Airport Industrial District, primarily located on 102nd and 104th Streets, and the Merle Norman complex on Belanca are significant exceptions. Designed by architect S. Charles Lee in the early 1950s, many of the factories in the Industrial District have distinctive entries with canopies, supports, and fenestration derived from both the Streamline and the Modern architectural vocabularies. Lee's national acclaim as an architect was mostly, but not entirely, based on his theater designs; locally the Los Angeles and Tower Theaters in downtown Los Angeles, the Buell Theater in Westwood, and the Max Factor Building in Hollywood are representative examples of his work.

State of California—The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

CONTINUATION SHEET

Primary #
HRI #
Triennial
NRHP Status Code

Page 6 of 8

Resource Name or #:

☒Continuation

☐Update

D3. Detailed Description

5451 104th Street. This is a one-story industrial building capped with an arched, wood-truss roof punctuated by skylights. The Utilitarian style structure sits on a concrete slab foundation and is constructed of brick and concrete. Fenestration of varying size and type highlights the exterior elevations.

5510 104th Street. This is a one-story industrial building capped with an arched, wood-truss roof punctuated by skylights. The Utilitarian style structure sits on a concrete slab foundation and is constructed of brick and concrete. Fenestration of varying size and type highlights the exterior elevations.

5515 104th Street. This is a one-story industrial building capped with an arched, wood-truss roof punctuated by skylights. The Utilitarian style structure sits on a concrete slab foundation and is constructed of brick and concrete. Fenestration of varying size and type highlights the exterior elevations.

5540 104th Street. This is a one-story industrial building capped with an arched, wood-truss roof punctuated by skylights. The Utilitarian style structure sits on a concrete slab foundation and is constructed of brick and concrete. Fenestration of varying size and type highlights the exterior elevations.

D6. Significance:

Although the aircraft industry experienced an inevitable and dramatic contraction following World War II, the new challenges created by the Korean War in the early 1950s, the growing civilian and commercial air usage, the replacement of the propeller driven fleet with jet aircraft, and the Cold War with the accompanying space and arms races meant that air-related pursuits continued to flourish. The giants of the industry such as Douglas and North American secured peace time contracts and new names became part of the airport landscape. For example, by 1959 Hughes Aircraft Company had obtained a sizeable segment of the government contracts for guided missile production, in direct competition with older, airframe manufacturers. AResearch Manufacturing Company, a Glendale-based manufacturer of aircraft heat transfer equipment, air coolers, and cabin pressure control valves, had constructed an 80,000-square-foot plant at Mines Field in 1941. Eventually becoming a division of Garrett Corporation, AResearch gained post war prominence as the manufacturer, under license, of high altitude pressure systems. In El Segundo, Aerospace Corporation, founded in 1960 as a "think tank," pursued projects related to ballistic missile systems, orbital interceptors, manned satellites and other space-related issues.

Some of the same characteristics that had attracted the aircraft industry to airport area were equally as desirable by manufacturers in general: the availability and relatively low cost of land, the proximity to transportation, and a ready supply of labor. As early as 1906, Inglewood had promoted its industrial zones touting these same qualities, successfully convincing a lumber yard and two brick yards to set up shop. In 1922, the Inglewood industrial sector boasted furniture manufacturer, a stucco producer, a doll factory and an enameling plant, in addition to construction related concerns. The establishment of the airport was a potent further inducement for industry to locate nearby. Prior to World War II, the growth of the industrial districts was piecemeal, with individual companies acquiring the land and erecting new or modifying old facilities to meet their requirements. Although this pattern of development continued post war, a new concept was introduced on a 95-acre site at the southeast edge of the airport by the Hayden-Lee Corporation.

Formed in 1948, the partnership of Samuel Hayden and S. Charles Lee purchased the property and filed subdivision maps with the County Recorder in 1949 and 1950. The land, which was called the International Airport Industrial District, was divided into 120 parcels about one half acre apiece. When the unimproved parcels did not sell, Lee, a nationally prominent architect who was known primarily for his theater designs designed and built demonstration buildings. The Hayden-Lee Corporation made the project even more desirable by obtaining FHA financing. Lee customized his designs, which were basically modular tilt-up construction units, so that the facades reflected the specific tenant's product. Standardized materials and methods of construction kept costs under control while Lee's aesthetic sense introduced a striking modernity and geometric motifs into utilitarian structures. The approach worked; the factories were successfully sold or leased. Hayden-Lee's clients ranged from small companies producing plastics, food products, sheet metal and the like to Hughes Aircraft, which eventually occupied 17 buildings.

International Airport Industrial District Significance

The identified International Airport Industrial District is located within the City of Los Angeles, this district is bounded by 102nd Street and Century Boulevard on the north, 104th Street on the south, La Cienega Boulevard on the east, and Aviation Boulevard on the west. Developed by architect S. Charles Lee, this district originally encompassed approximately 80 industrial buildings (1950-1955). It now contains approximately 48 buildings, 28 of which have undergone modifications to their exteriors. These structures within the district all share certain characteristics such as massing, height, setback, materials, fenestration, adequate parking arrangements, and post-war Modern interiors. However, because of its compromised integrity, the FAA previously determined that this district was ineligible for listing in the National Register. Additionally, the FAA previously concluded that none of the contributing properties to this district were eligible for individual designation at the federal, state, or local levels due to a lack of sufficient integrity, historical associations, or architectural significance. In the 2000 survey, PCR found that the district as a whole retained sufficient integrity necessary for listing in the California Register and designation by the City of Los Angeles. Additionally, it appeared in 2000 to satisfy the criteria for the California Register and designation as a City of Los Angeles HPOZ because the district is associated with S. Charles Lee, a nationally prominent architect, whose design skills and entrepreneurial instincts were thought to have led to an innovative approach to early industrial development.

The International Airport Industrial District was revisited by PCR in December 2011, to verify and clarify previous findings. PCR found that the integrity of the International Airport Industrial District has continued to be eroded by change. Since 2000, further research regarding the nature and extent of S. Charles Lee's larger body of work as well as the significance of his work in the District and his influence on industrial architecture in Los Angeles has adversely affected its eligibility for listing. As a result, the Industrial District was found no longer eligible for listing in the California Register or for designation as a City of Los Angeles Historic-Cultural Monument because of its minor role in industrial and aviation history, its lack of architectural merit, and the extent of change that further detracted from its integrity since 2000, summarized below:

1. erosion of the District's south western edge as a result of the loss of the structure that previously existed on the south side of 104th Street and the east side of Aviation Boulevard;
2. erosion of the built form and street edge, particularly on the north side of 102nd Street, between 5345 102nd Street and 5511 102nd Street, where four structures were demolished between 1980-2003;
3. erosion of the industrial use and character to commercial support uses as evidenced by the expansion of the Westin Hotel to the south onto 102nd Street;
4. erosion of the character and scale of the District at the same location with the construction of the four-story parking structure between 2004-2005 to serve the Westin Hotel;
5. indirect impacts on the setting of the District, where the difference in scale arising from the intensification of development along the south side of Century Boulevard, from the Westin Hotel to La Cienega Boulevard is most noticeable;
6. erosion of the character and scale of the District arising from the erection of substantial billboard signs above or immediately adjacent to the District, particularly along perimeter streets such as the south side of Century Boulevard and the east side of Aviation Boulevard;
7. erosion of the character of pedestrian entrances to industrial facilities, now replaced by vehicular entrances to non-industrial buildings;
8. alterations to individual buildings (design, workmanship, materials and feeling) whose cumulative effect diminishes the overall integrity of the district (location, design, setting, and feeling) resulting in loss of a contiguous majority of intact contributing buildings within the district.

It is acknowledged that certain aspects of the International Airport Industrial District are associated with the architect S. Charles Lee; however, further research undertaken by PCR in 2008 in relation to the History of Industrial Architecture in Los Angeles revealed that there are better and more notable examples of the industrial property typology in Los Angeles such as the Hostetter Industrial District (2700-3100 11th and 12th Streets) and the 500-600 S. Anderson Street Industrial District in the Adlante Eastside Redevelopment Area in Los Angeles, which are considered eligible for listing at the local and state level.

D4. Boundary Description:



State of California — The Resources Agency DEPARTMENT OF PARKS AND RECREATION CONTINUATION SHEET	Primary # HR# Trinomial	Page 3 of 5 *Resource Name or # International Airport Industrial District, 102nd St./Century Blvd./104th St., LA, CA 90045
*Recorded by: PCR Services, 233 Wilshire, Santa Monica, CA *Date: 1/5/2012 ☐ Continuation ☒ Update		
During the mid-twentieth century, several Modern Movement manufacturing plants were constructed in Los Angeles County. The Lever Brothers Company, Scientific Data Systems, Xerox Corporation, Manufacturing Facility, and Torrington Manufacturing Company are good examples of the type. All of the above Modern manufacturing plants had a "total design" where the exterior, interior, and in some cases the furnishings throughout the facility were all part of a unified design. Representative local examples of vernacular modern industrial buildings constructed during the 1950s and derived in part from the Modern factory prototype include 1131 Olympic Boulevard (1956, architect unknown) and 3030 Nebraska Avenue (1951, architect unknown). The Lever Brothers Company factory is a good example of total design applied to an industrial building. In 1951, Welton Becket and Associates designed the Lever Brothers Company factory located on 6300 Sheila Street in the City of Commerce. Welton Becket and Associates defined total design as, "an architectural philosophy and practice that embrace all of the services required to analyze any architectural problem, perform the necessary studies and research to solve the problem, and translate the solution into a building or group of buildings complete down to their last detail of furniture, sculpture and other art, landscaping, and furnishings, even ash trays, menus and matchboxes."^v The Lever Brothers factory manufactured soap and edible-oil products for the western United States. Because of the corrosive nature of the raw materials used at the factory, the designers paid special attention to the surface materials of the building, using textured concrete, glass and steel. The factory complex is comprised of a central office-laboratory, a five-story soap finishing unit, and a six-story edible-products-finishing structure.^{vi} These buildings are connected to another set of facilities buildings by a series of foot bridges. There is a high level of transparency, the upper level administrative office and cafeteria have glass walls and an outdoor dining terrace, in addition to the glass stairwells and open steel foot bridges. The transparency and similar finishes created a cohesive design for both the administration and manufacturing facility spaces. Craig Ellwood and Associates designed multiple modern manufacturing plants in Los Angeles County. Scientific Data Systems Factory, designed by Ellwood and Associates on 555 S. Aviation Boulevard, El Segundo from 1965-1966, was constructed with tilted up concrete panels attached to an exposed exterior structural system of steel columns.^{vii} The administration and factory spaces are unified through similar materials, finishes and design concept based upon structure. Two years later, Craig Ellwood and Associates designed the Scientific Data Systems (SDS) Administration Engineering Building, 701 South Aviation Boulevard, El Segundo based on the ideas of the earlier SDS building but without the exposed structure attached to the exterior.^{viii} The square floor plan was divided into a grid by structural columns and had a central atrium. Ellwood designed two other buildings for SDS between 1966-1968 using the same materials, finishes, and structure as the first two facilities. The four SDS buildings all located adjacent to each other form a cohesive campus with a holistic Modern design and without architectural or spatial hierarchy. Other notable Modern factory buildings designed by Craig Ellwood's office are the Xerox Corporation Manufacturing Facility (1967) located at 800 E. Bonita Ave, Pomona, (demolished), and the Torrington Manufacturing Company (1953) located at 16300 Roscoe Boulevard, Van Nuys, (demolished).^{ix} The Magnavox Building (1960) in Torrance, designed by Torrance Risley and Gould, and the Firestone Store, Offices and Warehouse (1958) in Commerce designed by Pereira & Luckman are also good example of post World War II Modern factories in the Los Angeles area.		
Modern Architecture and the Modern Factory Building Type (continued) The Modern factory had no clear architectural boundaries between the management and the factory floor in order to create non-hierarchical spaces where both the management and workers shared a similar architecture. Common use of materials, finishes, structural systems, and apertures unified the Modern factory, the technics of which were predicated upon the concept of total design, flexible open plans, functionalism and structural rationalism as the primary modes of architectural expression. Review of Modern factories constructed in the Los Angeles metropolitan area indicates these principles were well known and successfully applied by master architects in Southern California. However, while these principles appear to have initially influenced S. Charles Lee's design of the modest industrial complex near Los Angeles International Airport, it does not appear he was successful in fully applying these concepts.		
DPR 523L (1/95) *Required information		

State of California — The Resources Agency DEPARTMENT OF PARKS AND RECREATION CONTINUATION SHEET	Primary # HR# Trinomial	Page 2 of 5 *Resource Name or # International Airport Industrial District, 102nd St./Century Blvd./104th St., LA, CA 90045
*Recorded by: PCR Services, 233 Wilshire, Santa Monica, CA *Date: 1/5/2012 ☐ Continuation ☒ Update		
International Airport Industrial District Significance(continued) Further research on the work of architect S. Charles Lee revealed that Lee's work is primarily notable and influential in relation to the design of Southern California's theatres, whereas his involvement in the development and design of industrial buildings followed post-WWII trends. As a result of the PCR's 2011 survey update evaluation, it was concluded that the International Airport Industrial District no longer appears eligible for listing in the California Register or for designation as a City of Los Angeles Historic-Cultural Monument because information regarding the influence architect of S. Charles Lee in the history of commercial/entertainment architecture and research on the development of industrial architecture in Los Angeles has been advanced; and better examples of earlier as well as contemporary examples of the same industrial property type in other areas of the City have been identified and documented. The International Airport Industrial District no longer meets the threshold for listing on the basis of its architectural merit, and the extent to which change has affected its integrity since 2000 is substantial. Therefore, the district no longer appears to meet the threshold for listing on the basis of integrity and architectural merit. Simeon Charles Levi (1899-1900)ⁱⁱ In 1899, S. Charles Lee was born Simeon Charles Levi in Chicago to German immigrant parents. Lee (who later changed his name from Levi) grew up in Chicago and was influenced by the architecture and emergence of vaudeville, nickelodeons, and motion picture houses. He was interested in building mechanical objects, including constructing three motorcars as a teenager. His interests in mechanics took lead him to attend Lake Technical High School in Chicago. At the age of 15 he held a draftsman position at the architecture office of Henry Newhouse, who specialized in theater design. It was in Newhouse's office where Lee formulated his first ideas on theater design in his office. During World War I, Lee enlisted in the Navy and was assigned to the Engineering Department where he helped design temporary barracks. He graduated from Chicago Technical College in a Beaux Arts program that combined engineering with architecture and drawing. Lee was employed as a senior architect by the age of 18. In 1921, Lee relocated to Los Angeles and became involved in a real estate development venture along Wilshire Boulevard. After, he formed his own architecture office downtown. By 1925, his successful architecture practice was designing apartment buildings and other small projects in period revival styles. He combined highly decorative exteriors with practical and efficient interior plans; examples include the Dubarry Apartments (1929) and the El Mirador Apartments (1929). His residential projects led him to designing residences for Hollywood magnates like Louis B. Mayer, Irving Thalberg, and Cecil B. DeMille; this provided Lee with his initial introduction to architecture associated with the motion picture industry. Lee's ornamental architecture was particularly associated with movie theaters. His prolific career as a movie theater designer started with the Tower Theater, located in downtown Los Angeles on Broadway. The owner of the theater, H.L. Gumbiner, wanted to build a movie palace on a 130 by 50-foot lot and was dissuaded by other architects who thought the lot was too small. Gumbiner made a deal with Lee if he wasn't able to build the theater then he wouldn't be charged for his work. Lee succeeded and the result was a highly unorthodox and narrow, seven-story theater. The success of the Tower Theater led Lee to many more theater commissions for which he would become renowned on a national scale, designing theaters throughout the west, and in Mexico and Nicaragua. His other notable theaters in Los Angeles include the Los Angeles Theater (1931), the La Reina Theater (1938), and the Bruin Theater (1937). These two latter theaters represent a shift in Lee's style away from historicism toward modernism. One of his most successful non-theater designs was Lee's redesign of the Max Factor Building in Hollywood (1935). While Charles S. Lee designed the industrial buildings in the Industrial District during the early 1950s, he remains most notable for his work as a theater designer. Modern Architecture and the Modern Factory Building Type The principles of Modern factory design in the United States were based upon earlier European precedents. The Fagus Factory (1911-1913), a shoe factory designed by Carl Benscheidt in collaboration with Walter Gropius and Alfred Meyer in Alfred-and-Leine, Germany, is an important example of early Modern Architecture that set the precedent for the concept of total design of Modern manufacturing plants.ⁱⁱⁱ The factory used Modern Movement design principles, which included the primacy of light, space, function, structure, and industrial materials, to determine design decisions. Many Modernists believed that architecture should be egalitarian and that there should be a similar architecture for both elites and the working classes. Gropius used common materials and design details throughout the complex from management offices to the floors of the factory in order to break down the architectural and spatial hierarchy between the management and the workers. The use of important Modern components such as glass walls, corner windows, and visible structural members unified the various factory buildings.^{iv} The Fagus Factory contributed to the development of Modern Movement design for industry, which was based on providing a total design for both the offices and work floor. Following the example of Gropius at the Fagus Factory in Germany, Modern architects around the world began to design and construct Modern factories. DPR 523L (1/95) *Required information		



5260 104th Street is substantially renovated since 2000 survey (PCR 2011)



Westin Hotel and Parking Structure has eroded district setting (PCR 2011)



View of 104th Street looking west into district (PCR 2011)

Endnotes
i Intensive Historic Resources Survey, Adelante Eastside Redevelopment Area, prepared for Community Redevelopment Agency, City of Los Angeles, October 2008
ii Adapted from: "Max Factor Building, Los Angeles, California: Historic Resources Report," Prepared by Galvin Preservation Associates, July 2011.
iii Stephen Sennott. Encyclopedia of 20th Century Architecture. New York: Taylor & Francis, 2004, p. 435.
iv Leonardo Benevelo. History of Modern Architecture, Cambridge: The M.I.T. Press, 1977, 428.
v William Dudley Hunt. Total Design: Architecture of Welton Becket and Associates. New York: McGraw-Hill Book Company, 1972, p. 4.
vi Serrano, Pierluigi. Modernism Rediscovered. New York: Taschen, 2000, p. 100.
vii Perez-Mendez, Alfonso. Craig Ellwood: In the Spirit of Time. Spain: Gustavo Gili, 2002, p. 218-222.
viii Perez-Mendez, Alfonso. p. 231-237.
ix Gebhard, Davis and Robert Winter. An Architectural Guide to Los Angeles. Salt Lake City: Gibbs Smith Publisher, 2003, pgs. 365, 462.



5540 104th Street is substantially renovated since 2000 survey (PCR 2011)



5420 104th Street is substantially renovated since 2000 survey (PCR 2011)

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 6

Primary #
HRI#

*NRHP Status Code 6Z

*Resource Name or # (Assigned by recorder) Terminal 3, 1 World Way

B1. Historic Name:
B2. Common Name:
B3. Original Use: Airport Terminal

B4. Present Use: Airport Terminal

*B5. Architectural Style: Jet-Age Modern

*B6. Construction History: (Construction date, alterations, and date of alterations)
Constructed in 1960.

*B7. Moved? ☒ No ☐ Yes ☐ Unknown Date:

Original Location:

*B8. Related Features:

B9a. Architect: W. Pereira, C. Luckman, W. Becket, P. Williams

b. Builder: City of Los Angeles

Area: Los Angeles International Airport

Property Type: Airport

*B10. Significance: Theme: "Jet Age" Airport
Period of Significance: 1957-1961
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)
Applicable Criteria: C

"Jet Age" Airport (1961-Present). The advent of commercial long-range jet planes including the Boeing 707 and DC-8 in 1958-59, brought sharp changes in the national system of airports, with the most immediate result being a rapid rise in air travel. In the decade between 1960 and 1970, air travel nearly tripled, and the impact on the major airports was overwhelming. Many older airports quickly proved to be too small and too closely hemmed in by urban development to accommodate the longer runways and noisier takeoffs and landings.¹

Impacted by the "Jet Age," City of Los Angeles airport administrators faced the need to expand and upgrade the airport terminal facilities. They hired Pereira and Luckman again to design new facilities. This time, the firm coordinated with two other planning and architectural firms, forming a joint venture that teamed them with Welton Becket & Associates and Paul R. Williams. In June 1956, city voters approved a \$60 million bond issue for the new development. Los Angeles was now ready to build a jet-age airport.

Terminal 3 is now over 45 years in age and is the only remaining terminal to retain a "Jet Age" satellite. However, Terminal 3 has undergone considerable alterations and additions and does not retain sufficient integrity or significance to merit eligibility under any of the applicable federal, state, or local criteria. Terminal 3 is considered ineligible as a historical resource under CEQA, no further investigation with regard to this property are warranted.

B11. Additional Resource Attributes: (List attributes and codes) HP6

*B12. References:

EIS/EIR LAX Master Plan: Section 106 Report
Cuask, Victor A. and Harrison L. Whitney. A Symbol of Los Angeles:
The History of the Theme Building at Los Angeles International
Airport. Virginia Beach, VA: Donning Co Pub, 2005.

B13. Remarks:

*B14. Evaluator: Margarita Jerabek Wuellner, Ph.D., Amanda Kainer,
MS., and Jon Wilson, M.Arch., PCR Services Corporation, Inc.

*Date of Evaluation: 1/6/2012

(This space reserved for official comments.)

DPR 5238 (1/95)

*Required Information

State of California — The Resources Agency DEPARTMENT OF PARKS AND RECREATION PRIMARY RECORD		Primary # HRI # Trinomial NRHP Status Code 6Z
Other Listings Review Code	Reviewer	Date
Page 1 of 6		

P1. Other Identifier:
*P2. Location: ☐ Not for Publication ☐ Unrestricted
and (P2b and P2c or P2d. Attach a Location Map as necessary.)
*b. USGS 7.5' Quad: T ; R ; % of Sec ; M.D. B.M.
City: Los Angeles Zip: 90045
c. Address: 1 World Way
d. UTM: Zone: mE/ mN (G.P.S.)
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries) Terminal 3 is part of the larger LAX terminal/concourse complex that presently includes 9 terminals and connecting multi-level concourses which serve passenger ticketing, departure and arrival functions. Terminal 3 was opened in 1961 as the Trans World Airlines terminal and later also housed some American Airlines flights. Since October 2010, primary tenants have been smaller budget airlines. When originally constructed in 1960, Terminal 3 was a single-level ticketing/baggage concourse building connecting via an underground tunnel to an airside satellite located to the north. An extensive 1980s renovation expanded and remodeled the terminal with a second level ticketing facility and an upper level concourse connecting the terminal to the satellite. In 2009, an in-line system for baggage screening was installed. Substantially altered, the terminal lacks architectural integrity. The concourse is partially extant but generally unrecognizable because of substantial additions and alterations. The passenger waiting area in the altered satellite of Terminal 3 is extant and partially recognizable as the last remaining of six similar satellites of the Jet Age Airport. The underground tunnel is extant and retains sufficient integrity to be identifiable as part of that Jet Age Airport and still preserves its distinctive Modern multi-colored glass mosaic attached to the interior east wall.

*P3b. Resource Attributes: (List attributes and codes) HP6

*P4. Resources Present: ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)



*P11. Report Citation: (Cite survey report and other sources, or enter "none.")

LAX Specific Plan Amendment Study Draft EIR. Prepared by PCR Services Corporation, January 2012.

*Attachments: ☐ NONE ☐ Location Map ☒ Sketch Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record ☐ Other (List):

State of California — The Resources Agency DEPARTMENT OF PARKS AND RECREATION CONTINUATION SHEET		Primary # HR# Trinomial
Page 4 of 6		*Resource Name or # Terminal 3
*Recorded by: PCR Services Corporation, Inc.		*Date: 1/6/2012 ☒ Continuation ☐ Update
In 1967 a new master plan, developed by the Department of Airports working with the architectural and planning firm, William Pereira & Associates, was released. The plan called for a new roadway and improvements that could serve up to 48 million annual passengers. The master plan also sought to relieve traffic pressure at LAX by building small localized metropolises throughout the urban areas of Southern California. It called for building a new terminal at the west end of the airport. While the downtown metropolis and terminal did not become reality, there were other signs of progress at the airport. The two story World Way Postal Center was constructed on Century Boulevard in 1968, designed by Cesar Pelli and Anthony Lumsden of the architectural firm Daniel, Mann, Johnson, and Mendenhall (DMJM). In 1970 a new terminal for commuter traffic and air taxis was completed at the west edge of World Way. In 1974, the airport completed installation of a \$410,000 sound barrier along a 1,500-foot stretch of its north boundary. The 12-foot high acoustical wall atop an 8-foot landscaped berm was designed to protect Westchester residents from the airport's noise. The Department of Airports also provided \$40,000 to the city of El Segundo so that it might study the value of a similar barrier within its municipal limits. By the late 1970s, usage of the airport had once again outgrown the existing facilities and a new master plan was needed. The impending 1984 Olympic Games added incentive to expand the site. An extensive rebuilding program included a new double deck roadway system, the addition of more than one million square feet of new terminal space, Terminal 1 was constructed, provision of 8,800 new parking spaces, the remodel of most existing terminal spaces, and reconstruction of the central utility plant and the runways. Ground was broken for the ambitious project in 1981. Gin Wong was hired as the supervising architect: Bechtel Civil & Minerals, Inc. and DMJM were given the job of overseeing construction. A new international terminal, named in honor of Mayor Tom Bradley, was designed by an architectural joint venture that included William Pereira Associates, Daniel Dvorsky and Associates, Bonito A. Sinclair and Associates, and John Williams and Associates. The team of Deleuw, Cather and Company, and the Ralph M. Parsons Company designed the 2.8-mile long elevated roadway.		
At the southeast corner of the airfield, along Imperial Highway, many of the airport's original hangars and the control tower were demolished in 1974. In their place several cargo terminals and buildings, including the Gateway Cargo Center, were constructed in the Imperial Cargo Complex during the 1980s. Hangar One, designated Historic-Cultural Monument #44 by the City of Los Angeles in 1966, was saved from the wrecker's ball. The distinctive building was restored and rededicated in 1990 for use as an air freight office. It was listed on the National Register of Historic Places in 1992.		
Ten years later, the growth of LAX continues to accelerate, and more facilities are being planned and constructed. The most momentous recent addition to the airport was the new Airport Traffic Control Tower, designed by architect Kate Diamond of Siegel Diamond Architects and Adriana Levinescu of Holmes & Narver. The \$26 million, 289-foot high tower with raised cab and curved, canopied roof that suggests wings complements the neighboring 1961 "Jet Age" Theme Restaurant. Opened in 1996, the tower is part of a national program to upgrade air traffic control systems and replace existing towers put into operation in the 1960s.		
Terminal 3		
Terminal 3 was a product of an innovative design envisioned by the Joint Venture of architects and engineers Charles Luckman, Welton Becket and Paul Williams. Terminal 3 was constructed in 1960 and opened one year later. Designed to place travelers' automobiles as close as possible to their flights, the plan drew passenger activity to the ticketing building with large expanses of glass that faced onto a U shaped access road. The ticketing area associated with Terminal 3 was connected to a remote structure called a satellite. The satellite building was designed to be accessed by an underground passageway so that passengers were not exposed to the rain, noise, and jet blast. The underground tunnel was designed to break up the walk from ticketing to satellite using color and articulated ceilings to achieve interest and variation. The oval-shaped satellite was larger than a football field and housed waiting areas, a cocktail lounge, a coffee shop, gift stores, news stands and commanded a good view of the plane-loading operations. Terminal 3 had ten gate positions and passenger loading bridges for enplaning and deplaning passengers. The ticketing building and satellite was ringed around a sunken mall that held parking for cars, a restaurant, an employee cafeteria, electrical and heating plants, and the airport administration building. The Terminal 3 satellite had 20-foot high ceilings and was one of the Jet Age satellites that developed restaurant eating areas into California themes. Terminal 3 was extensively altered in 1984 when it was converted to a pier terminal.		
Endnotes "The question of the affect of noise on the surrounding communities became more contentious after the advent of the jet plane in 1954. <u>Urban Land</u> , December 1958, p. 2.		
DPR 523L (1/95)		*Required information

State of California — The Resources Agency DEPARTMENT OF PARKS AND RECREATION CONTINUATION SHEET		Primary # HR# Trinomial
Page 3 of 6		*Resource Name or # Terminal 3
*Recorded by: PCR Services Corporation, Inc.		*Date: 1/6/2012 ☒ Continuation ☐ Update
B710. Significance (continued)		
"Jet Age" Airport (1961-Present) (continued)		
An innovative design was envisioned by the co-designers. The plan distributed passenger activity over six ticketing buildings that faced onto a U shaped access road. The ticketing areas were connected to remote buildings called satellites by underground passageways. Baggage routed by underground conveyor belts and passengers could traverse the subterranean corridors without being exposed to the rain, noise, and jet blast. Each of the seven oval-shaped satellites was larger than a football field and housed waiting areas, a cocktail lounge, a coffee shop, gift stores, and news stands. Each had ten gate positions and passenger loading bridges for enplaning and deplaning passengers. Ticketing buildings and satellites were ringed around a sunken half-mile long mall that held parking for 5,000 cars, a restaurant, an employee cafeteria, electrical and heating plants, and the airport administration building.		
The first phase of construction began in 1957 and focused on field improvements such as extending the runways. The fieldwork was followed by excavation of the central mall and underground corridors as well as grading and paving the aprons. In the final stage, crews began construction of the new control tower and other terminal area buildings. The new administration building was to rise 12 stories above the field with the top floors dedicated to control operations and the Federal Aviation Administration. The control tower, at the time the highest in the world at 172 feet, and administration building, was completed in 1961, and marked the entrance to the new "Jet Age" facility.		
With great fanfare, the new site was opened for a four-day public preview on June 22, 1961. The only buildings ready for occupancy were the United Airlines ticketing terminal and its two satellites. On June 25, Vice President Lyndon B. Johnson ceremoniously dedicated the new airport. United formally began passenger service from the new facility in August, followed over the next several months by American, Western, Continental, Delta, Pacific and Pacific Southwest Airlines who all moved into their own new ticketing facilities and satellites on the south side of the field. TWA and Bonanza Airlines took over new buildings on the north side of the access road. The last passenger terminal and satellite complex to be completed was the \$5 million international facility. It was built on the north side of the terminal area and housed customs, immigration, agriculture, and public health inspectors in addition to the usual ticketing, boarding, and baggage areas. The building was completed in July 1962, and served Pan American, National Airlines and eight foreign carriers.		
Symbolizing the so-called "Jet Age," the airport's centerpiece, the Theme Building, was constructed in 1961, and opened to the public January 13, 1962. This modern parabolic arch dominates the center of the terminal area, with four "legs" rising 135 feet from the ground, 340 feet across the base. Reminiscent of William Pereira's early domed airport concepts, this was clearly a structure from the future, a time when rockets and space travel were routine events. An observation deck and restaurant with a view 70 feet above the parking lot capped the structure. The central core of reinforced concrete enclosed four elevators, stairs, a dumb waiter, and utilities. At ground level, a perforated pre-cast concrete block screen, 25 feet high, protects the central kitchen and commissary from view and provides an entrance area to the elevators. Thirty years after its construction, in 1992, The Theme Building was made City of Los Angeles Historic-Cultural Monument #570.		
One of the airport's basic design goals was to place travelers' automobiles as close as possible to their flights. Though this was accomplished, there was still the problem of inter-terminal and satellite access. Moveable sidewalks, like American Airlines "Astroway," a 420-foot belt of continuous neoprene, were installed in the terminal connector subways in 1964.		
In its infancy the airport had been surrounded by miles of agricultural fields. There were occasional minor complaints from neighbors, but these were quickly resolved. Following World War II, suburban tract homes began to be constructed adjacent to the airport in nearby El Segundo, Inglewood, Westchester, and Playa del Rey. These areas were plagued by noise created by the very loud Stage 1 jets using the airport. Subsequently, the removal of houses to create clear zones exposed new neighborhoods to direct noise from aircraft flights. In response, tracts in Palisades Del Rey, West Westchester, Emerson Manor, North Westchester, and North Playa del Rey were condemned and bought by the Department of Airports to form noise buffer zones. Between 1965 and 1986, the airport spent over \$145 million purchasing homes and property. Thousands of people moved out of the communities of Westchester and Playa del Rey.		
An air freight boom took off in 1964 with an increase of nearly 400 percent. To accommodate the intensified demands, a new air cargo center, Cargo City, was planned for the 96-acre site east of Sepulveda Boulevard that had previously housed the intermediate airport facility. The four passenger terminals were demolished to make way for new on cargo terminals for Flying Tigers airlines, TWA and Atlantic Transfer.		
DPR 523L (1/95)		*Required information

*Recorded by: PCR Services Corporation, Inc. *Date: 1/6/2012 ☒ Continuation ☐ Update
P5a. Photo or Drawing

*Recorded by: PCR Services Corporation, Inc. *Date: 1/6/2012 ☒ Continuation ☐ Update
Integrity



Aerial Photograph of the Jet Age Airport, Terminal 3 is in the Upper Right Corner, Circa 1961 (Victor A. Cusack and Harrison L. Whitney, A Symbol of Los Angeles: The History of the Theme Building at Los Angeles International Airport (Virginia Beach, VA: Donning Co Pub, 2005), p. 51)



Terminal 3 Underground Tunnel Linking the Terminal to the Satellite is still extant and retains the Modern glass mosaic which is still intact, 2011 (<http://pyramidbeach.com/tag/terminal-3/>)

State of California — The Resources Agency DEPARTMENT OF PARKS AND RECREATION		Primary # HRI # Trinomial NRHP Status Code 6Z
PRIMARY RECORD		
Other Listings Review Code	Reviewer	Date

Page 1 of 1

P1. Other Identifier:
 *P2. Location: ☐ Not for Publication ☐ Unrestricted
 and (P2b and P2c or P2d. Attach a Location Map as necessary.)
 *b. USGS 7.5' Quad: T ; R ; % of Sec ; M.D. B.M.
 c. Address: 7301 World Way West Date: City: Los Angeles Zip: 90045
 d. UTM: Zone: mN (G.P.S.)
 e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)
 7301 World Way West, Los Angeles, CA; located in the West portion of the Los Angeles Airport

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
 The property at 7301 World Way West is comprised of an administrative building, large warehouse, storage building, and surface parking lot. The Modern administration building at the front of the lot is two and nine-stories and covered by a flat roof. The nine-story wing was added after 1967. Located behind the Modern administration building is a utilitarian warehouse sheathed in corrugated metal siding that is used to load airplanes with cargo. Behind the warehouse building and located along the western portion of the property is a smaller storage building with a rectangle footprint, sheathed in corrugated metal siding, and covered by a gable roof. An accessory structure to the FedEx Aircraft Maintenance Facility, the FedEx Hangar is evident on the 1967 aerial photograph of the area provided by LAWA. Existing conditions reflect numerous recent alterations and updates to complex in comparison with the 1967 aerial photo provided by LAWA. Substantially altered and lacking in historical or architectural importance, neither the FedEx Aircraft Maintenance Facility, FedEx Hangar nor the accessory structure meets federal, state or local eligibility requirements and they are ineligible resources.

*P3b. Resource Attributes: (List attributes and codes) HP6, HP8

*P4. Resources Present: ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)
 P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)
 P5b. Description of Photo: (View, date, accession #)
 View to NE



*P6. Date Constructed/Age and Sources: ☒ Historic ☐ Prehistoric ☐ Both
 1967 aerial view

*P7. Owner and Address:
 City of Los Angeles

*P8. Recorded by: (Name, affiliation, and address)
 PCR Services Corporation, Inc.
 One Venture, Suite 150
 Irvine, CA 92618

*P9. Date Recorded: 1/11/2012

*P10. Survey Type: (Describe)
 CEQA Assessment

*P11. Report Citation: (Cite survey report and other sources, or enter "none.")

LAX Specific Plan Amendment Study Draft EIR. Prepared by PCR Services Corporation, January 2012.

*Attachments: ☒ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record ☐ Other (List):
 DPR 523A (1/95)

*Required information

State of California — The Resources Agency DEPARTMENT OF PARKS AND RECREATION		Primary # HRI # Trinomial NRHP Status Code 6Z
PRIMARY RECORD		
Other Listings Review Code	Reviewer	Date

Page 1 of 1

P1. Other Identifier:
 *P2. Location: ☐ Not for Publication ☐ Unrestricted
 and (P2b and P2c or P2d. Attach a Location Map as necessary.)
 *b. USGS 7.5' Quad: T ; R ; % of Sec ; M.D. B.M.
 c. Address: World Way West Date: City: Los Angeles Zip: 90045
 d. UTM: Zone: mN (G.P.S.)
 e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)
 The fuel farm is located in the west portion of the Los Angeles Airport, on the northside of World Way West, and located the direct east of 7301 World Way West.

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
 The Fuel Farm is comprised of seventeen Utilitarian cylindrical fuel tanks and associated infrastructure. Through the comparison of current aerial maps to a 1967 aerial view provided by LAWA it appears there are no original extant fuel tanks, only the original location of the fuel farm persists. Existing conditions reflect numerous recent alterations and updates to the fuel farm, and thus the fuel farm lacks the integrity necessary for further evaluation as a potential historical resource. The Fuel Farm is not eligible based upon lack of both integrity and architectural/historic merit. The LAX Fuel Farm is extensively altered by substantial modifications and upgrades to the utilitarian infrastructure. While it remains in the same location, it does not retain integrity as a late 1950s/early 1960s airport fuel farm and does not possess sufficient historical/architecture significance to merit eligibility under any of the applicable federal, state, or local criteria.

*P3b. Resource Attributes: (List attributes and codes) HP11

*P4. Resources Present: ☐ Building ☒ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)
 P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)



*P6. Date Constructed/Age and Sources: ☒ Historic ☐ Prehistoric ☐ Both
 1967 aerial view

*P7. Owner and Address:
 City of Los Angeles

*P8. Recorded by: (Name, affiliation, and address)
 PCR Services Corporation, Inc.
 One Venture, Suite 150
 Irvine, CA 92618

*P9. Date Recorded: 1/11/2012

*P10. Survey Type: (Describe)
 CEQA Assessment

*P11. Report Citation: (Cite survey report and other sources, or enter "none.")

LAX Specific Plan Amendment Study Draft EIR. Prepared by PCR Services Corporation, January 2012.

*Attachments: ☒ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record ☐ Other (List):
 DPR 523A (1/95)

*Required information

State of California — The Resources Agency DEPARTMENT OF PARKS AND RECREATION		Primary # HRI # Trinomial NRHP Status Code 3CS/553
PRIMARY RECORD		
Other Listings Review Code	Reviewer	Date

Page 1 of 11

*Resource Name or #: Union Savings and Loan Building

P1. Other Identifier:
***P2. Location:** ☐ Not for Publication ☐ Unrestricted
 and (P2b and P2c or P2d. Attach a Location Map as necessary.)
***b. USGS 7.5' Quad:** **Date:** **T** : **R** : **% of** **% of Sec** **B.M.**
 c. Address: 9800 S. Sepulveda Blvd. City: Los Angeles Zip: 90045
 d. UTM: Zone: mN (G.P.S.)
 e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)
 Parcel Number 4124-026-002; Oriented with the primary (west) elevation facing west towards S. Sepulveda Boulevard. Located on the east side of S. Sepulveda Boulevard.

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries) The Union Savings and Loan Building (USL) building was constructed in 1964. The eight-story narrow footprint USL was designed in the New Formalism style and is notable for its concrete lattice exterior resulting in the appearance of punched round-top window openings forming the predominant expression of the USL Building. Welton Becker's characteristic use of facade materials in repetitive geometric patterns is reflected in the USL Building as a generous cantilevered cornice with semi-circular perforations along the perimeter provide a striking terminus to the prominently-located former financial institution at 9800 So. Sepulveda Blvd. The surrounding landscape is bounded to the S. Sepulveda Blvd. to the west; 98th Street to the north; a structure currently under construction to the east; and a hotel to the south.

*P3b. Resource Attributes: (List attributes and codes) HP7

***P4. Resources Present:** ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)
 P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)



***P6. Date Constructed/Age and Sources:** ☒ Historic
☐ Prehistoric ☐ Both
 1964, permit#58385

***P7. Owner and Address:**
 Private owner

***P8. Recorded by:** (Name, affiliation, and address)
 PCR Services Corporation, Inc.
 One Venture, Suite 150
 Irvine, CA 92618

***P9. Date Recorded:** 12/14/2011

***P10. Survey Type:** (Describe)
 CEQA Assessment

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
 LAX Specific Plan Amendment Study Draft EIR. Prepared by PCR Services Corporation, January 2012.

***Attachments:** ☐ NONE ☐ Location Map ☐ Sketch Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record

☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record ☐ Other (List):
 DPR 523A (1/95) ***Required information**

State of California — The Resources Agency DEPARTMENT OF PARKS AND RECREATION		Primary # HRI # Trinomial NRHP Status Code 6Z
PRIMARY RECORD		
Other Listings Review Code	Reviewer	Date

Page 1 of 1

*Resource Name or #: US Airways Maintenance Facility

P1. Other Identifier:
***P2. Location:** ☐ Not for Publication ☐ Unrestricted
 and (P2b and P2c or P2d. Attach a Location Map as necessary.)
***b. USGS 7.5' Quad:** **Date:** **T** : **R** : **% of** **% of Sec** **B.M.**
 c. Address: 7213 World Way West City: Los Angeles Zip: 90045
 d. UTM: Zone: mN (G.P.S.)
 e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)
 7183 World Way West, Los Angeles, CA; located in the west portion of the Los Angeles Airport

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries) Utilitarian office and maintenance building sheathed in corrugated metal siding (later replacement) and covered by a flat roof. Primary entrance at SW corner has projecting awning. Existing conditions reflect numerous recent alterations and updates to facility in comparison with the 1967 aerial photo provided by LAWA. Lacks integrity required for further evaluation as a potential historical resource. Not eligible based upon lack of both integrity and architectural/historic merit.

*P3b. Resource Attributes: (List attributes and codes) HP6, HP8

***P4. Resources Present:** ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)
 P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)



***P6. Date Constructed/Age and Sources:** ☒ Historic
☐ Prehistoric ☐ Both
 1967 aerial view

***P7. Owner and Address:**
 City of Los Angeles

***P8. Recorded by:** (Name, affiliation, and address)
 PCR Services Corporation, Inc.
 One Venture, Suite 150
 Irvine, CA 92618

***P9. Date Recorded:** 1/11/2012

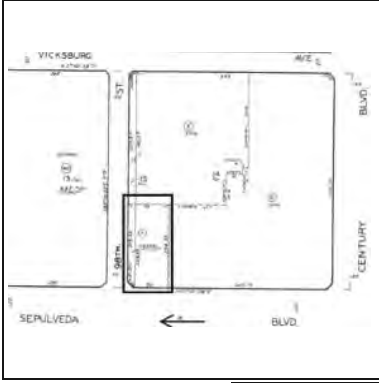
***P10. Survey Type:** (Describe)
 CEQA Assessment

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
 LAX Specific Plan Amendment Study Draft EIR. Prepared by PCR Services Corporation, January 2012.

***Attachments:** ☒ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record ☐ Other (List):
 DPR 523A (1/95) ***Required information**

State of California — The Resources Agency DEPARTMENT OF PARKS AND RECREATION		Primary # HR#	
CONTINUATION SHEET		Triennial	
Page 3 of 11		*Resource Name or # Union Savings and Loan Building/ 9800 S Sepulveda	
*Recorded by: PCR Services Corporation, Inc.		*Date: 12/14/2011 ☒ Continuation ☐ Update	
B10. Significance Continued			
Commercial Modernism Commercial office tower architecture of the 1950s-1960s is generally characterized by a tight integration of materials, construction systems and aesthetic minimalism. For a generation, Corporate Modernism became the accepted look for America's office buildings based upon a stylistic preference for its perceived modernity and practicality, as well as its inherent overall economy of construction. In plan, the regular structural grid enabled the creation of large spaces with few interruptions and made them flexible enough to accommodate a variety of functions. Such adaptability was particularly welcome in office buildings where tenants changed frequently and interior partition walls could be erected, altered, or removed based upon the tenant's requirements. The exterior of the Corporate Modern tower usually had a glazed curtain wall (International Style Modern) or vertical non-structural concrete columns divided by fixed glazing (Formalist Modern).			
New Formalism The New Formalism movement in Modern Architecture abstracted and reinterpreted fundamental classical forms using modern materials and technology. The primary characteristics of the style include Modern design principles emphasizing space, light, order, integrity of materials, and lack of applied decoration, which are laid out using the organization of classical architecture with its base, recessed central section, and topped with a cornice. On the ground-floor, New Formalist architecture combined Modernism and Classicism by recessing the glazed exterior walls to create a highly Modern public space filled with light and an open plan usually occupied for a single tenant like a bank. This space was usually one and a half- or two-stories with a mezzanine. On the exterior, often a full floor-height screen, either opaque or with some openings, at the mezzanine level creates the visual appearance of the base from Classical architecture, while at the same time, it screens light leading into the monumental ground-floor space. Above the screening, a vertically aligned multi-story recessed section references the frieze in Classical architecture. This section of the New Formalist building is where the offices are located. Typically in New Formalist architecture, the roof cantilevers over the exterior edge and functions as the cornice completing the classical reference to the entablature and/or column.			
Located adjacent to a hotel also designed by Becket and situated at the western edge of Becket's Tishman Airport Center master plan, the USL Building was architecturally distinguished as a financial institution by its New Formalist style in contrast to the adjacent International Style commercial buildings. New Formalism was used by Modern architects locally and nationally during the 1960s for banks and financial institutions as well as other cultural institutions such as auditoriums, museums and college campuses. Primary in developing the New Formalism were three architects: Edward Durrell Stone, Philip Johnson and Minoru Yamasaki, all of whom, like Becket, had earlier achieved prominence working within the International Style and other modernist idioms. Stone produced his first southern California design in the mode of New Formalism in 1958. In contrast to Stone's architectural ornamentalism, Becket's architecture was founded on his rational philosophy of "Total Design." ¹¹			
Other local examples of New Formalism by Welton Becket include the Automobile Club of Southern California in Century City and the Security Pacific National Bank in the Tishman Airport Center, relatively modest examples in comparison with the USL Building, which appears to be one of the better or perhaps even the best local example of Becket's New Formalism for a bank/financial institution. His best known examples in Los Angeles of banks/financial institutions are Prudential Insurance Co. (1947) and California Federal Savings and Loan (1950), which are both earlier buildings in the International Style. In contrast, the Music Center (1964-67) is the most distinctive and significant example of Becket's use of New Formalism in Los Angeles.			
The Bank Building Property Type The history of the bank building property type in Los Angeles is closely connected to the economic development history of Los Angeles and Southern California. During the 1920s, the banking industry experienced unprecedented growth and influence fueled by an influx of capital created by the real estate boom taking place throughout Southern California. Banks competed with one another by outward displays of strength, power, and stability that were often represented through architecture. Throughout the city, banks built "temples of finance" using the classically-derived Beaux Arts style or the more monumental Neo-Classical style to articulate their solidity through building form. Often these buildings were constructed in heavy masonry with large columns and other Greek or Roman architectural detailing. One excellent example of the type is the Neo-Classical Farmers and Merchants National Bank at 4th and Main Street in Downtown Los Angeles. The 1923 bank, with its heavy engaged columns and classical pediment represents the height of 1920s bank design and clearly expresses the identity of bank capital and power.			
DPR 523L (1/95)		*Required information	

State of California — The Resources Agency DEPARTMENT OF PARKS AND RECREATION		Primary # HR#	
BUILDING, STRUCTURE, AND OBJECT RECORD		*Resource Name or # Union Savings and Loan Building/ 9800 S Sepulveda	
Page 2 of 11			
B1. Historic Name: Union Savings and Loan Building		B4. Present Use: Office Building	
B2. Common Name: 9800 S Sepulveda			
*B3. Architectural Style: New Formalism			
*B6. Construction History: (Construction date, alterations, and date of alterations) Constructed in 1964, building permit# 58385, owner Kratter Corporation, architect Welton Becket & Associates, Engineer Donald Douglas, contractor Fred Howland, Inc.		Original Location:	
*B7. Moved? ☒ No ☐ Yes ☐ Unknown		Date:	
*B8. Related Features:			
B8a. Architect: Welton Becket and Associates		b. Builder: Fred Howland, Inc.	
*B10. Significance: Theme: New Formalism; Modern Banks; Welton Becket and Associates		Area: Applicable Criteria: A, C	
Period of Significance: 1964		Property Type: Commercial	
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)			
Development History of 9800 S. Sepulveda and Surrounding Area The eight-story Union Savings and Loan building was constructed in 1964. The building was planned and designed by Welton Becket and Associates, the engineer was Donald Douglas, the contractor was Fred Howland, Inc. and the owner was the Kratter Corporation. The three-million, eight-story United Savings and Loan occupied the ground floor, basement, a portion of the second, third, and eighth floors. The building permit for 9800 S. Sepulveda reveals the entire block bounded by Sepulveda Boulevard, Century Boulevard, Vicksburg Avenue, and 98th Street was planned by Welton Becket and Associates.			
The International Airport Hotel, at the corner of Century and Sepulveda Boulevards, was developed by the Kratter Corporation and also designed by Welton Becket and Associates. According to an article in the <i>Los Angeles Times</i> dated March 3, 1963, the International Airport Hotel was the first hotel to be built in the Los Angeles area since the 450-room Beverly Hilton, also designed by Becket, and completed in 1956.			
The USL building and Hotel are situated at the western edge of Becket's Tishman Airport Center master plan, located along Century Boulevard at the entrance to LAX. During the early to mid-1960s, the Tishman Airport Center was developed with high-rise office towers, parking structures, hotels, and integrated landscape to support the increased business traffic generated by the Los Angeles International Airport.			
11. Additional Resource Attributes: (List attributes and codes) HP7			
*B12. References: Los Angeles County Assessor. Los Angeles Department of Bldg & Safety. "Airport Hotel Project Underway." <i>Los Angeles Times</i> . March 3, 1963, p. O1. "Jet Age Traffic Forces Office, Hotel Air Terminal Development." <i>Los Angeles Times</i> . May 12, 1963, p. O1. "Eight-Story Building Near Airport Starts." <i>Los Angeles Times</i> . June 28, 1964, p. H37. Hess, Alan. "Built by Becket." http://www.laforum.org/content/online-articles/built-by-becket-by-alan-hess			
*B14. Remarks: M.S. and Murray Miller, M. Arch., PCR Services Corporation, Inc.			
*Date of Evaluation: 12/14/2011			
(This space reserved for official comments.)			
DPR 523B (1/95)		*Required information	



State of California — The Resources Agency DEPARTMENT OF PARKS AND RECREATION CONTINUATION SHEET Page 5 of 11	Primary # HR# Trimonial	*Resource Name or # Union Savings and Loan Building/9800 S Sepulveda	*Date: 12/14/11	☒ Continuation	☐ Update
*Recorded by: PCR Services Corporation, Inc. B10. Significance Continued					
Welton Becket and Associates (continued) Around 1940, Wurdeman and Becket embraced a philosophy of "Total Design," a concept that became integral to their work about this time and would guide the firm for years to come. This philosophy embraced all requirements demanded of an architectural problem: preliminary research, site selection, economic analysis, traffic surveys, and the actual design of the building or complex of buildings for which Becket employed his own team of architects, mechanical and electrical engineers, landscape architects, and interior designers. True to its name, "Total Design" attempts to control every detail of a commission that concerns design. The versatile designs of this firm are not identified with a particular style, but attempt instead to articulate each client's character and needs.^v Welton Becket and Associates was headquartered in Los Angeles, with offices in San Francisco, New York, Houston, and Chicago. Welton Becket's success is attributed to both his design sense and his business mentality. He was able to estimate projects accurately and this brought him repeat clients. His philosophy of Total Design allowed him to offer a broader range of services than other architects. He adjusted his designs to each client's needs and taste. With this formula, the firm grew to be one of the largest in the world with more than 400 employees. In 1950, Welton Becket was presented with the Honor Award of the VII Pan American Congress of Architects for the design and execution of Prudential Square (with his partner W. Wurdeman), and in 1952 he was made Fellow of the American Institute of Architects (AIA) for excellence in design (Architectural Record 1969).^{vi} Following his death in 1969, the firm continued for 20 years before being purchased by Minneapolis-based Ellerbe Architects and becoming part of the renamed firm, Ellerbe-Becket, which continues as a nationally recognized architectural firm.^{vii} The firm was involved with all types of projects including commercial, institutional, and residential. One of Wurdeman and Becket's first large projects in Los Angeles was a commission to design the Bullock's Pasadena department store in 1946. The store was to reflect the suburbs as the new center of urban gravity and the new informality of post-World War II life. Subsequently, the General Petroleum Building in downtown Los Angeles and Prudential Square on Wilshire Boulevard designed by the firm in 1947 and 1948, respectively, explored different solutions to the workplace and the need for flexibility. A few years later, in 1953, what was described as Los Angeles' first "glass skyscraper," Becket's nine story Standard Federal Savings and Loan Association office building, was constructed on Wilshire Boulevard at Grand Avenue in downtown Los Angeles.^{viii} Becket's firm was also involved in master planning projects including the Los Angeles International Airport (in concert with Paul Williams and William Pereira), the Center for Health Sciences at the University of California, Los Angeles (UCLA), as well as Century City.^{ix} Although little has been published specifically focusing on the firm's master planning work, a review of the published record on the firm's architectural work shows that master planning was consistently and widely incorporated into the firm's practice from the late 1950s and 1960s onward as part of their "Total Design" approach. William Hunt's corporate history of Welton Becket and Associates, Total Design, provides a full resume of the firm's projects. Public plazas and designed urban landscapes were consistently incorporated into their projects from the 1940s through the 1960s. Examples of the incorporation of Modern designed landscapes by Welton Becket and Associates in Los Angeles include the Bullock's Inc. department stores in Pasadena (1947), Westwood (1950), Sherman Oaks (1963), Lakewood (1965), and La Habra (1969); Prudential Square (1948); the Los Angeles Memorial Sports Arena (1959); the Center for Health Sciences (1961-1970) at the University of California, Los Angeles; Security Pacific Bank Building (Tishman Airport Center) (1963); and the Equitable Life Building (1969).^x In addition to the large number of generally undistinguished office and commercial projects, the firm also completed a significant number of regionally and nationally notable projects including Hollywood's circular Capitol Records office tower, the nearby Cineramade movie theater, downtown Los Angeles' Music Center complex (including the Dorothy Chandler Pavilion, Mark Taper Forum, and Ahmanson Theatre), Santa Monica's Civic Auditorium, and the Beverly Hilton Hotel in Beverly Hills. In the retail arena, Bullock's Pasadena was followed by a succession of shopping centers evolving the type: Bullock's Westwood and Northridge in Los Angeles; Seibu Department Store on Wilshire Boulevard (now the Peterson Museum), malls such as Fashion Island in Newport Beach (substantially altered in 1989 by the Jerde Partnership and SWA Group), and dozens of others. Fashion Island (1967) featured landscaped outdoor pedestrian plazas and was one of the first shopping centers in the United States to do away with the vast areas of asphalt considered unacceptable aesthetically and no longer economically justifiable in a time of soaring land values. This new era of regional shopping center design was part of a trend aimed at revitalizing and strengthening downtown cores as well as new towns in metropolitan regions, to be served by improved transportation and enhanced by pedestrian areas.^{xi}					
DPR 523L (1/95)					
*Required information					

State of California — The Resources Agency DEPARTMENT OF PARKS AND RECREATION CONTINUATION SHEET Page 4 of 11	Primary # HR# Trimonial	*Resource Name or # Union Savings and Loan Building/9800 S Sepulveda	*Date: 12/14/11	☒ Continuation	☐ Update
*Recorded by: PCR Services Corporation, Inc. B10. Significance Continued					
The Bank Building Property Type (continued) As the prolonged growth and expansion of the 1920s economy ended with the stock market crash in 1929, the architecture of banking changed as well. Like other commercial sectors of the economy, banking in the 1930s sought to connect itself to the security of the federal government to assure people of its stability during economic uncertainty. The Art Deco and Moderne styles became dominant in federal architecture and, subsequently, became the architecture of choice for many commercial ventures including banks during this period. The Art Deco and Moderne styles were economic and stylistic responses to the ravaging effects of the Great Depression. The new styles expressed optimism and a bright look toward the future through the use of forms borrowed from art, nature, and new technologies: Art Deco, Streamline Moderne, and Regency. Moderne commercial buildings were constructed throughout Los Angeles during the 1930s. An excellent example of an Art Deco bank in Los Angeles is the former Security First National Bank building located directly across from the subject property at 5209 Wilshire Boulevard. The Security First National Bank Building is clad in black and gold terra cotta with cast aluminum grillwork. During the postwar era, the economy had recovered from depression and war, and a nationwide period of growth and stability created a sudden increase for access to credit and other banking needs. During the 1950s and 1960s, the banking industry experienced intense growth with older banks expanding and new banks being created. Many of the new banks were Savings and Loans, which were focused on short-term commercial lending. Like the 1920s, banks competed with one another through marketing their strength and stability architecturally. While early classical and later Art Deco and Moderne style architecture had been used by banks during the first half of the twentieth century, during the post-World War II era Modernism in Architecture emerged as the dominant idiom for representing power and strength through architecture. Far from the radical vision of early Modernism, postwar New Formalist Modern Architecture used modern materials and was centered on the creation of space and light, but the overall design was dictated by balance, proportion, and a classical parti. For banks, the architectural conservatism of New Formalist Modernism was combined with the forward-looking and high-tech use of modern materials to create an ideal architectural identity for postwar banks. Because many New Formalist bank branches were low-rise, the bank buildings were often designed with one to three stories of glazed walls, with either the upper floors or roof extending out over the perimeter of the glazed walls to act as a sun shade for the glazing below. The upper floors or roof were either cantilevered or supported by an exo-structure that was vertical to the outer edge of the upper floors or roof. These buildings were often on a platform or plinth. This sub-type of New Formalism was modeled on the classical architecture with its base or plinth (ground floor), column (vertical structure), and entablature organization (upper floors or roof). An excellent example of a New Formalist bank-branch building is the former Belmont Savings Bank located at 500 N. Glendale Boulevard in Glendale, California, designed by Ladd & Kelsey. The building was constructed with a ground floor of double-height glazed walls set back from the perimeter of the building with a wide open floor plan. The building was framed by an exo-structure of concrete columns supporting concrete girders below a grid of concrete squares supporting the roof. Another excellent example of the type is the former Great Western Savings and Loan bank-branch building 2501 W. Rosecrans Avenue in Gardena, California. Like Belmont Savings, the Great Western Savings building is a glass pavilion on a plinth and topped with wide overhanging roof supported by a symmetrically aligned exo-structure. Welton Becket and Associates Welton Davis Becket, FAIA (b. Seattle, Washington, 1902; d. 1969) studied architecture at the University of Washington and did a year of graduate study at the Ecole des Beaux Arts in Paris. He arrived in Los Angeles in 1931 and in 1933 launched a practice that was to become one of the most influential in the development of the City, and one of the nation's largest architectural firms.ⁱ Along with his classmate, Walter Wurdeman, Becket formed a partnership with an older established Los Angeles architect, Charles F. Plummer. They worked for six years with Plummer, a solid commercial architect of shops, cafeterias, drive-in restaurants, and markets. But even in the difficult days of the Depression, Wurdeman and Becket were planning tomorrow's city. This progressive vision won them the design competition that put them on the architectural map: the Pan Pacific Auditorium in 1935 (now demolished). The Pan Pacific was a vivid interpretation of the Moderne, of progress, of all that was new and hopeful. Its effortlessly fluid pylons became an iconic image of the Streamline Moderne architectural style, and of Los Angeles.ⁱⁱ After Plummer's death in 1939, the firm incorporated as Wurdeman and Becket. They continued to design projects that would become iconic, including the Prudential Center (1947) on Wilshire Boulevard and the General Petroleum (1946) building in downtown Los Angeles. Wurdeman died unexpectedly in 1949 and Becket bought out his partner's heirs, assuming sole leadership of the firm that then became known as Welton Becket and Associates.^{iv}					
DPR 523L (1/95)					
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State of California — The Resources Agency DEPARTMENT OF PARKS AND RECREATION CONTINUATION SHEET Page 7 of 11	Primary # HRI# Trinomial	*Resource Name or # Union Savings and Loan Building/9800 S Sepulveda *Date: 12/14/11 ☒ Continuation ☐ Update B10. Significance Continued
PCR's 2011 survey of the USL Building determined that the subject property meets the threshold of significance for consideration as a historical resource under CEQA at the state level under Criterion 3 because it represents the work of an important creative individual and it is also eligible for local designation as a City of Los Angeles Historic-Cultural Monument. The USL Building, built in 1964, is a New Formalist Modern variant of the International Style which embodies the distinctive characteristics of the work of the nationally prominent Los Angeles architect Welton Becket, who was instrumental in the development of Los Angeles and American Modern architecture during the late 1950s through the 1960s. Examples of his work include the Los Angeles Music Center and Parker Center in downtown Los Angeles, the Century City Master Plan, the Beverly Hilton, the Capitol Records building in Hollywood, as well as the Los Angeles International Airport and the master-planned Tishman Airport Center along Century Boulevard at the entrance to LAX. The USL Building was designed by Becket as a part of the Tishman Airport Center. The USL Building embodies the representative characteristics of Becket's New Formalism, utilizes modern materials, and incorporates his Total Design philosophy. While the USL Building is not widely acknowledged among Becket's most noteworthy projects as a part of the Tishman Airport Center it remains an intact and important local example of a prominent architect's work, specifically a bank, for its masterful use of ornamental pre-cast concrete exterior cladding and classical order/form. Endnotes i "What is total design? In its simplest terms, the phrase connotes both architectural philosophy and practice that embraces all of the services required to analyze any architectural problem, perform the necessary studies and research to solve the problem, and translate the solution into a building or group of buildings complete down to the last detail of furniture, sculpture and other art, landscaping, and furnishings, even ashtrays, menus, and matchboxes. Total design, by this definition, includes not only all of the traditional architectural functions and all engineering but interior design, industrial design of objects for the buildings and their surroundings, master planning, space planning, and a host of other functions." Quoted from Total Design: Architecture of Welton Becket and Associates, by William Dudley Hunt, Jr., FAIA (New York: McGraw-Hill, Inc., 1972), 4. ii Excerpted from Margarita J. Wuelner, "Historic American Landscape Survey, Parker Center, 150 North Los Angeles Street, Los Angeles, California," Prepared for the City of Los Angeles, Department of Public Works, 2005. iii Excerpted from the introduction to "Built by Becket," by the Los Angeles Conservancy's Modern Committee, 2003. iv Introduction by historian, author, and architectural critic Alan Hess. v Ibid. vi Ibid. See William Dudley Hunt, Jr., <i>Total Design: Architecture of Welton Becket and Associates</i>, New York: McGraw-Hill Book Company, 1972. vii Ibid. viii Ibid. ix <i>Los Angeles Times</i>, "Downtown Facility Sold to Empire Life," May 6, 1966, p.B17. x Ibid. xi Ibid. xii See also Hess, "Built by Becket." xiii Hess, "Built by Becket," http://www.laforum.org/forum_issue_7_late_moderns/built_by_becket_by_alan_hess. xiv Hunt, 1972. xv Hess, "Built by Becket," http://www.laforum.org/forum_issue_7_late_moderns/built_by_becket_by_alan_hess. xvi Ibid.		

DPR 523L (1/95)

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State of California — The Resources Agency DEPARTMENT OF PARKS AND RECREATION CONTINUATION SHEET Page 6 of 11	Primary # HRI# Trinomial	*Resource Name or # Union Savings and Loan Building/9800 S Sepulveda *Date: 12/14/11 ☒ Continuation ☐ Update B10. Significance Continued
Welton Becket and Associates (continued) As master planner for UCLA, Welton Becket and Associates designed much of the UCLA Medical Center, several dormitory and classroom buildings, and Pauley Pavilion. The Music Center complex, emblematic of the modern era, proved that Los Angeles had arrived as a major capital. As an example of the multi-nodal city, Century City turned the old movie studio back lot into a new type of downtown.^{vi} Becket's long career took his firm overseas to design an embassy in Warsaw; Hilton Hotels in Havana, Cairo and Manila; towers for the Riviera Hotel in Las Vegas; pavilions for Ford and General Electric at the 1964 New York World's Fair; the Contemporary and Polynesian Hotels at Walt Disney World; and office buildings and shopping centers throughout the United States and abroad. Although the precise total number of structures designed by Welton Becket and Associates is not known, it probably ranges into the thousands with well over one hundred projects having sufficient notability to be recognized in the published literature. To accomplish this level of productivity, Becket had to reorganize a traditional architecture office on a new corporate footing. As Welton Becket and Associates grew into the nation's largest architecture office in the 1960s, Becket developed the methods for the architecture profession to address the larger scale and complexity of commercial and institutional projects. The new era demanded a new sophistication in the organizational scope of an office, the services it provided, which Becket pioneered through the means of "Total Design," mobilizing his firm to deliver a consistent architectural product to the growing U.S. economy.^{vii} As Alan Hess characterizes Becket's career, "Yet for all the national and international scope of his work, Becket remained a Los Angeles architect. From the beginning of his career he was designing the City of Tomorrow."^{xv} Los Angeles was shaped by the forces of technology, commerce and popular culture; Becket understood them and welded them into a popular product. Without the pressure or aspiration to high art, such a designer was not likely to excite the interest of most critics of the time. He did not invent and promote a theory of design or planning so much as recognize the trends at work in society, business and technology and respond to them with pragmatism and innovative thinking. Since Welton Becket's death in 1969, his contributions to the Los Angeles region have become recognized for their primary role in defining the character and fabric of the region during the Modern period.^{xv} Eligibility The acquisition property located at 9800 S. Sepulveda Boulevard was not surveyed in 2000 as part of the LAX Master Plan because of its age at that time, being 38 years old. In December 2011, PCR carried out a reconnaissance survey of the property and found that the subject property displayed sufficient architectural merit to warrant an intensive survey. The subject property was documented because of the potential to exhibit significance necessary for federal, state, or local designation, pursuant to CEQA. The Modern mid-rise commercial building embodies the distinctive characteristics of the work of the nationally prominent architectural firm Welton Becket and Associates, headquartered in Los Angeles. Becket's work was instrumental in the development of Los Angeles and American Modern architecture during the late 1950s through the 1970s. As such, the USL Building embodies the representative characteristics of New Formalism and is a distinctive example of this style among Becket's body of work in its use of decorative arcuated pre-cast concrete tracery over the exterior glazing and classical order/ form as applied to a Modern bank. The eight-story narrow footprint USL Building is notable for its distinctive pre-cast concrete exterior resulting in the appearance of repetitive punched round-top window openings forming the predominant expression of the USL Building. Becket's characteristic use of concrete façade materials in repetitive geometric patterns is reflected in the USL Building along with a generous cantilevered cornice with semi-circular perforations around the perimeter provide a striking terminus to the classically derived base, shaft and cornice order/form of the prominently-located former financial institution at 9800 S. Sepulveda Boulevard. The overall appearance of the USL Building indicates that the integrity of the property has not been fundamentally compromised over the years in terms of design, location, setting, materials, workmanship, feeling, and association.		

DPR 523L (1/95)

*Required information

State of California — The Resources Agency DEPARTMENT OF PARKS AND RECREATION	Primary # HR#	Trinomial	*Resource Name or # Union Savings and Loan Building/ 9800 S Sepulveda
Page 9 of 11			
*Recorded by: PCR Services Corporation, Inc. *Date: 12/14/11 ☒ Continuation ☐ Update			
*Sa. Photo or Drawing (continued)			

1 APPLICATION TO CONSTRUCT NEW BUILDING AND FOR CERTIFICATE OF OCCUPANCY CITY OF LOS ANGELES

INSTRUCTIONS: 1. Applicant to Complete Nondisclosed Items Only.
2. Not Part Required on Back of Original.

OWNER: PER WORKMAN CHOICE, INC. (See Over)

1. AREA: 107 PORTION OF B.L. 11067 12565

2. ADDRESS: 9600 S 9608 South Sepulveda Boulevard
Century Boulevard AND Ninety-Sixth Street
CITY OF LOS ANGELES

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Los Angeles Department of Building and Safety Application to Construct a New Building, Permit# 58385, 1964, page 1

DPH 523L (1/95)

Primary #	Trinomial
*Resource Name or # Union Savings and Loan Building/ 9800 S Sepulveda	
*Date: 12/14/11	☒ Continuation ☐ Update
*Recorded by: PCR Services Corporation, Inc.	
*Sa. Photo or Drawing	

Richard Bloch, left, Vice-President of Western Operations of The Krater Corporation, and George A. Thatcher, right, President of United Financial Corporation, parent company of United Savings, October 30, 1963
(Los Angeles Public Library Images)

Welton Becket, left, architect, gives a critique on the design of the new United Savings & Loan Association office building with Richard Bloch, middle, Vice-President for Western Operations of The Kratter Corporation, and George A. Thatcher, right, President of United Financial Corporation, parent company of United Savings, October 30, 1963 (Los Angeles Public Library Images)

DPH 523L (1/95)

State of California — The Resources Agency DEPARTMENT OF PARKS AND RECREATION CONTINUATION SHEET Page 11 of 11	Primary # HRI# Trinomial *Resource Name or # Union Savings and Loan Building/9800 S Sepulveda
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*Recorded by: PCR Services Corporation, Inc. *Date: 12/14/11 ☒ Continuation ☐ Update
P5a. Photo or Drawing (continued)

... L.A. International's Latest Arrival....





Tishman Airport Center

Only 2 minutes from Toluca, please give you in your luxury are modern office at Los Angeles' newest and most exciting business center. The Tishman Airport Center is the perfect location for today's important business together.

You'll appreciate the elegance, and amenities, restaurants and convenient business environment for your office at TISHMAN AIRPORT CENTER where you enjoy up to a close proximity of all the amenities.

- 28 new high-rise business towers
- 1,600,000 square feet of luxury office space
- Multi-story parking for over 8,000 cars
- Zero carbon footprint and air conditioning
- 24-hour security and maintenance
- Free preliminary office layout
- Spacious meeting and parties
- Luxury hotels and many restaurants in the vicinity

If this sounds like the kind of business opportunity you need, contact your Tishman sales specialist today and get the full story!



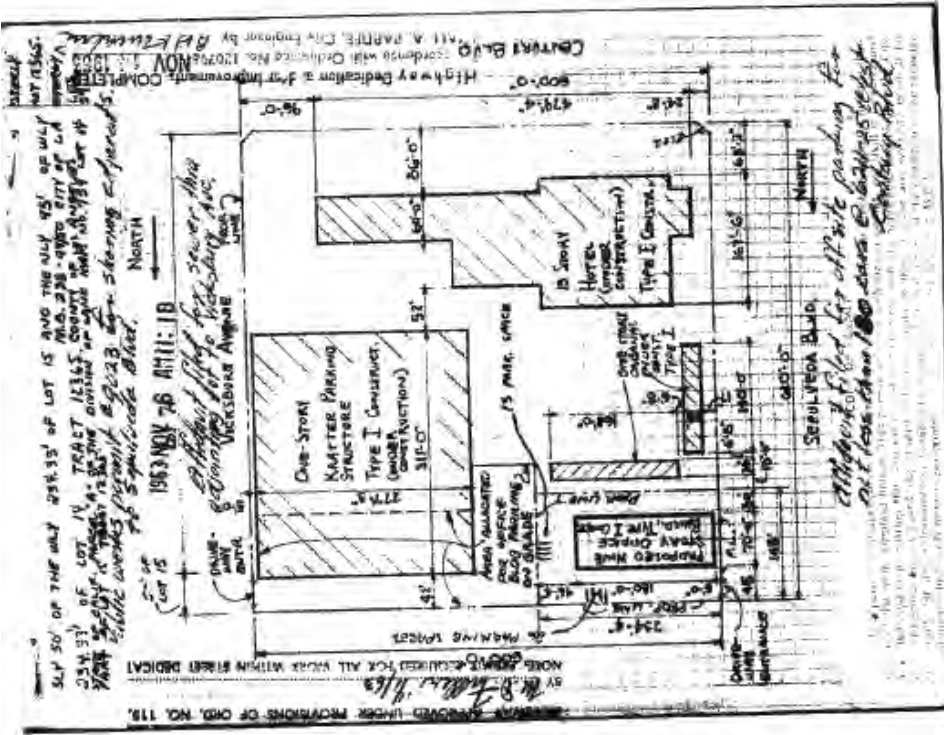
TISHMAN AIRPORT CENTER

3500 West Century Boulevard, Los Angeles, California
Phone: 714.205.6600 or visit your broker

The Tishman Airport Center, circa 1968

State of California — The Resources Agency DEPARTMENT OF PARKS AND RECREATION CONTINUATION SHEET Page 10 of 11	Primary # HRI# Trinomial *Resource Name or # Union Savings and Loan Building/9800 S Sepulveda
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*Recorded by: PCR Services Corporation, Inc. *Date: 12/14/11 ☒ Continuation ☐ Update
P5a. Photo or Drawing (continued)



Los Angeles Department of Building and Safety Application to Construct a New Building. Permit# 58385, 1964, page 2

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Other Listings
Review Code
Reviewer
Date

Page 1 of 1

*Resource Name or #: 9700 S Sepulveda

P1. Other Identifier:

*P2. Location: ☐ Not for Publication ☐ Unrestricted ☐ County: Los Angeles

(P2b and P2c or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad:

c. Address: 9700 S Sepulveda

d. UTM: Zone: mN (G.P.S.)

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

The property at 9700 S Sepulveda is located on the western portion of the block between S Sepulveda, W 96th Street, Vicksburg Avenue, and W 98th Street. Parcel# 4124-026-900

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries) The property at 9700 S Sepulveda was originally the Los Angeles City Aircraft School. Constructed between 1941 and 1948, the property consisted of six school buildings, one engine test building, spray painting and wing repairs buildings, and a storage building. The architect was A.S. Nibecker, Jr., the architect of the Los Angeles Board of Education, and the engineer was J.E. Byers. 9700 S Sepulveda is currently a complex of approximately seven WWII and Post War temporary buildings. 9700 S Sepulveda faces S Sepulveda has an arched roof, wood asbestos siding, a roll up door, and industrial windows on the secondary elevation. There are four other temporary buildings scattered about the property with rectangular footprints, concrete slab foundations, wood siding, and gable roofs. Existing conditions indicate the density of the complex has increased since the Post War period. The property is not eligible based upon lack of both integrity and architectural/historic merit.

*P3b. Resource Attributes: (List attributes and codes) HP6, HP8

*P4. Resources Present: ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)

View to SE

*P6. Date Constructed/Age and Sources: ☒ Historic ☐ Both
1941-1948, permits# 9967, 6271, 9705, 9706, 33829 (LADBS)

*P7. Owner and Address:

Private

*P8. Recorded by: (Name, affiliation, and address)
PCR Services Corporation, Inc.
One Venture, Suite 150
Irvine, CA 92618

*P9. Date Recorded: 1/11/2012

*P10. Survey Type: (Describe)
CEQA Assessment

*P11. Report Citation: (Cite survey report and other sources, or enter "none.")

LAX Specific Plan Amendment Study Draft EIR. Prepared by PCR Services Corporation, January 2012.

*Attachments: ☒ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record ☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record ☐ Other (List):

*Required information

DPR 523A (1/95)

nent Search : Summary Report

Page 1



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http://www.ladbs.org/permits/permit_related_forms/Research_Request_form.pdf to download the request form.

2) In person. Bring the following summary to one of the following Record counters.

COUNTER HOURS

MONDAY, TUESDAY, THURSDAY, FRIDAY: 7:30 AM to 4:30 PM
WEDNESDAY: 9:00 AM to 4:30 PM

Metro	Van Nuys
201, N. Figueroa St. 1st Floor, Room 110 Record Counter Los Angeles, CA 90012	6262 Van Nuys Blvd Record Counter Van Nuys, CA 91401

Address: 9700 S SEPULVEDA

Document Type	Sub Type	Document Date	Document Number	Reel Batch Frame
BUILDING PERMIT		4/21/1941	1941LA09987	HIST: P1339 002 0511
BUILDING PERMIT	BLDG-NEW	5/7/1945	1945 06271	HIST: P1370 001 1806
BUILDING PERMIT	BLDG-ALTER/REPAIR	7/5/1945	1945 09705	HIST: P1370 002 2502
BUILDING PERMIT	BLDG-NEW	7/5/1945	1945 09706	HIST: P1370 002 2503
BUILDING PERMIT	BLDG-NEW	12/28/1948	1948 33829	HIST: P1415 002 0749
BUILDING PERMIT	BLDG-ALTER/REPAIR	2/19/1953	1953LA52659	HIST: P1481 001 0298
BUILDING PERMIT	BLDG-ALTER/REPAIR	5/10/1959	1959	HIST: P1587 001 2506
BUILDING PERMIT	BLDG-NEW	2/10/1970	1970LA04379	HIST: P1782 001 0287
BUILDING PERMIT	BLDG-NEW	2/10/1970	1970LA04378	HIST: P1782 001 0289
BUILDING PERMIT	BLDG-NEW	2/10/1970	1970LA04380	HIST: P1782 001 0289
PARAPET FILE		8/10/1956		HIST: M0059 008 0468
PLAN MAINTENANCE			1945LA06271	HIST: M912 3 496
RANGE FILE	MISCELLANEOUS	3/23/2004		

[illegible]

City of Los Angeles
DEPARTMENT OF BUILDING AND SAFETY
BUILDING DIVISION

APPLICATION TO ERECT A NEW BUILDING OF TYPE V

Lot No. _____

Tract _____

Location of Building 7700 S. VAN NATA SQUARED
 (Street, Avenue, Road, and Name)

Below is what comes to the attention of the Department of Building and Safety:

USE LINE OR UNDERLINE, PENALTY

- Purpose of building: OFFICE, TEST BUILDING
- Owner (Full Name): LOS ANGELES CITY SCHOOL DISTRICT
- Owner's address: 1425 S. VAN NATA SQUARED, ANGLE, P. O. BOX 100, ANGLE, CALIF.
- Certificated Architect: A. E. WILSON, JR.
- Licensed Engineer: J. E. SPENCE
- Contractor: OSBORN
- Contractor's address: _____

VALUATION OF PROPOSED WORK

- What new work is being done? 6.7 ROOMS
- What is the value of the work? \$10,000.00
- Size of new building: 10' x 25' x 25' No. Stories 1. Height to highest point 14' 6". Slope lot 4.5% x 60'.
- Material Exterior Walls: MASS
- For masonry buildings: 10' Footing below 16" 3/4" Depth in Grounds 12" Width of Wall 3"
- For masonry buildings and similar structures: 10' Size of Studs 2 x 4
- For masonry buildings and similar structures: 10' Size of Floor Joists 2x6x8x12

I hereby certify that in 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 am not in violation of the Labor Code of the State of California relating to Workmen's Compensation Insurance.

Sign here _____
 (Signature of Architect or Engineer)

Sign here _____
 (Signature of Contractor)

FOR DEPARTMENT USE ONLY

RECEIVED	DATE	TIME	BY
1924			
PLANS			

APPROVED BY
 City Engineer

RECEIVED

APPROVED BY
 City Engineer

CITY OF LOS ANGELES
DEPARTMENT OF BUILDING AND SAFETY
PERMITTING DIVISION

VENICE DISTRICT

APPLICATION TO ERECT A NEW BUILDING OF TYPE TYPE

Site No. _____ **LOS ANGELES CITY AIRCRAFT SCHOOL**

Location of Building 3710 SEPULVEDA BOULEVARD
Address 3710 SEPULVEDA BOULEVARD
Section 14th cross street, APPROX. 650' NORTH OF CENTURY BLVD., VENICE

PERMIT ON PROPOSED PLANS.

Purpose of building. STAY PAINTING & WELD REPAIRS

Original (from whom) LOS ANGELES CITY PLANNING DEPARTMENT

Owner's address 1425 SOUTH SAN PEDRO STREET P. O. BOX 108 LOS ANGELES 54

Certified Architect A. S. HICKCOCK, JR. Date Jan 24-1968 Phn. PR 4121

Licensed Engineer J. E. BYENS Date Jan 24-1968 Phn. ST 4-186

Contractor OWNERS Date _____ Phn. _____

Contractor's address _____ Date _____ Phn. _____

Approved by City Engineer _____

Expiry _____

Rooms 3

Floors 1/2

Area 1121

Volume 1121

Height 1121

Weight 1121

Material 1121

Foundation 1121

Roof 1121

Other 1121

Remarks 1121

VALUATION OF PROPOSED WORK

1. **Base of new building** 25' x 40' No. Stories 1 Height to highest point 11'-2" Base loc. 350' x 600'

2. **Material Exterior Walls** 8" BRICK

3. **Interior Walls** 2 1/2" Dry in C. and 1" Width of Wall 8"

4. **Floor** 4" Concrete Slab

5. **Roof** 4" Concrete Slab

6. **Foundation** 12" Concrete

7. **Other** 1121

8. **Remarks** 1121

BOARD OF EDUCATION

Resolution 1121

Remarks 1121

[illegible]

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Other Listings
Review Code
Reviewer
Date

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Page 1 of 1

P1. Other Identifier:
*P2. Location: ☐ Not for Publication ☐ Unrestricted
and (P2b and P2c or P2d. Attach a Location Map as necessary.)
*b. USGS 7.5' Quad:
c. Address: 9775 Airport Blvd
d. UTM: Zone: mE/ mN (G.P.S.)
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)
Parcel# 4124-029-031

*a. County: Los Angeles
T : R :
City: Los Angeles
% of Sec :
B.M. :
Zip: 90045

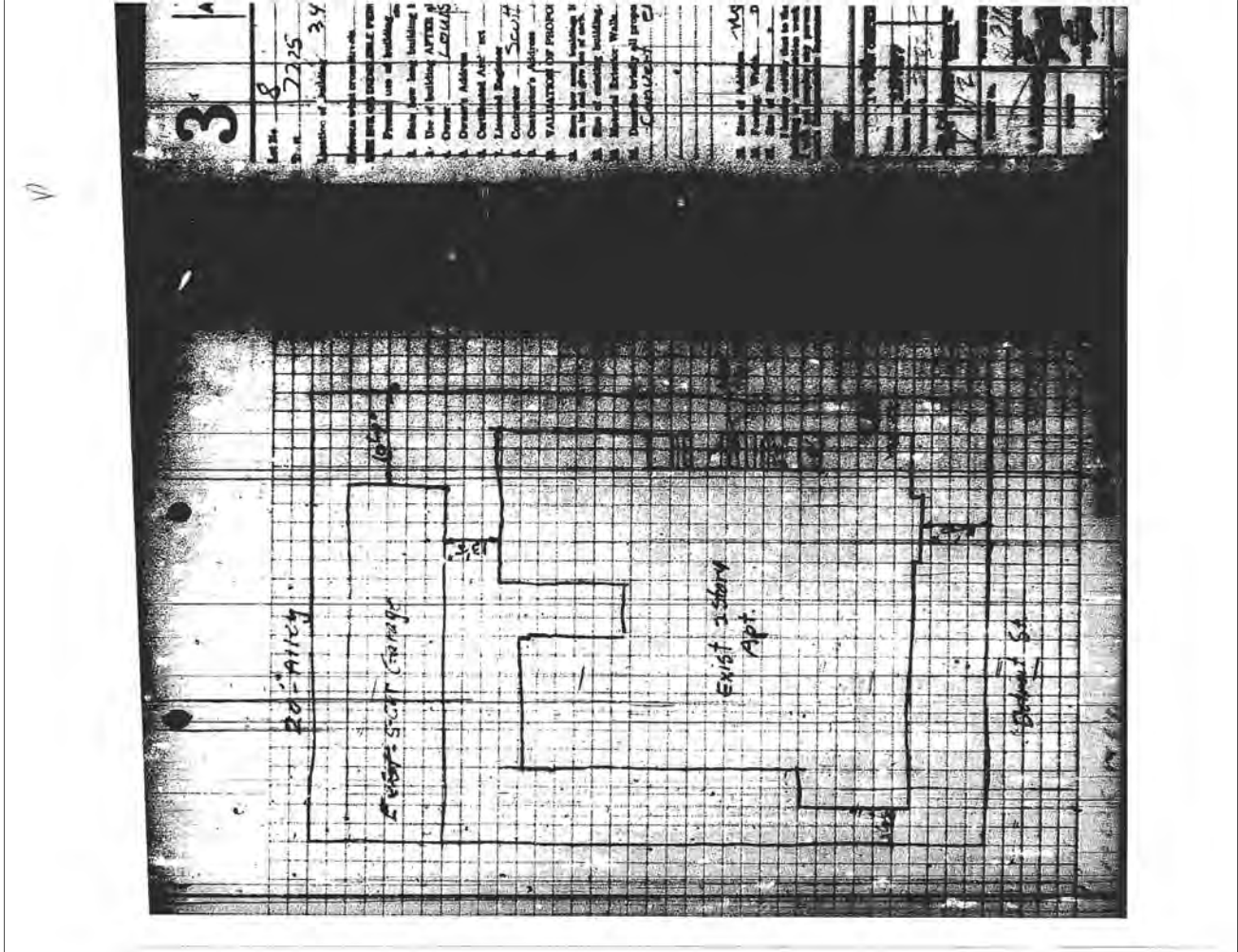
*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries) The property at 9775 Airport Boulevard was constructed in 1954 as a test building for motors. The owner was McCulloch Motors Corp. and the engineer was W.D. Hesser. The building was 40' x 58' and the height was 12'. The building is a large rectangular concrete masonry unit (CMU) building. The southwest side of the building has a tall glazed wall divided into multi-pane rectangular industrial windows with thin steel mullions. The building is currently divided into two uses with the rear (west) serving as a liquor store, and front (east) housing a Budget rental car office (later addition). There is surface parking on the north and west sides of the property. Existing conditions indicate the integrity is low as a result of the additions and various alterations throughout the years to accommodate changes in tenants and uses. The property is not eligible based upon lack of both integrity and architectural/historic merit.

*P3b. Resource Attributes: (List attributes and codes) HP6, HP8
*P4. Resources Present: ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)
P5a. Photo or Drawing (Photo required for buildings, structures, and objects)



*P6. Date Constructed/Age and Sources: ☒ Historic ☐ Prehistoric ☐ Both
1954, permit# 78529 (LADBS)
*P7. Owner and Address:
City of Los Angeles
*P8. Recorded by: (Name, affiliation, and address)
PCR Services Corporation, Inc.
One Venture, Suite 150
Irvine, CA 92618
*P9. Date Recorded: 1/11/2012
*P10. Survey Type: (Describe)
CEQA Assessment

*P11. Report Citation: (Cite survey report and other sources, or enter "none.")
LAX Specific Plan Amendment Study Draft EIR. Prepared by PCR Services Corporation, January 2012.
*Attachments: ☒ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record ☐ Other (List):
DPR 523A (1/95)





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 WEDNESDAY: 9:00 AM to 4:30 PM

Metro	Van Nuys
201, N. Figueroa St. 1st Floor, Room 110 Record Counter Los Angeles, CA 90012	6262 Van Nuys Blvd Record Counter Van Nuys, CA 91401

Assessor Number: BOOK NUMBER: 4124 PAGE NUMBER: 029 PARCEL NUMBER: 031

Document Type	Sub Type	Document Date	Document Number	Reel Batch Frame
BUILDING PERMIT	BLDG-ALTER/REPAIR	9/14/1951	1951 13970	HIST: P1449 001 0084
BUILDING PERMIT	BLDG-NEW	1/25/1954	1954LA78529	HIST: P1503 001 2755
BUILDING PERMIT	BLDG-ALTER/REPAIR	6/17/1954	1954VE10814	HIST: P1523 002 2012
BUILDING PERMIT	BLDG-NEW	2/1/1960	1960VE22157	HIST: P1634 001 0917
BUILDING PERMIT	BLDG-ALTER/REPAIR	7/5/1960	1960LA97385	HIST: P1634 001 0919
BUILDING PERMIT	BLDG-NEW	5/13/1960	1960LA60545	HIST: P1634 001 0921
BUILDING PERMIT	BLDG-ALTER/REPAIR	6/8/1961	1961LA90318	HIST: P1625 002 0966
BUILDING PERMIT	BLDG-ALTER/REPAIR	11/24/1961	1961WL38541	HIST: P1625 002 0969
BUILDING PERMIT	BLDG-DEMOLITION	10/10/1966	1966WL65396	HIST: P2083 002 1333
BUILDING PERMIT	BLDG-ADDITION	7/10/1967	1967LA48919	HIST: P1757 001 1006
BUILDING PERMIT	BLDG-ADDITION	8/10/1970	1970WL82370	HIST: P2101 001 1366

1/20/20

Document Type	Sub Type	Document Date	Document Number	Reel Batch Frame
BUILDING PERMIT	BLDG-NEW	4/8/1947	1947VE80642	HIST: P1408 002 1696
BUILDING PERMIT	BLDG-NEW	4/8/1947	1947VE80643	HIST: P1405 002 1697
BUILDING PERMIT	BLDG-ALTER/REPAIR	9/22/1948	1948VE02971	HIST: P1408 002 1161
BUILDING PERMIT	BLDG-NEW	6/28/1949	1949 08002	HIST: P1424 002 0688
BUILDING PERMIT	BLDG-ALTER/REPAIR	7/7/1952	1952LA35677	HIST: P1461 001 1756
BUILDING PERMIT	BLDG-ALTER/REPAIR	8/7/1961	1961WL37108	HIST: P1625 002 0703
BUILDING PERMIT	BLDG-ALTER/REPAIR	4/28/1955	1955 12666	HIST: P1629 002 4616
BUILDING PERMIT	BLDG-ALTER/REPAIR	4/10/1958	1958VE17910	HIST: P1631 003 1282
BUILDING PERMIT	BLDG-DEMOLITION	5/17/1979	1979WL24184	HIST: P2138 001 1963 HIST: 00000 000 0000
BUILDING PERMIT	BLDG-DEMOLITION	5/17/1979	1979WL24185	HIST: P2138 001 1965 HIST: 00000 000 0000
BUILDING PERMIT	BLDG-DEMOLITION	5/17/1979	1979WL24186	HIST: P2138 001 1967 HIST: 00000 000 0000
BUILDING PERMIT	BLDG-DEMOLITION	5/17/1979	1979WL24187	HIST: P2138 001 1969 HIST: 00000 000 0000
BUILDING PERMIT	BLDG-DEMOLITION	5/17/1979	1979WL24188	HIST: P2138 001 1971 HIST: 00000 000 0000
BUILDING PERMIT	BLDG-DEMOLITION	5/17/1979	1979WL24189	HIST: P2138 001 1973 HIST: 00000 000 0000
BUILDING PERMIT	BLDG-DEMOLITION	5/17/1979	1979WL24190	HIST: P2138 001 1975 HIST: 00000 000 0000
BUILDING PERMIT	BLDG-DEMOLITION	5/17/1979	1979WL24193	HIST: P2138 001 1981 HIST: 00000 000 0000
BUILDING PERMIT	BLDG-DEMOLITION	5/17/1979	1979WL24196	HIST: P2138 001 1987 HIST: 00000 000 0000
BUILDING PERMIT	BLDG-DEMOLITION	5/17/1979	1979WL24197	HIST: P2138 001 1989 HIST: 00000 000 0000
BUILDING PERMIT	BLDG-DEMOLITION	5/17/1979	1979WL24198	HIST: P2138 001 1991 HIST: 00000 000 0000
BUILDING PERMIT	BLDG-DEMOLITION	5/17/1979	1979WL24199	HIST: P2138 001 1993 HIST: 00000 000 0000
CERTIFICATE OF OCCUPANCY		10/30/1949	1949LA08002	HIST: O283 2 1532
CERTIFICATE OF OCCUPANCY		12/19/1963	1963LA43347	HIST: O283 2 1550
CERTIFICATE OF OCCUPANCY		1/9/1962	1961WL37108	HIST: O283 2 1590
BUILDING PERMIT	BLDG-DEMOLITION	5/17/1979	1979WL24199	HIST: P2138 001 1993 HIST: 00000 000 0000

1/20/20

Address of Building **9725 Airport Boulevard**

CITY OF LOS ANGELES

Certificate of Occupancy



NOTE: Any change of use or occupancy must be approved by the Department of Building and Safety. This certifies that, so far as ascertained by or made known to the undersigned, the building at above address complies with the applicable requirements of the Municipal Code, as follows: Ch. 1, as to permitted use; Ch. 9, Arts. 1, 3, 4, and 5; and with applicable requirements of State Housing Act,—for following occupancies:

Issued **6-23-61** Permit No. and Year **LA90318/61**

One story, type IV, 20' x 19' canopy addition to existing 40' x 40' type V, building. G-1 occupancy.

Owner **Budget Rent-A- Car**
 Owner's Address **9725 Airport Boulevard
 Los Angeles 45, California**

J C MOHRING, Superintendent of Building—By, R.H. GROVERMAN_eh

Form B-95a—(R-37)

CITY OF LOS ANGELES

Certificate of Occupancy

NOTE: Any change of use or occupancy must be approved by the Department of Building and Safety.



Issued **May 18, 1960**
 Address of Building **9725 Airport Blvd.**
 Permit No. and Year **LA60545/60**

This certifies that, so far as ascertained by or made known to the undersigned, the building at above address complies with the applicable requirements of the Municipal Code, as follows: Ch. 1, as to permitted use; Ch. 9, Arts. 1, 3, 4, and 5; and with applicable requirements of State Housing Act,—for following occupancies:

Car rental lot - use of land only.

Owner **Budget-Rent-A-Car**
 Owner's Address **9725 Airport Blvd.
 Los Angeles 45, California**

R.H. GROVERMAN dm

Address of
Building

9725 Airport Boulevard

CITY OF LOS ANGELES

CERTIFICATE OF OCCUPANCY

NOTE: Any change of use or occupancy must be approved by the Department of Building and Safety. This certifies that, so far as ascertained by or made known to the undersigned, the building at the above address complies with the applicable requirements of the Municipal Code, as follows: Ch. 9, Arts. 1, 3, 4, and 5, and with applicable requirements of State Housing Law—for following occupancies:

Issued: 7-13-71

Permit No. and Year

WLA82370/70

A One-Story, Type V, 20' x 20' storage canopy
attached to rental office. G-1 Occupancy

Owner

McCulloch Motors Corp.

Owner's

6101 West Century Boulevard

Address

Los Angeles, California

Form B-95B—AM Sals—8-70 (C-10)

By R. A. GREGORY:dl

Address of
Building

9725 Airport Boulevard

CITY OF LOS ANGELES

CERTIFICATE OF OCCUPANCY

NOTE: Any change of use or occupancy must be approved by the Department of Building and Safety. This certifies that, so far as ascertained by or made known to the undersigned, the building at the above address complies with the applicable requirements of the Municipal Code, as follows: Ch. 9, Arts. 1, 3, 4, and 5, and with applicable requirements of State Housing Act—for following occupancies:

Issued: 9-1-67

Permit No. and Year

LA 48919/67

A one-story, Type IV, 10' x 14'6" canopy
added to the west side of a nonconforming,
one-story, Type V, 35' x 35' auto rental office.
G-1 Occupancy

File No. X25341

Owner

Budget-Rent-A-Car

Owner's

9725 Airport Boulevard

Address

Los Angeles, California 90045

Form B-95B—IM Sheet Sals—3-67 (C-10)

By E. E. SPITZER:cb



Address of Building
5919 W. 98th Street
CITY OF LOS ANGELES
CERTIFICATE OF OCCUPANCY

NOTE: Any change of use or occupancy must be approved by the Department of Building and Safety. This certifies that, so far as ascertained by or made known to the undersigned, the building at the above address complies with the applicable requirements of the Municipal Code, as follows: Ch. 3, Arts. 1, 3, 4, and 5, and with applicable requirements of State Housing Law—for the following occupants:

Permit No	Year	Permit No and Year
5-21-75	75	A750/7.4

Convert 46" x 80" portion of existing one story,
Type III-B, 100" x 200", office, store and
storage building to liquor store, G-1/G-2 occupancy.
Aff. 36592

Owner

Owner's
Address

Form B-95b—2M Sets—5374 (C-10) 4-2-23 R 5-23 M 9-25 F 3-2

W. A. R. MENDENHALL:wm

\$

[illegible]

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Other Listings
Review Code

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Reviewer

Date

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Other Listings
Review Code
Reviewer
Date

Page 1 of 1
*Resource Name or #: 6286 W 96th

P1. Other Identifier:

*P2. Location: ☐ Not for Publication ☐ Unrestricted

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad:

c. Address: 6286 W 96th

d. UTM: Zone:

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

Located at the southeast corner of West 96th Street and South Sepulveda. Parcel# 4124-025-049.

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries) The property at 6286 W 96th was originally a filling station designed by the architects Armet and Davis in 1951. The licensed engineer was Joseph Shekett and the contractor was Marlow Burns Davis Company. The building has a concrete floor, concrete block exterior walls, flat roof, rectangular plan, and simplified Streamline Moderne style details that include the awning above the northwest corner and the horizontal grooves below the roofline. The property is now used as a storage facility for a rental car company. Existing conditions reflect numerous recent alterations and updates to the building. Alterations include the application of a faux rock veneer to the exterior walls, alteration of doors and door openings and the replacement and boarding of windows. The building lacks integrity. Not eligible based upon lack of both integrity and architectural/historic merit.

*P3b. Resource Attributes: (List attributes and codes) HP6

*P4. Resources Present: ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)



*P6. Date Constructed/Age and

Sources: ☒ Historic

☐ Prehistoric

1951, permit#11398 (LADBS)

*P7. Owner and Address:

City of Los Angeles

*P8. Recorded by: (Name,

affiliation, and address)

PCR Services Corporation, Inc.

One Venture, Suite 150

Irvine, CA 92618

*P9. Date Recorded: 1/20/2012

*P10. Survey Type: (Describe)

CEQA Assessment

*P11. Report Citation: (Cite survey report and other sources, or enter "none.")
LAX Specific Plan Amendment Study Draft EIR. Prepared by PCR Services Corporation, January 2012.

*Attachments: ☒ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record ☐ Other (List):

DPR 523A (1/95)

*Required information

nent Search : Summary Report

Page 1



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MONDAY, TUESDAY, THURSDAY, FRIDAY: 7:30 AM to 4:30 PM
WEDNESDAY: 9:00 AM to 4:30 PM

Metro	Van Nuys
201, N. Figueroa St.	6262 Van Nuys Blvd
1st Floor, Room 110	Record Counter
Record Counter	Van Nuys, CA 91401
Los Angeles, CA 90012	

Assessor Number: BOOK NUMBER: 4124 PAGE NUMBER: 025 PARCEL NUMBER: 049

Document Type	Sub Type	Document Date	Document Number	Reel Batch Frame
BUILDING PERMIT		6/29/1942	1942VE80920	HIST: P1358 003 0835
BUILDING PERMIT	BLDG-NEW	1/11/1946	1946 80096	HIST: P1393 001 1703
BUILDING PERMIT	BLDG-NEW	2/14/1946	1946 80328	HIST: P1393 001 2167
BUILDING PERMIT	BLDG-NEW	6/26/1951	1951LA11398	HIST: P1448 002 0064
BUILDING PERMIT	BLDG-ALTER/REPAIR	10/11/1951	1951VE02450	HIST: P1455 002 2238
BUILDING PERMIT	BLDG-ALTER/REPAIR	3/10/1952	1952LA27203	HIST: P1458 001 2088
BUILDING PERMIT	BLDG-ALTER/REPAIR	2/9/1953	1953VE07269	HIST: P1500 002 1855

96005. Spelled
(1950)
Gos. Stok
Armet + Davis

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Other Listings
Review Code
Reviewer
Date

Page 1 of 1

*Resource Name or #: 5520 Arbor Vitae Street

P1. Other Identifier:
*P2. Location: ☐ Not for Publication ☐ Unrestricted
(P2b and P2c or P2d. Attach a Location Map as necessary.)
*b. USGS 7.5' Quad:
c. Address: 5520 Arbor Vitae Street
d. UTM: Zone: ; mE/ mN (G.P.S.)
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)
Parcel# 4128-002-902, located at the southwest corner of Arbor Vitae and Isis Avenue

*a. County: Los Angeles
City: Los Angeles
T : R :
% of Sec : M.D.
B.M.
Zip: 90045

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
The Postwar Modern commercial property at 5520 Arbor Vitae Street was originally designed for an adult training school. The engineer was George Novikoff, the contractor was Co-ordinated Construction, and the owner was Cal Avitron Inc. The property is comprised of a building, rear ancillary building, surface parking lot, grass field, and basketball courts. The two-story Postwar Modern building (5520 Arbor Vitae) has a rectangular 65' by 70 feet footprint sited on a 280' by 164' lot. The primary elevation facing Arbor Vitae Street has two stories of horizontally-aligned rows of aluminum slider ribbon windows, two entrances, brick veneer applied to the western portion of the elevation, and a brick planter running the length of the building. The two entrances, one in the middle of the ground floor and the other on the edge of the west end of the building. The doors are double glazed doors with aluminum frames and mullions. The building appears to have good integrity. The property is not eligible for historic designation at the federal, state, or local level based upon lack of architectural and/or historic merit.

*P3b. Resource Attributes: (List attributes and codes) HPS

*P4. Resources Present: ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)
P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)
P5b. Description of Photo: (View, date, accession #)
View to South, North Elevation

*P6. Date Constructed/Age and Sources: ☒ Historic
☐ Prehistoric
1956, permit# 55620 (LADBS)

*P7. Owner and Address:
Private

*P8. Recorded by: (Name, affiliation, and address)
PCR Services Corporation, Inc.
One Venture, Suite 150
Irvine, CA 92618

*P9. Date Recorded: 1/20/2012

*P10. Survey Type: (Describe)
CEQA Assessment

*Required information



*P11. Report Citation: (Cite survey report and other sources, or enter "none.")
LAX Specific Plan Amendment Study Draft EIR. Prepared by PCR Services Corporation, January 2012.

*Attachments: ☒ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record ☐ Other (List):
DPR 523A(1/95)

nent Search : Summary Report

Page 1



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COUNTER HOURS

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201, N. Figueroa St. 1st Floor, Room 110 Record Counter Los Angeles, CA 90012	6262 Van Nuys Blvd Record Counter Van Nuys, CA 91401

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Document Type	Sub Type	Document Date	Document Number	Reel Batch Frame
RANGE FILE	MISCELLANEOUS	5/10/1954		HIST: R0010 001 0007
RANGE FILE	MISCELLANEOUS	5/10/1954		HIST: R0010 001 0010
RANGE FILE	MISCELLANEOUS	5/10/1954		HIST: R0010 001 0013
GRADING	SOILS & GEOLOGY FILE	3/14/1956		HIST: G0026 009 0017
BUILDING PERMIT	BLDG-NEW	3/27/1956	1958LA55620	HIST: P1630 001 0258
GRADING	DEPARTMENT LETTER	5/14/1956		HIST: G0026 009 0016
BUILDING PERMIT	BLDG-ALTER/REPAIR	11/28/1956	1958LA58957	HIST: P1630 001 0260
BUILDING PERMIT	BLDG-ALTER/REPAIR	12/19/1956	1958LA60441	HIST: P1630 001 0262
BUILDING PERMIT	BLDG-NEW	1/22/1957	1957VE16171	HIST: P1631 001 0293
CERTIFICATE OF OCCUPANCY		5/6/1957	1958LA55620	IDIS: O0599 02793 0000 HIST: O106
CERTIFICATE OF OCCUPANCY		5/6/1957	1958LA58957	IDIS: O0599 02793 0000 HIST: O106
CERTIFICATE OF OCCUPANCY		5/6/1957	1958LA60441	IDIS: O0599 02793 0000 HIST: O106
CERTIFICATE OF OCCUPANCY		5/6/1957	1957VE16171	IDIS: O0599 02794 0000 HIST: O106
BUILDING PERMIT		3/12/1981	1981WL34850	HIST: 00000 000 0000
RANGE FILE	MISCELLANEOUS	7/22/1993		HIST: M0859 006 0249
RANGE FILE	MISCELLANEOUS	8/9/1993		HIST: M0860 001 0116
RANGE FILE	MISCELLANEOUS	11/15/1993		HIST: M0880 004 0204

1/20/2012

Document Type	Sub Type	Document Date	Document Number	Reel Batch Frame
BUILDING PERMIT	ALTERATION	4/12/1994	1994LA16912	HIST: P0444 004 0312 HIST: P0453 001 0180
BUILDING PERMIT	NEW CONSTRUCTION	12/8/1994	1994WL22760	HIST: P0502 002 0123
PLAN MAINTENANCE		3/28/1995	1995LA33167	HIST: J0815 001 0182
BUILDING PERMIT	ALTERATION	3/28/1995	1995LA33167	HIST: P0519 007 0226
BUILDING PERMIT	DEPT ERROR	5/25/1995	1995LA35970	HIST: P0530 008 0469
RANGE FILE	MISCELLANEOUS	6/7/1995		HIST: M0955 001 0052
CERTIFICATE OF OCCUPANCY		3/21/1996	1995LA33167	IDIS: Q0593 01231 0000 HIST: M0950 006 0115
CERTIFICATE OF OCCUPANCY		3/21/1996	1995LA35970	IDIS: Q0593 01231 0000 HIST: M0950 006 0115

1/20/20

[illegible]

Form B-954a

CITY OF LOS ANGELES

Certificate of Occupancy

NOTE: Any change of use or occupancy must be approved by the Department of Building and Safety.

May 6, 1957

Address of Building

LA 55620, 60441 & 58957-1956

Permit No.
and Year

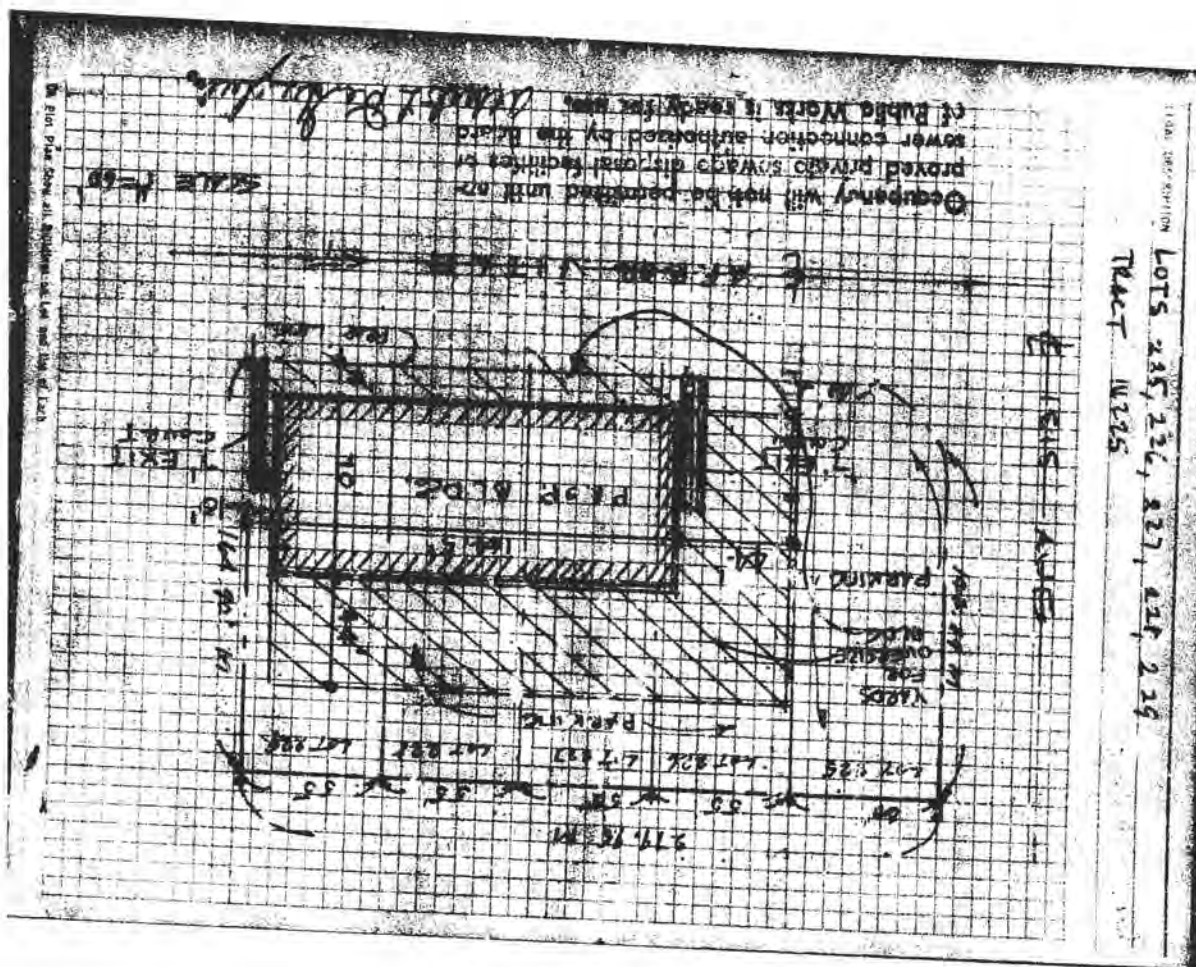
This certificate that, so far as ascertained by or made known to the undersigned, the building at above address complies with the applicable requirements of the Municipal Code, as follows: Ch. 1, 2, 3, 4, and 5; and with applicable requirements of State Building Act—for following occupancies:

Two-story, Type 111B, 16'4"x70' Offices and School, 345 occupants; B-2/G Occupancies



G. E. MORRIS,
Superintendent of Building

By R. H. GLOVERMAN—dh—



LOTS 285, 226, 227, 228, 229
TRACT 14325

CITY OF LOS ANGELES
CERTIFICATE OF OCCUPANCY

☒ This certifies that, so far as ascertained or made known to the undersigned, the vacant land, building or portion of building described below and located at the address complies with the applicable construction requirements (Chapter 9) and/or the applicable zoning requirements (Chapter 1) of the Los Angeles Municipal Code for the use, or occupancy group in which it is classified.* (Non-Residential Uses)

☐ This certifies that, so far as ascertained by or made known to the undersigned, the building or portion of building described below and located at the above address complies with the applicable requirements of the Municipal Code, as follows: Ch. 9, Arts. 1, 3, 4, and 5; and with applicable requirements of State Housing Law¹ for occupying spaces * (Residential Uses)

95LA33167 & 95LA35970

CHANGE USE AND OCCUPANCY OF EXISTING 2 STORY, TYPE V-N,
70' X 164' B2 OCCUPANCY OFFICE BUILDING TO E-1 OCCUPANCY
SCHOOL (THRU 12TH GRADE).

NOTE: 2ND FLOOR ROOMS DO NOT PERMIT KINDERGARTEN, FIRST AND SECOND GRADE PUPILS.

MAX OCC.-710
(PRE 1996 CODE)

ZI1874, ZI10093, AHA, AFF66674

Total Parking Required **NC** 4132 **55**
☐ No Change in Parking requirement.

Total Parking Provided _____ = Standard _____ + Compact _____ + Disabled _____

* ALSO SUBJECT TO ANY AFFIDAVITS OF BUILDING AND ZONING CODE MODIFICATIONS WHETHER LISTED ABOVE OR NOT.

Issued By / O WLA
LA-VN-WLA-SP-C.D. # 6
Division: GLMS-MSS-EQ-BMI-COMM

owner
WESTCHESTER NEIGHBORHOOD SCHOOL

Owner's Address 5520 ARBOR VITAE ST
LA, CA 90045

Issued: 3/21/96 By: RS:AH:mf

08-B-95A (R, 11/89)

