Appendix

LAX Master Plan Supplement to the Draft EIS/EIR

S-G. Supplemental Section 106 Report

June 2003

Prepared for:

Los Angeles World Airports

U.S. Department of Transportation
Federal Aviation Administration

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OVERVIEW SUMMARY

The City of Los Angeles World Airports (LAWA) proposes to further develop Los Angeles International Airport (LAX) to meet existing and forecasted demand for air transportation services. The City of Los Angeles and the Federal Aviation Administration (FAA) completed a Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the LAX Master Plan which was published on January 18, 2001 for public review and comment. At that time, the proposed LAX Master Plan included four alternatives: No Action/No Project; Alternative A Fifth Runway, North Airfield; Alternative B - Fifth Runway, South Airfield; and Alternative C - Four Runways. As a result of public input received during the comment period for the Draft EIS/EIR and additional study and refinement, an additional alternative for the LAX Master Plan, Alternative D - Enhanced Safety and Security Plan, has been formulated. This Supplemental Section 106 Report assesses the potential effects Alternative D may have on historic/architectural and/or archaeological/cultural resources. Potential effects of Alternatives A, B, and C on historic/architectural and/or archaeological/cultural resources are detailed in the Section 106 Report included as Appendix I of the Draft EIS/EIR.

Alternative D would not add runways to the airfield. Alternative D would provide a new landside GTC north of Century Boulevard and south of Arbor Vitae between Aviation and La Cienega Boulevards. An ITC with connection to the MTA Green Line would be located north of Imperial Highway and east of Aviation Boulevard. The GTC, ITC, and Central Terminal Area (CTA) would be connected via an Automated People Mover (APM) system. Runway 24L would be moved south to allow a parallel taxiway to be constructed between the north runways in order to reduce the potential for runway incursions. A linear concourse would replace existing Terminals 1, 2 and 3, necessitated by the southerly relocation of Runway 24L. The relocation of gate spaces to the west of TBIT is also included under Alternative D. A consolidated rental car facility would be constructed on LAWA's current Lot "C" property. The LAX Northside development project, consisting of approximately 358 acres of airport owned land, would be developed pursuant to the provisions of Final Tract Map 34836.

Within the Area of Potential Effects (APE) defined for this Supplemental Section 106 Report, three historic properties were identified as having historical associations and/or architectural significance that met National Register of Historic Places (National Register) criteria. One additional property, Hangar One, is currently listed on the National Register. Based on evaluation of Alternative D, no effects on these historic properties would occur. As distinguished from Alternatives A, B and C, Alternative D does not include the LAX Expressway. Therefore, the APE assessed in this report does not include the Centinela Adobe or Randy's Donuts, and no effects on these two historic properties would occur.

Within the APE, one known prehistoric archaeological resource was identified as having the potential to yield important information at the National Register level. Additionally, records searches, relevant literature received and reviewed, and overall survey results indicate that the likelihood of discovering potentially significant archaeological/cultural resources within or near the airport is relatively high. This conclusion suggests unanticipated discoveries of archaeological/cultural resources may occur from construction-related activities associated with the LAX Master Plan project. The disturbance or destruction of potentially significant undiscovered archaeological resources by these activities (grading and excavation) has been identified as an effect, however, conditions imposed on construction-related activities would mitigate potential impacts on known and undiscovered archaeological resources.

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1. INTRODUCTION

Historic and archaeological properties that are listed in or are eligible for the National Register, and which may be affected directly or indirectly by an undertaking (project) by a Federal agency, are given a measure of protection by federal law, primarily the National Historic Preservation Act of 1966 (NHPA), as amended, and its implementing regulations 36 CFR 800.

Under the authority of Section 106 of the NHPA, the Federal Aviation Administration (FAA), prior to the expenditure of federal funds or issuance of a license or permit for an undertaking, must take into account the effect the undertaking may have on properties listed in or are eligible for inclusion in the National Register. This document was prepared in accordance with the requirements of Section 106 of the NHPA; and FAA's Order 5050.4A, the *Airport Environmental Handbook*. This Supplemental Section 106 document builds upon information contained within an initial Section 106 report that identified and evaluated potential historic properties located within the LAX Master Plan's Area of Potential Effects (APE). This Supplemental Section 106 Report reports the findings of survey work performed to identify potential historic/architectural and/or archaeological/cultural resources within the areas associated with Alternative D. The purpose of this document is to support FAA's request for concurrence from the California State Historic Preservation Officer (SHPO) with the FAA's determination of eligibility and non-eligibility of those properties within the APE for inclusion into the National Register and the proposed undertaking's effect on those properties pursuant to 36 CFR 800.4 and 36 CFR 800.5 (Finding of No Adverse Effect). Section 106 consultation between FAA and SHPO is currently ongoing and the results of concurrence will be incorporated into the LAX Master Plan Final EIS/EIR.

1.1 Project Description

LAX is located in the southwest portion of Los Angeles County, adjacent to the Santa Monica Bay and fourteen miles southwest of downtown Los Angeles (see Map 1, Project Vicinity and Location). The airport is bounded on the north by the communities of Westchester and Playa del Rey (both within the City of Los Angeles); on the south by Imperial Highway, the City of El Segundo, and the community of Del Aire (in unincorporated Los Angeles County); on the east by Aviation Boulevard, the City of Inglewood, and the community of Lennox (also in unincorporated Los Angeles County); and on the west by Vista del Mar Boulevard, adjacent to the Pacific Ocean.

The following provides a summary of the additional alternative formulated for the Supplement to the Draft EIS/EIR:

- **Alternative D - Enhanced Safety and Security Plan**. As documented in the Draft EIS/EIR and Draft LAX Master Plan, Alternative C was identified as LAWA's staff-preferred alternative. Based on public comments, the events of September 11, 2001, and the direction from the Mayor of Los Angeles, Alternative D was specifically designed to address the desire for a more 'regional' approach as well as accommodating safety and security features required by current regulations and anticipated in future regulations. Alternative D is now the LAWA staff-preferred alternative. The Federal Aviation Administration has not yet identified its preferred alternative and, in accordance with its regulations, the FAA will identify a preferred alternative in the Final EIS/EIR.

  As shown in **Figure S1**, Alternative D - Enhanced Safety and Security Plan, enhanced airfield safety would be achieved through airfield facility modifications that would mitigate the primary causes of runway incursions at LAX. The number of runways would stay the same at four. Two existing runways would be moved, two runways would be lengthened, and all runways further separated from one another to improve operational efficiency and safety.

  Alternative D would encourage a long-term regional approach to serving air traffic demand in the Los Angeles basin by designing facilities at LAX to accommodate passenger and cargo activity levels equivalent to the No Action/No Project Alternative activity level.

  Alternative D would enhance security by limiting access by private vehicles to the main airport infrastructure to reduce the risk to airport users. The public parking structures in the CTA would be relocated and would be replaced by new centralized passenger terminals. The existing Terminals 1 through 7 and the TBIT would be reconfigured and a new north/south linear concourse and a West Satellite Concourse would be built.

A new GTC and an ITC would be constructed east of Aviation Boulevard and would be the primary access points for all passenger drop-off and pick-up and vehicle parking. Passengers and employees would access the CTA via an APM system from new GTC, ITC and consolidated Rental Car Facilities (RAC). Intersection improvements would be made to the off-airport transportation network to accommodate the shift in traffic patterns from the CTA to the GTC and ITC areas. Some cargo facilities would be modified under Alternative D, with the overall square footage being equivalent to the No Action/No Project Alternative.

Alternative D would require the acquisition of approximately 77 acres of property, the least amount of land acquisition of all the proposed alternatives. The 340-acre, LAX Northside project described in the No Action/No Project Alternative that is currently entitled for 4.5 million square feet of development, would be developed for Alternative D; however, under Alternative D, the existing trip cap that exists for LAX Northside would be reduced to limit vehicle trips to a level comparable to that associated with the 2.6 million square-foot Westchester Southside development proposed under Alternatives A, B, and C.

1.1.1 Related LAX Master Plan

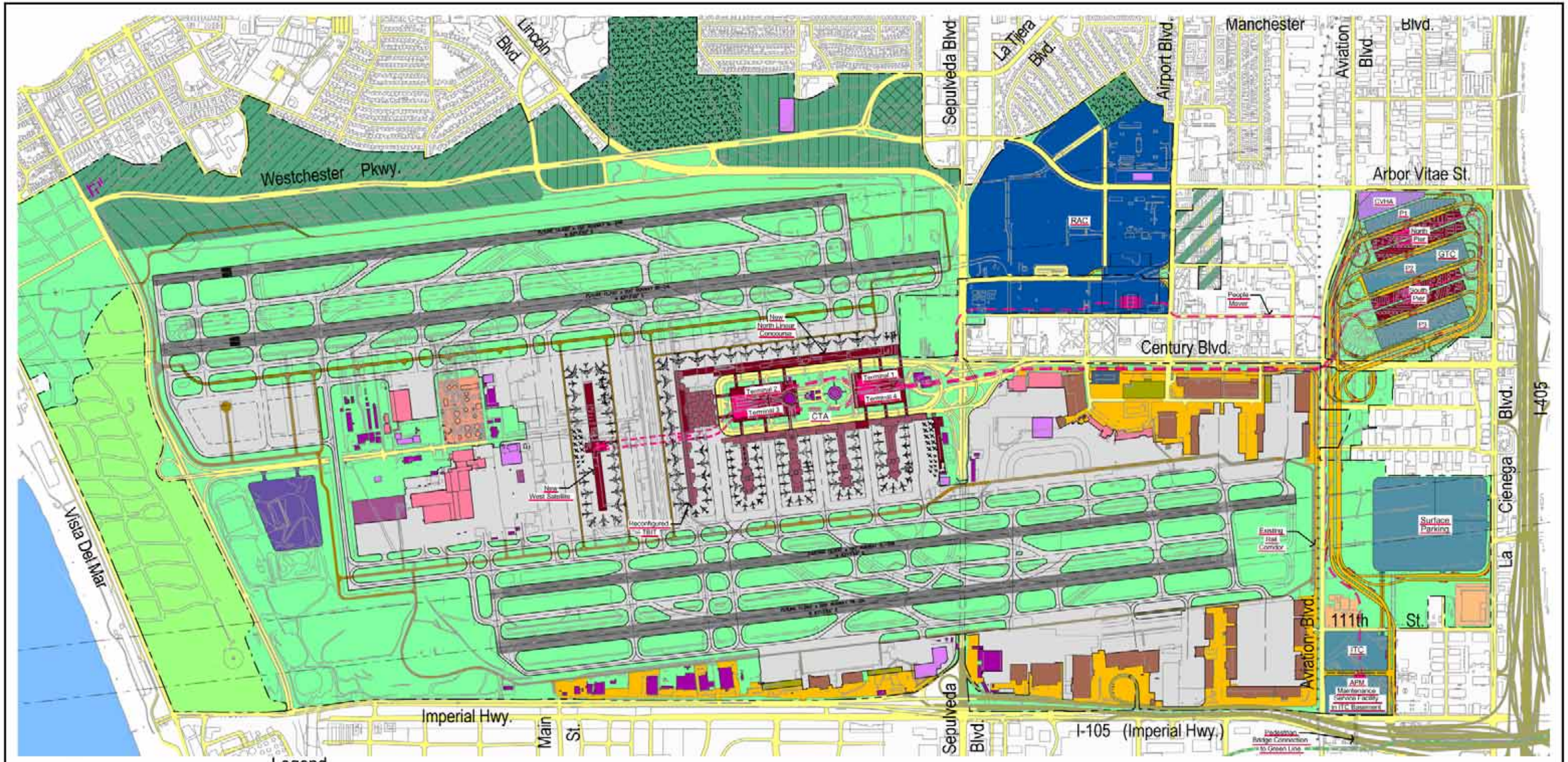
The purpose and objectives of the Los Angeles International Airport Master Plan are to provide, in a safe and environmentally sound manner that is compatible with surrounding land uses, sufficient airport capacity for passengers and freight in the Los Angeles metropolitan area to sustain and advance the economic growth and vitality of the Los Angeles region.

Federal funding for airfield and other public-use improvements may be requested from the Airport Improvement Program, a federal grant-in-aid program authorized by the Airport and Airway Improvement Act of 1982, as amended (recodified as Title 49 USC 47107 et seq.), administered by the FAA and financed from the Aviation Trust Fund. FAA approval may also be requested for authority to use Passenger Facility Charges collected by the airlines directly from passengers using LAX.

The FAA and the City previously identified three Master Plan alternatives: Alternative A, Alternative B, and Alternative C as representative of the range of reasonable, prudent, and feasible alternatives for LAX. The No Action/No Project Alternative required under the National Environmental Policy Act (NEPA), and the California Environmental Quality Act (CEQA) focuses on minor improvements that are currently approved or in the planning stages. The FAA and City of Los Angeles prepared a Draft EIS/EIR to identify the potential environmental effects associated with the implementation of these alternatives. The FAA and City of Los Angeles have subsequently prepared a Supplement to the Draft EIS/EIR to evaluate a fourth alternative, Alternative D.

The following provides a summary of the No Action/No Project Alternative and the four build alternatives:

- No Action/No Project Alternative. New development would be limited to projects with existing environmental approval or projects in the airport's capital improvement.
- Alternative A -Added Runway North. A new runway would be added to the north airfield complex. Existing runways would be lengthened and further separated from one another. New roadways, cargo facilities, and passenger terminal uses would be developed.
- Alternative B - Added Runway South. A new runway would be added to the south airfield complex and other runways would be lengthened and separated from one another. New roadways, cargo facilities, and passenger terminal uses would be developed.
- Alternative C - No Additional Runway. The existing four runways would be lengthened and further separated from one another. New roadways, cargo facilities, and passenger terminal uses would be developed, but the terminal facilities would be less extensive than under Alternative A and/or B.



LAX Master Plan - Supplement to the Draft EIS/EIR

Alternative D - 2015 Enhanced Safety and Security Plan

Figure
S1

1.2 Historic/Architectural and Archaeological/Cultural Resources

A historic property (or resource) is defined as any prehistoric or historic building, site, district, structure, or object that is significant in American history, architecture, engineering, archaeology, and/or culture and is included in or eligible for the National Register.[1] This term includes, for the purposes of NHPA, artifacts, records, and remains that are related to and located within such properties. The term "eligible for inclusion in the National Register" includes both properties formally determined as such by the Keeper of the National Register and all other properties that meet the National Register criteria. In addition, a property eligible for the National Register is usually over 50 years of age, unless the property exhibits exceptional significance as defined by National Register Criterion Consideration G.

1.2.1 Definition of Area of Potential Effects (APE)

Taking into account the effects an undertaking may have on properties listed or eligible for listing in the National Register begins with the identification of the undertaking's Area of Potential Effects (APE). The APE is defined as "the geographic area or areas within which an undertaking may directly or indirectly cause changes to the character or use of historic properties, if any such properties exist.[2]" Such changes may include: (a) the destruction of all or part of a property; (b) the isolation of a property or changes in its setting; (c) the introduction of visual, audible, and/or atmospheric elements that can affect those characteristics that make the property eligible for or listed in the National Register; or (d) the transfer, lease, or sale of a historic property.

A composite APE was established in consultation with the FAA for the initial LAX Master Plan project (See Section 106 Report, January 2001 - PCR Services Corporation). This APE included land presently owned by LAWA and parcels that would be acquired by LAWA and improved as part of the development programs associated with proposed master plan Alternatives A, B, and C. In addition, to further assess potential indirect impacts on historic properties, this APE included, as a result of the project, several isolated areas that would, due to aircraft noise, be newly exposed to 65CNEL noise levels or to increases of 1.5dB within the 65CNEL contour.

Because the area encompassing Alternative D is within the composite APE previously established for Alternatives A, B, and C, the APE boundary remains the same and is in part based on anticipated direct and indirect effects the proposed project may have on identified historic properties. The APE also includes all locations associated with the proposed project that would result in the direct alteration and disturbance of surface and/or subsurface soils that contain or may have the potential to contain archaeological/cultural resources. (See Maps Section for Composite APE boundary illustration). Additionally, a separate APE was established which covered those areas affected under Alternative D only. (See Maps Section for Alternative D 2015 - Area of Potential Effects.)

1.2.2 Historic and Archaeological Research and Field Methods

Project research methods to determine the existence of archaeological/cultural and historic/architectural resources included archival research, pedestrian field investigations, architectural reconnaissance-level surveys, and consultation with the National American Heritage Commission and the California Office of Historic Preservation (OHP). A records search was conducted in May 1995 by the South Central Coastal Information Center (SCCIC) to identify previously surveyed areas and recorded prehistoric and historic resources within the APE. Updated searches were conducted at the SCCIC in August 1997 and May 2000, covering the APE boundary. These searches included a review of relevant site records, reports, vintage maps, the National Register of Historic Places list, the California Register of Historical Resources Inventory, the California Points of Historical Interest, the listing of California Historical Landmarks in the region, the City of Los Angeles's Historic-Cultural Monuments listing, completed inventory forms and records, and relevant survey reports. The records searches are contained in the Appendices of this report.

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1 National Park Service, National Register Bulletin 24-Guidelines for Local Surveys: A Basis for Preservation Planning, p. 2.

2 36 CFR 800.16(d).

Building on information collected for the initial Section 106 Report (January 2001), recent field survey work, research, and evaluations covering the areas associated with Alternative D were conducted by PCR Services Corporation (PCR) in December 2002. Several types and degrees of pre- and post-field research were conducted as part of this new study, including a windshield survey, building permit reviews, tax assessor research, Sanborn map assessments, and literature searches. The survey examined areas where the proposed alternative would result in: (a) the physical destruction of or damage to all or part of an identified historic property; (b) the alteration of an identified historic property; (c) the removal of the identified historic property from its historic location; (d) the change of the character of an identified historic property's use or physical features within the property's setting that contribute to its historic significance; (e) the introduction of visual, atmospheric, or audible elements that diminish the integrity of an identified historic property's significance features; and (f) the transfer, lease, or sale of an identified historic property.[3] No new properties were identified. Those properties previously identified as potentially significant were recorded on the appropriate State Inventory Forms (DPR 523 forms) as part of the initial Section 106 process.

1.3 Public Participation

In accordance with 36 CFR 800.2, a federal agency "may use the agency's procedures for public involvement under the National Environmental Policy Act (NEPA) or other program requirements in lieu of public involvement requirements of Subpart B of the Section 106 Process." Accordingly, Section 106 public participation efforts covering prehistoric and historic resources have been initiated in association with the EIS/EIR study and to date have included conducting a number of public scoping meetings, public workshops, issuance of a Notice of Intent/Notice of Preparation for the EIS/EIR, media coordination, agency coordination, and the public distribution of project-related information. Material relevant to Section 106 and the identification and assessment of historic properties has been distributed to interested parties and agencies that included the State Historic Preservation Officer (SHPO), the City of Los Angeles Cultural Heritage Commission, the City of Los Angeles Cultural Affairs Department, the Los Angeles Conservancy, etc. The Native American Heritage Commission (NAHC) has been contacted directly for assistance in reviewing the Sacred Lands File for the presence of cultural resources and/or materials within the APE, and for developing a Most Likely Descendent (MLD) contact list to further assist coordination of the public participation process. Additional opportunities for public participation will occur when public meetings and hearings are held in conjunction with circulation of the Supplement to the Draft EIS/EIR. Any relevant comments received will be included in the final NEPA/CEQA documentation.

2. INVENTORY AND EVALUATION OF HISTORIC PROPERTIES

2.1 Historic/Architectural Resources

2.1.1 Historic Context

Los Angeles International Airport (LAX)

Rancho Sausal Redondo Becomes Mines Field (1837-1928). The area now occupied by the Los Angeles International Airport was once grazing land for sheep and cattle. During California's Rancho period, when the Mexican governors of Alta California gave large tracts of land to retired soldiers and others, Antonio Ygnacio Avila settled nearby and let his livestock loose to forage on the grassland that ran west to the sand dunes bordering the Pacific. Avila called his holdings the Rancho Sausal Redondo and the land, extending from the coast inland to what is now Inglewood between present day Playa del Rey and Redondo Beach, was officially given to him by the Mexican government in 1837. In 1868, ten years after the death of Avila, the property passed to Sir Robert Burnett as settlement for debts accumulated by the Avila family. Burnett linked this newly acquired acreage with a large parcel he had previously purchased in the vicinity of what is now Inglewood and called the combined holdings Rancho Centinela. Five years later Burnett, faced with failing health, returned to his native Scotland. Daniel Freeman, a Canadian lawyer, leased the land and eventually purchased the entire ranch. In 1887, in the

[3] 36 CFR 800.5(a)(2).

midst of the Southern California real estate boom, Freeman sold a portion of his land; this was subdivided and platted to form the new town of Inglewood. A Los Angeles man, Andrew Bennett, leased 2,000 acres of Freeman's land in 1889 (or 1894-accounts vary) to plant lima beans, barley, and wheat. He eventually increased his leasehold to 3,000 acres. This area became known as the Bennett Rancho. It was here, on lands tended by vaqueros, sheepherders, and dirt farmers for more than a hundred years, that the aviators and flying machines of the twentieth century would seek a home.

American aviation was initiated by the Wright Brothers' momentous flight on December 17, 1903. Flying caught the local public's imagination when the country's first international air meet was held in Los Angeles in 1910; "good flying weather" was a primary determinant in the selection. A tremendous boost was given by the military use of the new technology in World War I. At the end of the conflict, a surplus of airplanes and men trained to fly them led to an era of barnstorming, when flying was regarded by the general public as a novelty.[4] In Los Angeles as elsewhere, a handful of airfields sprang up. By the mid-1920s, pilots had recognized the flat farmland of the Bennett Rancho, near the present-day intersection of Imperial and Aviation Boulevards, as a safe spot for emergency landings and practice. Flight instructors brought their students, and city dwellers would drive out on a Sunday afternoon to watch them go through their drills. Charles Lindbergh's historic flight in 1927 further stimulated the public's interest in the possibilities of flight.

Los Angeles Municipal Airport (1928-1945). At the same time, the business and industrial leaders of Los Angeles were beginning to understand the commercial potential of aviation. Most realized that to reap the maximum benefits from this young and fast-growing industry the city needed a first class municipal airport. Existing airports in Burbank, Glendale, and Santa Monica lacked the facilities that a major city's airport should provide. The City of Los Angeles, supported by the Chamber of Commerce, began the process of looking for potential sites for an airport in 1926. Several locations were considered, including the Bennett Rancho, whose promoters included real estate agent William W. Mines. When "Mines Field" was chosen for the 1928 National Air Races, it was all the City needed to make its final decision. On August 13, 1928, the City of Los Angeles authorized an ordinance leasing 640 acres of Mines Field for the first Los Angeles Municipal Airport.

A new municipal organization, the Department of Airports, was formed to operate the airfield on October 1, 1928. The airport slowly began to develop. There was no office space for the airport department at the site, and most of the employees worked downtown at city hall. Only the airport attendants stayed at the field, using a small shed as their headquarters. There was no control tower, and air traffic was light. Pilots were cleared for takeoff or landing by a flagman who signaled to the planes with red and white cloth banners.

The Curtiss-Wright Company, one of the oldest and largest firms in the young aircraft industry, began construction in 1928 on the field's first permanent building. Located on the south side of the airfield, it was a $65,000 structure designed in the Spanish Colonial Revival style by architects Gable & Wyant. The building, designated Hangar One, was completed in 1929 and became home to the Curtiss Flying Service's flying school and its fleet of Robin aircraft (see **Figure S2**, Hangar One, looking southeast [circa 1930]).

The City began building a new 2,000-foot all weather runway using a base of decomposed granite and oil. Concurrently, construction was proceeding on a restaurant building and two new hangars. Hangars No. 2 and No. 3 repeated the Spanish styling of their Curtiss-Wright neighbor and were linked to each other by an office wing surmounted by a tower (see **Figure S3**, Los Angeles Municipal Airport/Mines Field [circa 1929]). The offices served as the airport's administrative headquarters. On August 26, 1929, the 771-foot long and 106-foot wide German airship, Graf Zeppelin, landed at Mines Field to make a one day visit to the area.

Following the airport's dedication in June 1930, two new 4,000 square foot hangars were built to house Larry Talbert's flying school and Pacific Aeromotive's repair shop. A "dope house" (dope was used to cover, strengthen, and waterproof the fabric covering used on aircraft) was also erected at this time (See **Figure S4**, Los Angeles Municipal Airport Hangars, looking northeast [circa 1930]). Despite the earlier hopes and predictions, commercial passenger service had not immediately taken root at the new airport. Instead, the privately owned Grand Central Airport in Glendale and United Air Terminal in Burbank

[4] D.D. Hatfield, Los Angeles Aeronautics 1920-1929, p. 3-4.

serviced the airlines that flew in and out of Southern California. Los Angeles' Municipal Airport became a home to private pilots and flying schools.

Los Angeles' municipal airport became a home to private pilots and flying schools. An intensive study highlighting the aviation benefits of Mines Field was conducted in 1934. The study intrigued Trans World Airways (TWA) and American Airlines. After extensive evaluation both airline companies stated they would relocate their operations to the municipal field if it was developed to accommodate passenger service. Towards this end, in 1935, during the Depression, airport administrators undertook several labor-intensive projects under the direction of the Emergency Relief Administration, including grading operations, runway construction, and installation of a new sewer line.

In 1937, the Works Progress Administration (WPA) approved funds for major improvements of the north side of the airfield. A new 300-foot wide east-west runway stretched 4,650 feet across the field. Sewers, waterlines, grading, and drainage were all constructed. The City funded the installation of runway lights and field lights.

In the early 1940s, architects Sumner Spaulding and John Austin along with city engineer Lloyd Aldrich prepared plans detailing the changes that would be required to attract modern commercial services to the airport. Their concept included the relocation of the airport's hub of activities, moving it to the north side of the property, adjacent to Century Boulevard. There they planned an 80,000 square foot administration building and passenger terminal and three 96,000 square foot iron and concrete runways, including a diagonal strip 5,300 feet long. However, in 1942 World War II intervened, and this proposed master plan scheme never came to fruition.

Wartime activity at the Los Angeles Airport was largely driven by the needs of the combat operations overseas. At this time, the aeronautical manufacturing companies located on and around the airport stepped up their production lines, providing aircraft for Britain, France, Holland, Canada, China, and other allied powers. The airport flying schools were also in high demand. In January 1942, the federal government assumed control of the airport, and the facility was integrated into the national military and defense establishment. A detachment of P-38 fighters from the 4th Fighter Command was stationed at the field. A mess hall, officers' quarters, and barracks were built for the Army Air Corps at a location north of Imperial and west of Sepulveda. Civilian employees of the Civil Aeronautics Administration manned the control tower. The hangars and adjacent factories were wrapped in camouflage and netting, giving them a strange patchwork look from the ground and the appearance of a large dairy farm from the air.

Various coastal defenses, including the placement of navel 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. (See **Figure S5**, Navy Gun Emplacements, El Segundo Battery.) Also in 1942, the government began installing and testing an instrument landing system at the airport. The system, developed by the Gilfillan Company, became fully operational the following year. Work was also done on the runway, extending it to 4,600 feet. The aircraft factories strained to keep up with the demand for new military planes. To accomplish this massive amount of production the work force was expanded to include women and minority laborers who had previously been excluded.

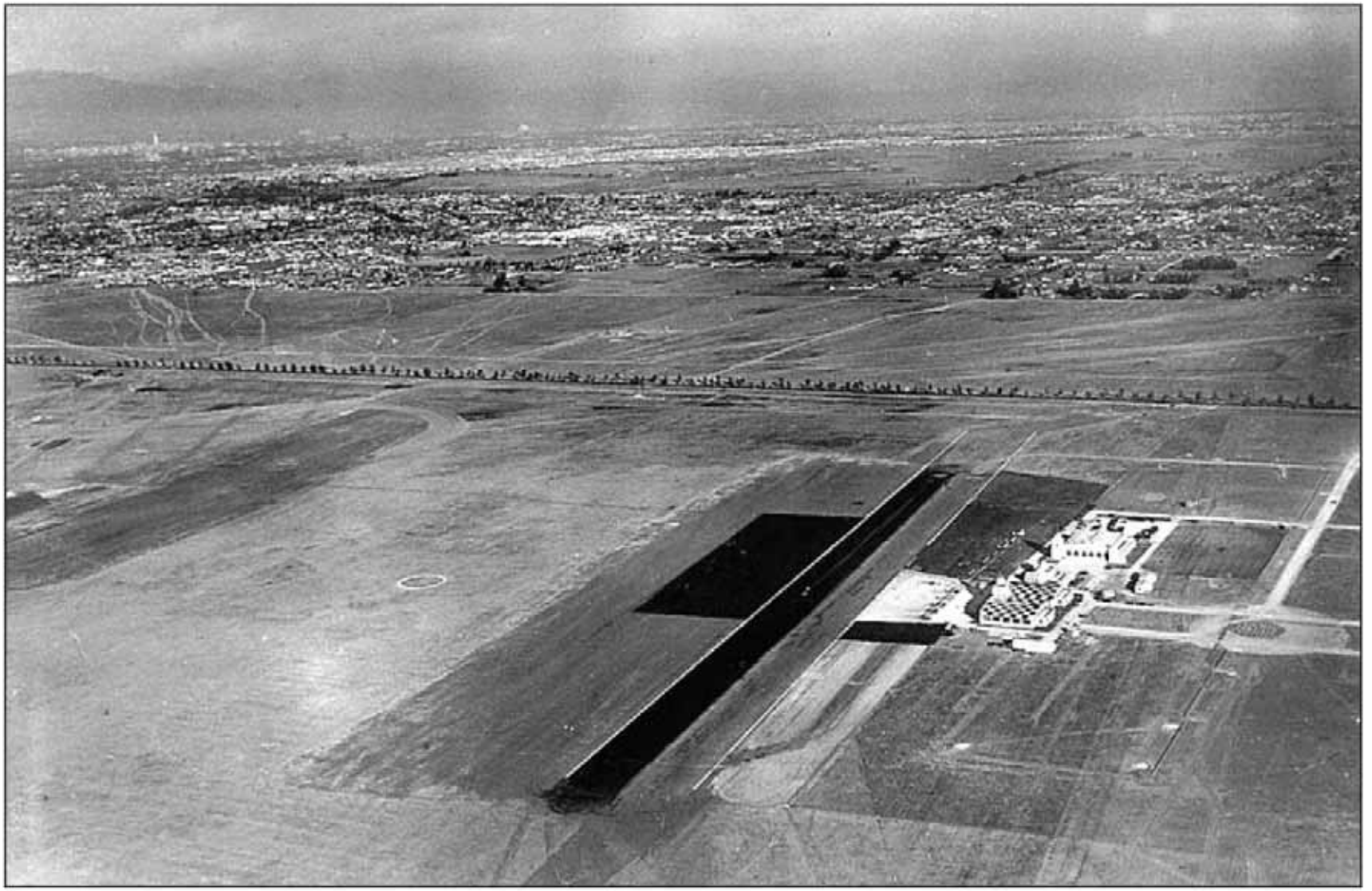
The Department of Airports created a master development plan for the airport in early 1943, proposing eastward expansion of the field and construction of new terminals and administration buildings. United Air Lines, TWA, Western Air, American Airlines, and Pan American Airways all faced hardships as the manufacturing of P-38 fighter aircraft by Lockheed severely cramped the airlines' operations at the Burbank Airport. The carriers reviewed the proposal and agreed to relocate to the Los Angeles airport after the end of hostilities and the completion of the proposed facilities at the field. Revisions were made to the plan and a new master plan was released in August 1944. It projected two phases of development: an initial stage to immediately accommodate commercial operations and a subsequent, long-range expansion of the field to the west.

Source: Los Angeles World Airports

LAX Master Plan
Supplement to the Draft EIS/EIR

Hangar One, Looking Southeast (circa 1930)

Figure
S2

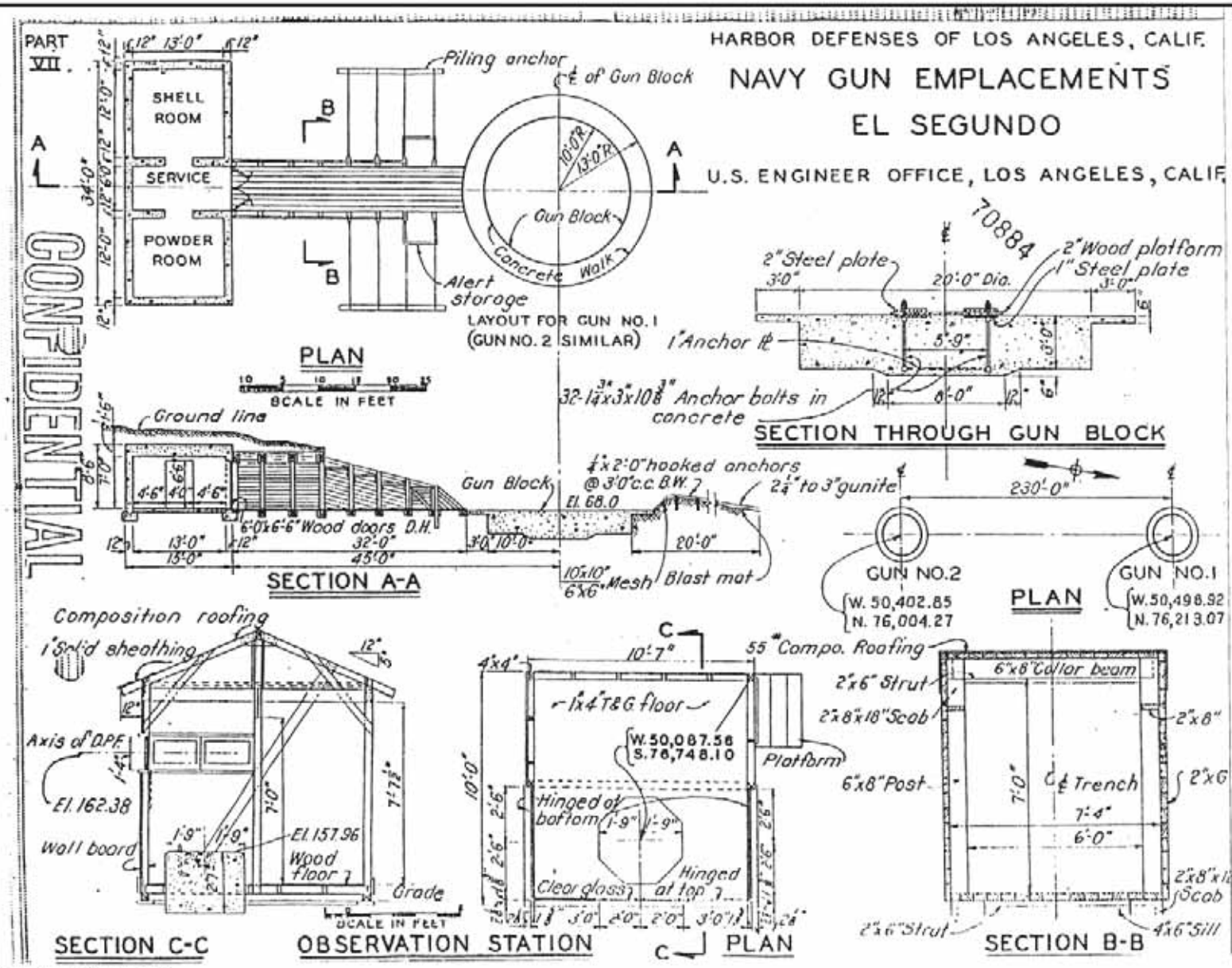


Source: Los Angeles World Airports

LAX Master Plan **Supplement to the Draft EIS/EIR**	**Los Angeles Municipal Airport/Mines Field (circa 1929)**	Figure **S3**

Source: Los Angeles World Airports

LAX Master Plan **Supplement to the Draft EIS/EIR**	**Los Angeles Municipal Airport Hangars** **Looking Northeast (circa 1930)**	Figure **S4**



Source: Fort MacArthur Museum/National Archives, 1942

LAX Master Plan **Supplement to the Draft EIS/EIR**	**Navy Gun Emplacements Plan: El Segundo Battery**	Figure **S5**

Post War Years: Los Angeles International Airport (1946-1960). Los Angeles voters passed a bond issue providing 12.5 million dollars for new airport development in 1945. Construction began on a temporary home for the airlines. 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. A parking lot for 800 cars was paved, a loading apron was installed and the runways were extended (See **Figure S6**, Intermediate Terminal Facilities [1947] and **Figure S7**, Aerial view of Intermediate Terminal Facilities [1947]).

The airlines began construction on their own hangars at the Intermediate Terminal Facility. As the temporary facilities neared completion, the companies began moving equipment and furnishings to the Los Angeles airfield. In December of 1946, four of the five major airlines opened for business at the Los Angeles Municipal Airport. The event was labeled "one of the largest mass moves in aviation history." In January 1947, Pan American Airways joined the other major carriers at Los Angeles. The airport was on its way to becoming the region's most important air facility. Soon, news stands, tobacco shops, a barbershop, a restaurant, medical center, laundry, cocktail bar and lounge, and a garage were added to serve the flying public.

The Civil Aeronautics Administration determined that the airfield's operational facilities were adequate for international and intercontinental, as well as long, nonstop domestic flights.[5] As a result, they designated Los Angeles' field an "international-express-class" port. On October 11, 1949, City officials proclaimed a new official name for the field: Los Angeles International Airport (LAX).

The temporary Intermediate Facilities were quickly overwhelmed by the burgeoning demands of the traveling public and the air cargo business. In its first five years of operation the passenger traffic increased 80 percent and airfreight traffic grew nearly 400 percent. A separate air freight building was finished in 1951, opening up more space at the terminals for passenger accommodations. However, even this improvement left the buildings and services very inadequate for the sea of travelers flowing through Los Angeles.

In 1951, the architectural team of William L. Pereira and Charles Luckman was hired to develop a new master plan for the airport. They conceived a futuristic airport built inside a gigantic glass dome. The dome, housing a mini-city of passenger services and looking like a panel from the Buck Rogers comic strip, was to be located between two 10,000-foot runways on the west side of Sepulveda Boulevard. Placed on the May 1953 city ballot, the bond issue for this plan was not approved by the city's voters.

Before and after the election loss, the airport continued to upgrade the existing facilities, using its own revenues and federal assistance to expand the terminals, enlarge parking areas and build a new maintenance building. A $56,000, 72-foot-tall control tower was added to the field in August 1951.

Nonetheless, inadequacies persisted. For example, the existing runways were not long enough to accommodate the takeoffs and landings of the larger Pan American Clipper planes bound for Hawaii and the Pacific. Sepulveda Boulevard was rerouted to the west but the Honolulu flights still needed more room. A traffic gate and moveable fencing were installed at the western end of the runway. Each time a Clipper was ready to take off, normally once or twice a day, the traffic gate and signals blocked automobile traffic on busy Sepulveda Boulevard. The runway fence was swung open, giving the pilot a few extra feet of clearance.

To eliminate this dangerous inconvenience, it was proposed to route the auto traffic through a tunnel bored beneath the airport. The massive construction project was initiated in 1951. Engineers were challenged to provide air conditioning powerful enough to ventilate a 1,910-foot-long subway and a structural framework strong enough to support giant airplanes on the runway above. Two ventilation facilities located on the north and south sides of the runways adjacent to Sepulveda Boulevard were constructed in 1952 to accommodate the air conditioning systems of the subway. The $3,400,000 project opened to six lanes of traffic in April 1953. The runway was soon expanded to 8,000 feet.

During the early Cold War years, aircraft factories at the airport were kept busy. The airport and its industrial neighbors were important links in the national defense. Beginning in 1954, NIKE surface to air missiles began to replace the U.S. Army antiaircraft guns. NIKE missiles were short-ranged two-stage

[5] Moran, Tom, Los Angeles International Airport: From Lindbergh's Landing Strip to World Air Center, p. 51.

rockets containing high explosive or nuclear warheads that were stored in underground silos. If enemy bombers had threatened the United States, NIKE would have been quickly deployed to their firing positions. Once in flight, the missiles would have been guided to their targets by nearby ground based radar facilities. At 'the program's peak in 1958, 17 missile launch sites were administered through Fort MacArthur in San Pedro at locations surrounding Los Angeles from the San Gabriel Mountains to the north and the Whittier Hills to the east, protecting an area of 4,000 square miles with a "Ring of Supersonic Steel." In 1954, the U.S. Army announced it was going to locate a NIKE launch site on the northwest corner of the airport grounds. Silos were dug into the ground to house six missile launchers and a pair of underground magazines. The magazines stored the long, thin NIKE missiles. A radar tracking system and barracks were constructed for the soldiers and National Guardsmen charged with defending the airport and surrounding defense industry from enemy assault. Known as Site 70/73, these NIKE radar and launch sites at LAX were activated in 1958 and operated until 1963 when they were inactivated.[6] The silos were destroyed and removed from LAX in the late 1980s for the construction of Westchester Parkway. Today, the barracks and administration building are extent and are currently used by Jet Pets.

"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.[7]

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.

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

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6 Los Angeles Times Magazine, December 8, 1996, p. 12.

7 The question of the affect of noise on the surrounding communities became more contentious after the advent of the jet plane in 1954. Urban Land, December 1958, p. 2.

Source: Los Angeles World Airports

LAX Master Plan
Supplement to the Draft EIS/EIR

Intermediate Terminal Facilities (1947), Looking Southeast

Figure
S6

Source: Los Angeles World Airports

LAX Master Plan
Supplement to the Draft EIS/EIR

Aerial View of Intermediate Terminal Facilities (1947)

Figure
S7

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 (See **Figure S8**, The Theme Building (1961)).

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.

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 metroports throughout the urban areas of Southern California. It called for building a new terminal at the west end of the airport. While the downtown metroport 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 1500-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, 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; Bectel 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 Dworsky 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 Adrianna 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.

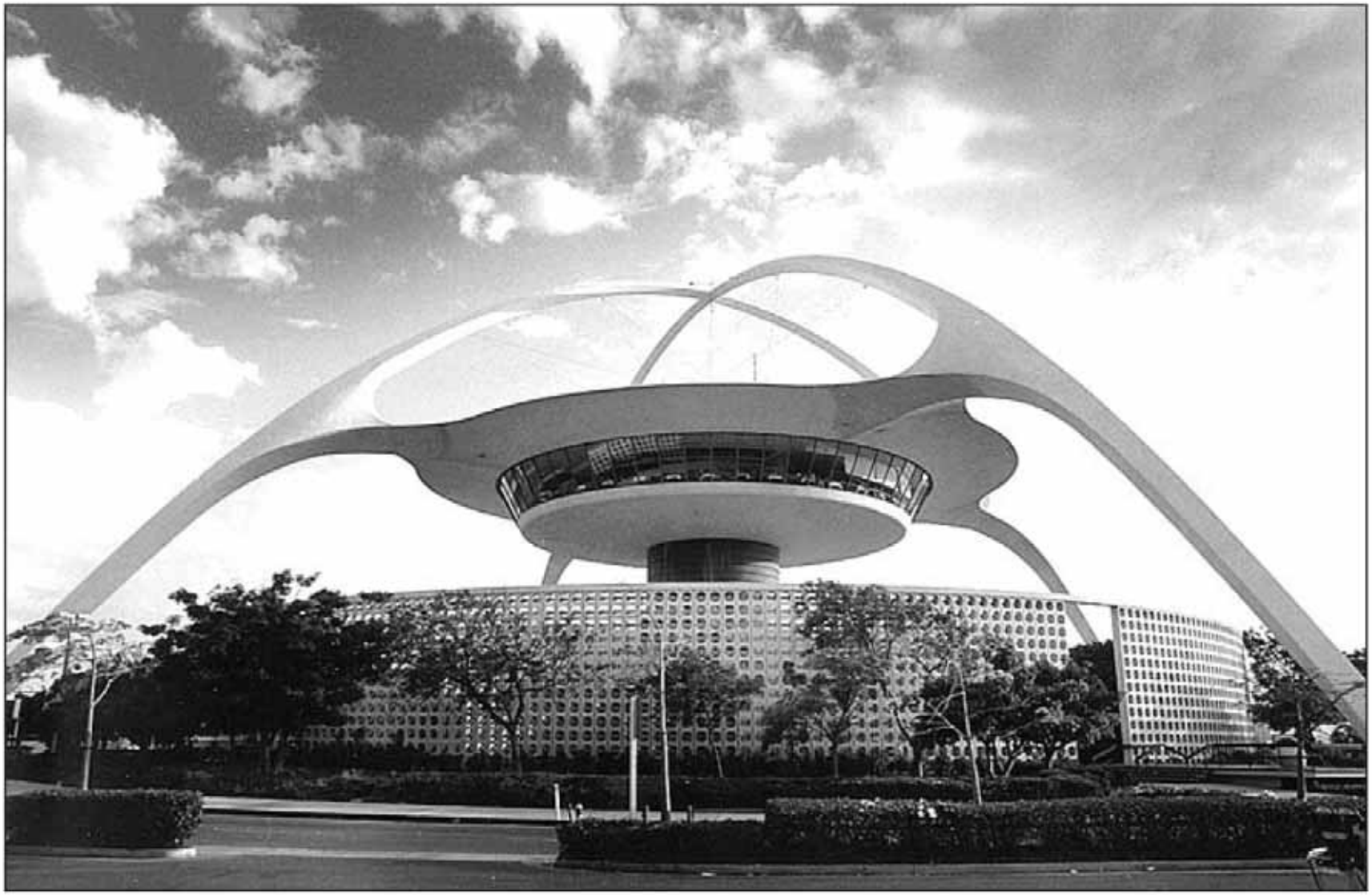
Evolution of an Industrial Center (1928-1955). Industrial development on and around the airport was foreseen when the Mines Field site was selected as Los Angeles' Municipal Airport. Lloyd B. Hamilton, City Editor of the Daily Californian, wrote on March 17, 1928: "An initial expenditure of some $3,000,000 for the site and millions more in equipment, buildings and other improvements will ensue, as well as the inevitable development of big plants for the construction of airplanes, motors, accessories and other adjuncts of an industry that is yet in its infancy."[8] Indeed, this proved to be the case. The Los Angeles region had already attracted some of the industry pioneers, including Glenn Martin, who built his first airplane in Santa Ana in 1906 and Donald Douglas, who in 1920 had founded the Davis-Douglas Company in Santa Monica. Airframe manufacturers in particular favored locations on or near municipal airports, where the climate was conducive to flying and outdoor construction, costs of land acquisition and plant operation were relatively low, and ready labor supply could be tapped.

One of the City's early goals was to entice manufacturers onto the premises of the municipal airport. Soon after the airport opened, the Fleet Aircraft Manufacturing Company and Golden Eagle Aircraft set up shop in modest scale at the airfield. The first large operation to utilize the Mines Field facilities was the Moreland Aircraft Company. Unfortunately, the company foundered, plagued by a lack of orders and a plane crash, and closed their doors in less than two years.

When the plans for Mines Field were first announced, the aircraft industry was embarking on its second "boom", the first having occurred in response to the First World War. Although the Depression hit the new airport hard, industrial development continued. Douglas opened their Northrop subsidiary at the airport in 1932, taking over the former White Truck/Moreland Aircraft Factory. In 1935 they built a large facility a quarter of a mile to the east which became known as the Douglas El Segundo plant. North American Aviation had chosen their site at Mines Field following a nationwide search. In 1934, J.H. "Dutch" Kindelberger, a Douglas vice-president, assumed control of North American's predecessor firm in Baltimore, Maryland. After securing a contract for an Army Air Corps basic trainer, the NA-16, Kindelberger leased a twenty-acre site at the southeast corner of Mines Field. In November 1935, seventy-five employees relocated into temporary quarters; three months later, two hundred and fifty workers entered the new roughly 158,000 square foot assembly plant. The first production NA-16 came off the line in February. Aircraft orders, output, and employment steadily increased for two years; then, between September 1939 and December 1941, the company's growth accelerated. North American increased monthly output from seventy units to three hundred and twenty five, added fourteen thousand employees to its work force, and expanded floor space to over one million square feet. In addition, by 1940 North American had over one thousand firms under subcontract and had begun construction of branch plants in Dallas and Kansas City.

By 1937, California as a whole had become the national leader in aircraft production (calculated in terms of value of product). In Los Angeles at this time, the airport area accounted for the employment of 2,300 workers in the aircraft industry. Rearmament in preparation for World War II accelerated this trend. From 1937 until 1945, the growth of the industry was a result of military demands. Between January 1, 1940,

[8] Los Angeles Department of Airports, Historical Review, p. 1.



Source: Los Angeles World Airports

LAX Master Plan **Supplement to the Draft EIS/EIR**	**Theme Building (1961)**	Figure **S8**

and August 14, 1945, the United States government invested $45 billion in the industry, and a total of 300,317 military aircraft were produced.[9] At its Inglewood plant, North American built the B-25, the leading American twin-engine bomber, and the P-51 fighter for the British. It also produced the AT-6 trainers, the most widely used aircraft in history, employed not only by the U.S. Air Corps and Navy but also by the air forces of 30 allied nations. The Douglas El Segundo plant manufactured the SBD-5 "Dauntless" and the A-20, the most popular Air Corps attack aircraft of the war.[10] At the peak of production, in November 1943, 2,100,000 people were employed in the aircraft industry nationwide; in the Los Angeles area, fully 34 percent of the workforce was engaged in aircraft production.

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. AiResearch 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, AiResearch gained post war prominence as the manufacturer, under license, of high altitude pressure systems.[11] 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 a 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 (See middle ground of **Figure S9**, Aerial view of International Airport Industrial District [1955]). When the unimproved parcels did not sell, Lee, a nationally prominent architect who was known primarily for his theater designs designed and built several 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.[12]

Westchester (1940-1950)

Post War Residential Development. World War II transformed the American city. Three factors-modern community planning, industrial location, and migration-informed these changes. During the war, Federal policies designed to meet defense production quotas intersected with the objectives of regional

9 Cunningham, William Glenn, Aircraft Industry: A Study in Industrial Location, p. 30.

10 Stoff, Joshua, Picture History of World War II American Aircraft Production, p. xi.

11 Stoff, Joshua, Picture History of World War II American Aircraft Production, p. 55.

12 Valentine, Martha, The Show Starts on the Sidewalk: The Contribution of S. Charles Lee to Motion Picture Theatre Architecture, Dissertation, 1990, pp. 292-295.

planners and social reformers. The War Production Board, for example, encouraged defense contractors to disperse manufacturing. Design professionals promoted the garden suburb, a complete community composed of housing, neighborhood services, schools, and retail centers, all in close proximity to employment. Private-sector builders capitalized on these initiatives. In fact, the war accelerated the emergence of community builders, who consolidated land subdivision, construction, and sales into a single organization. Although the implications of this new spatial and social order were national in scope, western cities, and Los Angeles in particular, prefigured future trends. Defense-related manufacturing became the necessary foundation for home builders to experiment in constructing communities for "balanced living." These large-scale developments were in many cases virtually new towns, and they ultimately helped shape America's contemporary urban landscape.

Modern community planning was a two-part package. The first component was a low-cost, efficient dwelling that met minimum requirements for space, light, and air. This basic house had its roots in the working man's bungalow and mail-order housing from the 1910s and 1920s. During the 1920s and 1930s, social and environmental reformers, industrial engineers, and advocates for building prefabrication, ranging from the American Public Health Association to the National Forest Products Laboratory, worked independently and in concert to identify and codify a standard dwelling unit. Following passage of the 1934 Housing Act, the Federal Housing Administration (FHA) adopted a popular plan variant-a square, four-room plus bath, basement-less unit they designated the minimal house. This effort to transform home building into a modern industry extended beyond the house type to encompass quantity production and site planning. Reformers conceived the minimal house as a basic module for self-contained, satellite communities, the second component of the package.

During the war, private builders followed FHA guidelines to secure guaranteed mortgages and construction financing. They produced over one million housing units, representing 80 percent of the total built, and home ownership climbed significantly. In their 1946 report on the effect of wartime housing shortages on home ownership, the Bureau of Labor Statistics documented a fifteen-percent increase between April 1940 and October 1945. The authors compared this gain with similar intervals and found the wartime increase outpaced any comparable time span on record.

Defense workers secured home ownership through the FHA loan insurance program, which revolutionized the conditions for purchasing a dwelling. FHA guarantees encouraged lenders to loan a greater percentage of the mortgage face value, thereby reducing down payments. Lenders, backed by FHA guarantees, jettisoned their customary three- and five-year repayment periods and adopted fifteen- and eventually twenty- and twenty-five year plans. The FHA also standardized loan procedures, eliminated second mortgages, and lowered interest rates. All of these features were in marked contrast to the prevailing system for financing the purchase of a house.

In February 1940, the FHA launched a concerted campaign to promote home ownership among families with $2,500 annual earnings, sufficient to own a home on a budget of $25 a month. FHA promotions included displays, booklets, and newspaper and radio advertisements whose copy enticed renters with slogans such as "Now you can own a modern home-comfortable to live in, attractive to look at, convenient to pay for." Mortgage institutions, builders, real estate firms, building material manufacturers, and dealers actively supported this program.

Westchester-A Residential Community for the Aircraft Industry. In April 1941, Mr. and Mrs. Darrell Ratzlaff moved into a new two-bedroom house at 8406 Vicksburg in Westchester, a community located within the City of Los Angeles. According to Gertrude Ratzlaff, "In 1940, Darrell and I were looking for a place to build. We drove [past] La Tijera often, and noticed when a sign was posted stating "400 Homes to be Built-FHA 10 percent Down." The address was in Bell, we immediately checked into it and found a beautiful tract of homes by Silas Nowell. We picked out our lot on a map and started to build in January 1941." At the time, the area was known for a hog farm and the surrounding bean fields; however, Gertrude Ratzlaff added, "the FHA assured us the hogs would be gone before anyone moved in.[13]

[13] Mrs. Darrell Ratzlaff, handwritten statement dated 1981, located in the Westchester Historical Society Collections.

Source: Los Angeles World Airports

LAX Master Plan **Supplement to the Draft EIS/EIR**	**Aerial view of International Airport Industrial District (1955)**	Figure **S9**

Darrell Ratzlaff was a buyer for AiResearch Manufacturing Company. The company had their new plant under construction at the airport when the Ratzlaffs moved into their new dwelling. Home builders anticipated an influx of defense workers drawn by these employment centers, and they selected sites in close proximity for community projects. Westchester is a premier example. In just three years, four sets of developers converted a five-square mile parcel owned and master-planned by Security-First National Bank and Superior Oil Company into a complete community for ten thousand residents housed in three thousand two hundred and thirty units. In addition to Silas Nowell, the participants included Bert Farrer (Farrer Manor), Frank Ayers and Sons (Kentwood), and Fred W. Marlow and Fritz B. Burns, who marketed their tract as "Homes at Wholesale." Marlow-Burns brought to this development their recent experiences at Westside Village, a seven hundred and eighty unit project two miles from Clover Field, Douglas Aircraft's parent facility in Santa Monica; and Toluca Wood, a four-hundred unit development three miles from Vega and Lockheed's Burbank plants; both showcased elements central for a community-scale project such as Westchester.

At Westchester, Marlow-Burns developed raw land, sold lots, and applied principles of mass building by organizing the site into a continuous production process. Suppliers delivered materials to a staging area where workers precut and pre-assembled individual framing or plumbing components into subassemblies for eventual trucking throughout the site. Specialized teams of laborers and trades-people moved sequentially through the project, grading and grubbing, preparing and pouring foundations, framing and sheathing building envelopes, and applying finish materials. The Marlow-Burns "Homes at Wholesale" organization built over one thousand houses in Westchester during the war years. Two bedroom homes with garages were offered for $3,650 to $3,990; only defense workers were eligible to buy.

"Homes at Wholesale" formed Westchester's southeastern quadrant (See **Figure S10**, Aerial view of Westchester, looking east [circa mid 1950s]). Here the Los Angeles Board of Education constructed a primary school on property Marlow-Burns deeded to the city. Real estate advertisements highlighted the proximity to Los Angeles Municipal Airport and the numerous substantial industrial employers around the airfield. The Los Angeles Daily News touted Westchester as "the model residential community of the decade" in May 1942, citing unidentified city planners from all over the country who visited the "expertly planned community." In August, the Los Angeles Downtown Shopping News extolled the virtues of the project, encouraging readers to visit Westchester and see the advantage of modern community planning over old-fashioned guesswork.[14]

Westchester Business District. The Westchester Business District was integral to the concept of Westchester as a comprehensively planned community. It was among the largest complexes in acreage (73) and number of stores (83) developed by a single group in Southern California during the 1940s. Created to serve the Westchester district and its expected population of around 50,000 persons of moderate income, the Business District was located on both sides of Sepulveda Boulevard between Manchester and 96th Street. Planning began before the war by the tract's owners, Superior Oil Company and Security-First National Bank, working in close cooperation with the Los Angeles city planning department. The site was then isolated from well-settled parts of the metropolitan area, a condition viewed as advantageous. Wartime needs fostered growth, owing to the site's proximity to several aircraft plants. By 1945, a major part of Westchester was realized.[15]

Likewise conceived as a paradigm for metropolitan development, the shopping center was a key component of the Westchester plan. Project planners excluded business from the housing tracts so that it could be concentrated in a single area. Extensive provisions had to be made for parking, while it was felt that thoroughfares should be maintained solely for moving vehicles. The proposed development was unveiled in schematic form before the war as a generic solution for the metropolis, and can be seen as a transition from the planning of neighborhood centers of the 1930s to the larger centers of the late 1940s and 1950s.

Considerable refinements were introduced to the concept for its realization at Westchester. On the east side of Sepulveda, building lots extended a depth of 140 feet, behind which another 10 was reserved for loading and 30 for vehicular access. An additional 180 feet was to be used exclusively for parking,

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[14] Hise, Greg, "Home Building and Industrial Decentralization in Los Angeles: The Roots of the Postwar Urban Region," Journal of Urban History, February 1993, pp. 95-125.

[15] Longstreth, Richard, City Center to Regional Mall: Architecture, the Automobile, and Retailing in Los Angeles, 1920-1950, The MIT Press.

entered from a boundary street, designed to separate local from through traffic.[16] Even more space was allocated to parking on the west side. The total estimated capacity of 3,300 cars at one time was an enormous amount for the period, and was still considered excessive in the early 1950s by some out-of-town developers.[17] The scheme was intended to be just as far-sighted in its business structure, so as to satisfy most Westchester residents' needs most of the time. Frank H. Ayres & Son, a venerable Los Angeles firm specializing in commercial real estate and with a reputation that rivaled Coldwell Banker's, was given charge of developing the ensemble to ensure a high caliber of tenants, a strong tenant mix, and strategic siting of key business functions.

Ground was broken for the Westchester Business Center in August 1942; the first enterprise, a supermarket, opened seven months later. By the war's end a block of convenience-oriented outlets was realized. Ayres found it difficult to secure the major stores, however. J.C. Penney was courted but rejected the overtures because the site was too close to its other store in downtown Inglewood, a few miles to the east. Isolated through the 1920s, that town now lay in the path of residential development. A site on the eastern edge of Inglewood's core rather than at Westchester was chosen by Sears in 1945 for one of the largest of its stores in the metropolitan area. Westchester was more a fringe location from the chain companies' perspective, lacking the critical mass to enable a big store to thrive on volume sales.

In the latter months of 1946, Ayres finally was able to convince Milliron's (now Mervyn's), the newly renamed Fifth Street Store, to build its first branch at Westchester. Still, progress was slow. The 90,000-square foot emporium was relatively small by Los Angeles standards, and Milliron's lacked the drawing power of the Broadway, the May Company, or Bullock's. When the store opened in 1949, the precinct remained mostly vacant. Only during the next decade did the business center develop.

Though Sepulveda Boulevard proved to be a substantial hindrance to the circulation of shoppers from one side of the street to the other, a pedestrian orientation remained paramount in the shopping center's configuration. Westchester planners believed that front parking would render display windows ineffectual and create too great a distance between the stores on either side of the street. They were concerned that pedestrian traffic would be lost entirely by a front parking arrangement. Thus, parking was placed behind the stores (See **Figure S11**, Westchester Business District [circa 1950]).

Except for Milliron's, few other business owners expressed a desire to develop distinctive designs; the buildings constructed during the 1950s were collectively no different from what could be found at the numerous smaller, arterial business centers of the period. Ayres focused on business objectives in selecting purchasers for each site. Once that purchase was made, designs had to be approved by an architectural review committee; however, the committee members were more interested in practical design considerations rather than artistic ones.

The development process employed did not allow full control of the tenant structure. Some parcels were sold to the business that would occupy the site, while others were sold to third parties. Ayres maintained some oversight on the kinds of tenants selected once a building was finished and negotiated leases for a number of them, but lacked the control found at a fully integrated shopping center.

Westchester underscored the difficulties of enlarging the neighborhood shopping center. The conventional approach Westchester embodied-street orientation, multiple ownership, and minimal controls-were prevalent in the metropolitan area into the 1950s. Little inducement existed to change such practices when the growth of outlying areas was so great that all but the most ill-conceived projects yielded good profits. Within the last decade, the Westchester Business District has undergone extensive redevelopment. Many of the original storefronts along Sepulveda Boulevard have been altered, replaced, or removed.

Adjacent Communities

Inglewood-An Industrial Center (1887-1955). Inglewood lies north and east of the airport and southwest of the original pueblo of Los Angeles. During the early 19th century, two families were given rights to the land in the area. Antonio Ygnacio Avila built a house and kept his livestock at the Rancho

[16] Longstreth, Richard, City Center to Regional Mall: Architecture, the Automobile, and Retailing in Los Angeles, 1920-1950, The MIT Press.

[17] Longstreth, Richard, City Center to Regional Mall: Architecture, the Automobile, and Retailing in Los Angeles, 1920-1950, The MIT Press.

Source: Los Angeles World Airports

LAX Master Plan **Supplement to the Draft EIS/EIR**	**Aerial view of Westchester, Looking East** **(circa mid 1950s)**	Figure **S10**

Source: Los Angeles World Airports

LAX Master Plan **Supplement to the Draft EIS/EIR**	**Westchester Business District (circa 1950)**	Figure **S11**

Sausal Redondo. Ygnacio Machado settled his family in the vicinity of Centinela Springs and began cultivating the land which became known as the Rancho Aguaje de la Centinela. In 1845, Bruno Avila, brother of Antonio, obtained the Centinela Rancho in a trade with Machado; title to both ranchos was confirmed by the United States government in 1854-55. Through foreclosure, death, and sale, the Centinela Rancho was acquired by Joseph Lancaster Brent, who in turn sold the property to Sir Robert Burnett of Scotland. Burnett also bought the Rancho Sausal Redondo and settled on his 25,000 acre property to raise cattle and sheep. In 1873, Daniel Freeman, a Canadian interested in settling in California, negotiated a lease for the Rancho, paying Burnett a yearly rental of $7,500. Freeman added horses to the livestock, and planted citrus, olive, and almond groves. Drought ended Freeman's forays in animal husbandry and as an orchardist; the lands of both Ranchos were transformed into barley fields. In 1885, Freeman acquired full title to the property.

Two years later, in 1887, the Centinela-Inglewood Land Company was organized. It was the middle of the great boom in Southern California, when hundreds of towns were founded and fortunes were made and lost in real estate development. The Centinela-Inglewood Land Company's ambitions were stated in their articles of incorporation: " . . . To lay out, survey and map villages, towns and cities; and to buy and sell the lots and blocks or subdivisions; . . . to erect and maintain hotel or other buildings . . ."[18] Land near the Springs was bought from Freeman, and the property was surveyed. Residence, business, orchard, and acreage lots were offered for sale. Soon the young community, advantageously located on the railroad line to Redondo Beach, could boast a hotel, two grocers, a butcher shop, a drug store, a wagon repair shop, a livery, a planing mill, a brick yard, five real estate offices, and its own newspaper.

Unlike some other boom towns, Inglewood survived the crash that followed the real estate frenzy. In 1906, Inglewood still saw itself as a suburban and farming community, although increasing attention was being paid to industrial development, brick manufacturing and poultry farming in particular. Despite the many amenities offered by the town-water piped to each lot, electricity, street trees, a prosperous business area, a school-real estate was inexpensive compared to other areas around Los Angeles. The same imbalance was still apparent in 1922, when Inglewood, like the rest of the region, was experiencing another boom. Between 1920 and 1922 Inglewood doubled its population, climbing from 3,286 to 7,500. Again, the possibilities of industrial growth beckoned, stimulated by the extension of the Santa Fe Railroad to Los Angeles harbor. A newspaper account opined that "Inglewood seems to be certain of taking its place among the smaller industrial cities of Southern California."[19] In 1926, population growth was measured at 710 percent, with residents now numbering 23,000.

Several factors which would attract industrial development were in place: affordability and availability of undeveloped land, a resident labor force, and a mild climate that "is considered by industrial firms as one of the outstanding advantages of the city for factory sites . . ."[20] When Mines Field was selected as the Los Angeles Municipal Airport a year later, Inglewood was well positioned to capitalize on the opportunities it offered. Inglewood became identified with residential, retail business, manufacturing, and as an airport center-the "harbor of the air."[21]

El Segundo-Oil Town to Aerospace Giant (1917-1970). Like Inglewood, El Segundo's destiny has been greatly influenced by the presence of the airport immediately north of its borders. However, El Segundo's origins were linked with another industry that has shaped Southern California: oil. El Segundo was founded in 1911 by the Standard Oil Company when they chose the site- a large sand dune eight miles north of Redondo Beach-for the company's second oil refinery. (The first was in Richmond, California.) The name El Segundo, "the second," was chosen, 840 acres were purchased, and construction begun on the facility which, for much of the town's history, has been a principal employer and taxpayer. By 1914, the population of El Segundo had reached 1200, and nearly everyone in town worked for the oil company. In 1917, when the town incorporated, other industries were beginning to show interest in locating there as well.

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18 W.W. Robinson, Inglewood: A Calendar of Events in the Making of a City, Los Angeles, Title Insurance and Trust Company, 1955, p. 17.

19 n.a., "Inglewood Has Place in Sun," Los Angeles Sunday Times, 1/12/22, pt. V, p. 10.

20 Sanders, Alta, "Inglewood Has Rapid Growth," Los Angeles Times, 1/16/27, pt.V, p. 10.

21 W. W. Robinson, Inglewood: A Calendar of Events in the Making of a City, Los Angeles, Title Insurance and Trust Company, 1955, p. 20.

During the following decade, El Segundo continued to base its growth on industrial development. Reporting on the steady gains in El Segundo in 1926, the Los Angeles Sunday Times noted that in a town with a population of 2,700, Standard Oil Company alone employed between 1500 and 2000 men and that the General Chemical Company plant swelled the employment rolls even further.[22]

The Santa Fe Railroad and the Pacific Electric system both served the industrial area, and the Santa Fe was actively engaged in promoting 160 acres on which it promised to locate factories. In all, 700 acres were available in 1926 for industrial improvements.

Over the years, the character given to El Segundo by its industrial base has remained, although the industries have evolved. Beginning in the 1930s, when Douglas built their El Segundo plant, aircraft production became the preeminent presence in town. El Segundo's greatest growth took place in the 1940s, when its population more than doubled (3,738 in 1940 to 8,011 in 1950) as a direct result of the accelerated production pace during the war. By 1970, when population had grown to over 15,000, nearly 62 percent of the land within the city limits was still zoned for industrial use. Petroleum, aerospace, and various "high tech" industries continued to dominate. As a result of El Segundo's emphasis on industry, it has had a healthy and dependable tax base over much of its history, helping the community to achieve a stability unusual in a small city.

2.1.2 Property Types

Prevalent property types within the APE include residential tracts, commercial improvements on main traffic arteries, aviation-related facilities, and industrial warehouse type properties. There are also a handful of civic buildings such as fire stations and a library within the Composite APE. Some of the more representative property types included in this current survey are noted in the following paragraphs.

Residential Properties

Single-family residences were the predominant residential type in the APE during the period being evaluated. Dating mostly from the 1940s, these houses are of modest scale, usually one-story in height and five to six rooms in size. Of wood frame construction, they are sheathed with stucco. Roof shapes vary between gables and hips and coverings between wood and composition shingles. The prevalent window type is two-over-two sash. Although the houses were built using essentially the same plan, individuality is provided by the treatment and placement of the entry, the addition of trellises, shutters, and other wood detailing, and by incorporating at least two planes into façades through setbacks and projections. Garages are integrated into the street elevations; their locations provide additional variety to what are basically homogeneous tracts. Typical examples can be found in the Manchester Square neighborhood (north of Century Boulevard between La Cienega and Aviation Boulevards) or in the Homes at Wholesale Tract No. 12574, north of Will Rogers Way.

Multi-family residences were added later, after the war, and tended to be located on the fringes of the single-family areas, providing a buffer between the houses and commercial streets. Duplexes on Arbor Vitae, for example, are characterized by L-shaped plans, hip roofs, stucco siding and shed roofed porches. A cluster of garden apartments on Belford carried on the pre-war traditions of apartment courts, integrating a central landscaped space and ancillary parking structures into a unified design. Two stories in height, the buildings were stucco sided and featured Colonial Revival inspired detailing.

The urban design of the residential areas included features which have subsequently become standard for large tracts of housing. There were clear distinctions between major and minor streets. Curves were introduced into the street plans and homes were irregularly sited to avoid monotony. A unifying theme was adopted for street names; appropriately for the location and the intended residents, most streets had aviation-related names.

Commercial Properties

Commercial architecture within the APE from the study period is primarily small scale, one to two stories in height, and of wood frame construction, although there are a number of early reinforced concrete buildings dating from the late 1940s and early 1950s. Most buildings are utilitarian in form, with few gestures towards style.

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[22] n.a., Los Angeles Times, 5/2/26, pt. V, p. 10.

Industrial Properties

Similar to the commercial architecture mentioned above, most of the industrial buildings in the APE 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 APE is utilitarian in appearance. The International Airport Industrial District, primarily located on 102nd and 104th Streets, and the Merle Norman complex on Bellanca 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 Bruin Theater in Westwood, and the Max Factor Building in Hollywood are representative examples of his work. The Merle Norman buildings, designed by architects Arthur Freeman and Arthur Froehlich combine the modular massing and planar surfaces of modern architecture with a curving canopy reminiscent of the Streamline period. In both the International Airport Industrial District and the Merle Norman complex, brick is showcased, often juxtaposed with stucco surfaces.

Airport Properties

LAX proper contains a wide assortment of architecture and building types, most of which are strictly utilitarian in form and style, including hangars of various kinds, air cargo facilities, mechanical and support structures, and passenger terminals. Architecturally, the most notable buildings are the Spanish Colonial Revival style Hangar One building and the "Jet Age" designed Theme Building.

Institutional Properties

Standard City of Los Angeles designs were utilized for the two fire stations and the Westchester library located in the APE. Brick and stucco materials are combined on the exteriors. A play of solid surfaces against glazed ones and vertical versus horizontal elements gives character to the appearance of each building. Lettering typical of the 1950s also distinguishes the facades of these buildings. The World Way Postal Center on Century Boulevard was built in 1968, about a decade later. Cesar Pelli and Anthony Lumsden, the architects, created a building that is more suggestive of a corporate rather than a public identity, using the vocabulary of the International Style. Its most distinctive feature is a vehicular ramp, which spirals up three levels to a rooftop parking lot.

2.1.3 Findings and Conclusions

For Section 106 compliance under this supplemental phase, no new potentially significant historic/architectural properties were identified within the Composite APE. Approximately 6,000 properties were previously surveyed and evaluated in the initial Section 106 Report prepared in association with the LAX Master Plan project by PCR Services Corporation (PCR) in January 2001. At that time, PCR, in agreement with FAA, identified and/or reconfirmed National Register eligibility/listing for three properties including Hangar One (Criteria A and C), the Theme Building (Criterion C), and the World War II Munitions Storage Bunker (Criterion A and C). Four additional properties, the 1961 Airport Traffic Control Tower, Morningside Park Neighborhood, the Intermediate Terminal Complex, and the International Airport Industrial District, were also identified as potentially eligible for the National Register, though were ultimately found ineligible for such designation at that level because of lack of sufficient integrity. (See **Table S1**, Significant Historic/Architectural Resources within the Composite APE.)

As part of the overall Section 106 survey process, FAA also concluded that none of the remaining properties surveyed within the Composite APE or the Alternative D 2015 APE were found eligible for listing in the National Register due to insufficient age, compromised integrity, and/or lack of adequate historical associations and/or architectural significance necessary to satisfy federal level criteria.

Table S1

Significant Historic/Architectural Resources within the Composite APE

Property	Location	Year Built	NR
Hangar One	LAX	1929	Listed
Theme Building	LAX	1961-62	Eligible
1961 Airport Traffic Control Tower	LAX	1961	Ineligible
WW II Munitions Storage Bunker	LAX	1942-43	Eligible
Intermediate Terminal Complex	LAX	1946	Ineligible
International Airport Industrial District	Acquisition Area/LA	1950-55	Ineligible
Merle Norman Complex	Adjacent Planned Open Space/LA	1950-51	Eligible
Morningside Park Neighborhood	Inglewood	1930s	Ineligible

NR = National Register of Historic Places. Determinations made by FAA.

Source: FAA and PCR, 2002, 2003.

Hangar One

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 FAA has determined that the building is also 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. (See **Figure S12,** Hangar One and Theme Building.)

Theme Building

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 FAA has re-confirmed that the Theme Building satisfies National Register Criteria Consideration G for exceptional significance in a building less than 50 years old. 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. Peirera, Charles Luckman, Welton Becket, and Paul R. Williams. The Theme Building was designated City of Los Angeles Historic-Cultural Monument #570 in 1992. (See **Figure S12,** Hangar One and Theme Building.)

1961 Airport Traffic Control Tower

Due to its lack of integrity the FAA has determined that this property is ineligible for listing in the National Register. Within the last few years the exterior of the 1961 Airport Traffic Control Tower has been extensively modified impacting its historic/architectural character. The most significant modification made in recent years was the removal of the character-defining spans of fenestration consisting of blue enamel window panels and the bands of vertical metal window louvers which wrapped around the tower. Though once associated with the new Los Angeles "Jet Age" International Airport of the early 1960s, the building has been modified to a degree where it no longer reflects the Modern architecture and airport development of that period. The FAA has concluded that the property now lacks sufficient integrity necessary to satisfy Criterion Consideration G (properties less than 50 years of age) of the National Register criteria. (See **Figure S13,** 1961 Airport Traffic Control Tower and World War II Munitions Storage Bunker.)

Hangar One, looking southeast

Theme Building, looking southwest

Source: PCR Services Corporation, June 2000

LAX Master Plan **Supplement to the Draft EIS/EIR**	**Hangar One and Theme Building**	Figure **S12**

1961 Airport Traffic Control Tower, looking west

World War II Munitions Storage Bunker, looking south

Source: PCR Services Corporation, June 2000

LAX Master Plan **Supplement to the Draft EIS/EIR**	**1961 Airport Traffic Control Tower and World War II Munitions Storage Bunker**	Figure **S13**

World War II (WW II) Munitions Storage Bunker

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 exposed 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 FAA has determined that the Munitions Storage Bunker is 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. The Munitions Storage Bunker, however, is ineligible for the National Register as an individual resource because it lacks individual distinction and integrity necessary for this level of designation. (See **Figure S13,** 1961 Airport Traffic Control Tower and World War II Munitions Storage Bunker)

Intermediate Terminal Complex

The FAA has determined that this complex of buildings is ineligible for listing in the National Register. Intended to be temporary in nature, the Intermediate Terminal Complex originally included two office buildings and one hangar that are still extant plus five additional buildings (now demolished) that were once used as passenger terminals and hangars. Demolition of the passenger terminals and alterations to the remaining buildings prevents the complex from meeting National Register integrity thresholds. (See **Figure S14,** Intermediate Terminal Complex and International Airport Industrial District)

International Airport Industrial District

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. This district originally encompassed approximately 80 industrial buildings (1950-1955). It now contains approximately 48 buildings, most (28 properties) of which have undergone extensive 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 (of varying integrity). Because of compromised integrity, the FAA has determined that this district is ineligible for the National Register. Additionally, the FAA has concluded that none of the contributing properties to this district are eligible for individual designation at the federal, state, or local levels because of lack of sufficient integrity, historical associations, or architectural significance. (See **Figure S14**, Intermediate Terminal Complex and International Airport Industrial District.)

Merle Norman Complex

The Merle Norman Headquarters Complex is eligible for the National Register under Criterion C for its distinctive architectural style and design utilized in an industrial building. The property also appears eligible for the California Register and for listing as a City of Los Angeles Historic-Cultural Monument. This group of two buildings on Bellanca Avenue in an industrial area near the Los Angeles International Airport is notable for its architectural qualities. These buildings were built in 1950-51 and reflect, in their attention to design, the economic success of this cosmetic manufacturing company and an awareness of the expectations of their clientele. (See **Figure S15**, Merle Norman Complex.)

Morningside Park Neighborhood

Located within the City of Inglewood, this residential neighborhood is bounded by Manchester Boulevard on the south, Van Ness Avenue on the east, 79th Street on the north, and 8th Street on the west. This distinct is primarily comprised of single-family residences. Most of the properties within the neighborhood were constructed in the mid-1930s in the Spanish Colonial Revival style with some Period Revival style infill. These structures share certain characteristics such as style, massing, height, setback, materials, and ornate fenestration. Because of the lack of integrity this district is ineligible for the National Register.

However, it is eligible for the California Register and for local designation. It is associated with early housing development in the City of Inglewood and southern California.

2.2 Archaeological/Cultural Resources

2.2.1 Archaeological Setting

The oldest directly dated human remains from coastal southern California are those of the "Los Angeles Man." These remains were uncovered in a fragmentary condition at a depth of some four meters below the surface in the course of a river bed near Ballona Creek, which is approximately 3 miles north of LAX (Lopatin 1940; Berger 1971; Meighan n.d.). The discovery was made in 1936 and in the months that followed, the remains of a mammoth were found at the same general depth some 400 meters from the human skeleton. At a much later date, Dr. Charles Rozaire brought the cranium of Los Angeles Man to the UCLA radiocarbon laboratory for dating. Since "the amount of bone used for dating only yielded a partial filling of the UCLA proportional counter, no finite date could be calculated. This explains the final date of >23,600 years before present (UCLA-1430). As of now, this skull is one of the oldest directly dated human fossil in the Americas (Berger et al. 1971:47)." While many archaeologists are somewhat skeptical of this relatively early date, most would agree that the presumed association of the human remains and the faunal remains in the same deep stratum would argue for their contemporaneity. It is believed that the Ballona Creek region had a human population prior to the extinction of the North American Mammoth.

The earliest commonly accepted dates of human occupation of the Los Angeles Basin derive from the La Brea Woman. Skeletal remains from the La Brea Woman, recovered from the La Brea Tar Pits, have been dated to 9000+/-80 before present (B.P.) (Dillon et al. 1988:10). The bones were radiocarboned and dated to 9,000+/-80 years before present (UCLA-1292BB). Thus, the earliest date we have for the Milling Stone period in this region is circa 7,000 B.C. No sites which can be definitely associated with the Milling Stone period have been identified within the boundaries of the APE.

The Intermediate period is little-known in most areas, but is generally thought to have begun around 1,500 to 1,000 B.C. and to have terminated about 500 A.D. During this period of time, the mortar and pestle came into common usage and there is reason to suspect that this may been due to the advent of "acorn technology." Simply put, at some point in time, the prehistoric Native Americans learned to leach the tannic acid from acorns; a process which renders them edible. Once this knowledge was available, the problem of food-gathering was revolutionized due to the abundance of oak trees in southern California. The mortar and pestle were the implements used to grind the acorns. Sites dating to the Intermediate period are rare in Los Angeles County, as they are rare everywhere. Many regional coastal sites which probably included Intermediate deposits have been destroyed (Wallace 1984).

More is known about the Late Prehistoric period than any other period of southern California prehistory. This is due largely to the fact that the late prehistoric people were encountered by the Spanish when they first explored California. Spanish and subsequent records provide a body of ethnographic data for which there is no parallel when examining the people of the earlier periods. In 1925, A.L. Kroeber observed that at some point in prehistory, the Shoshosean-speaking people of the Great Basin migrated westward into what are now Los Angeles and Orange Counties. This resulted in the displacement of the indigenous populations either north into Ventura County or south of the San Luis Rey River in San Diego County (areas which were inhabited respectively by the Chumash and Diegenos when the Spanish arrived). Judging by dialectical differences between the various branches of the Shoshonean language, Kroeber estimated that the "Shoshonean Migration" may have taken place at least 1,000 years ago and perhaps as many as 1,500 years ago (1925:578).

2.2.2 Cultural Setting

The LAX study area lies within a region that was occupied during the late prehistoric period by Native American groups now known as the Gabrielino (Bean and Smith 1978, Kroeber 1925). The name "Gabrielino" denotes the people controlled by the Spanish from Mission San Gabriel. The Gabrielino language, as well as that of the Juaneno and Luiseno to the south, derived from the Takic family which, in turn, is part of the Uto Aztecan linguistic stock. By contrast, the Chumash (located north of the Gabrielino) language derived from the Chumashan family of the Hokan linguistic stock, representing an

Intermediate Terminal Complex, looking southwest

International Airport Industrial District, looking southeast

Source: PCR Services Corporation, June 2000

LAX Master Plan **Supplement to the Draft EIS/EIR**	**Intermediate Terminal Complex and International Airport Industrial District**	Figure **S14**

Merle Norman Complex, main building: 9130 S. Bellanca Avenue

Merle Norman Complex, main entrance: 9130 S. Bellanca Avenue

Merle Norman Complex, shipping & receiving building:
9035 S. Bellanca Avenue

Source: PCR Services Corporation, June 2000

LAX Master Plan Supplement to the Draft EIS/EIR	Merle Norman Complex	Figure S15

origin quite different from that of the Gabrielino. The Chumash share this trait with groups located south of the Luiseno.

The Hokan stock is derived from the American southwest while the Uto-Aztecan stock can be traced to the Great Basin area (Driver 1969). Linguistic analysis has established that the Hokan speakers of Ventura and San Diego Counties were separated some time after 500 B.C.E. The implication is that the entire southern California coastal region was once filled with Hokan speakers who were gradually separated and displaced by Uto-Aztecan speaking migrants from the Great Basin area. The timing, extent and impact on local societies of the migration is not well understood, and any data related to it represents an important contribution to the understanding of local prehistory.

The Gabrielino may have numbered as many as 5,000 people at their peak in the precontact period. However, population estimates are very difficult to make because many of the Indians did not come under Spanish control and, consequently, were not included in census counts.

The Gabrielino traced their descent through the male line with status being determined by both wealth and heredity. Each lineage had a leader (chief), whose authority rested in possession of a "sacred bundle." The chief had several assistants to help with the many duties, including the collection of taxes (gifts from the people, primarily for consumption by guests), leading war parties, concluding treaties and seeing to community welfare. Subject to approval of the people, the position of chief was hereditary within the male line, though females could serve if no male heir was available. Shamans were also people of power, whose primary responsibilities were the overseeing of the various rituals. The mainland Gabrielino practiced cremation of the dead, which generally occurred about three days after death. Most of the deceased possessions were burned, though some were kept to be burned at the annual mourning ceremony; an eight day event in the fall of each year.

The California Native Americans were generally quite peaceful and did not often offer warlike resistance to European settlement. Consequently, they did not gain any great notoriety during the settlement period. Also, the original Californians were first under the control of the Spanish and Mexican governments and only later, after most of their culture had been destroyed by disease and displacement, did they come under the control of the United States. There was only a minor Native American presence remaining in California when it became a United States possession and massive development began. Consequently, very little interest in the natives and their prehistory was generated. It was many years later that the size, complexity, and extent of archaeological deposits in the state became apparent.

2.2.3 Findings and Conclusions

Previously Completed Archaeological Studies

There has been numerous reconnaissance and excavation project related studies completed in the LAX vicinity (an area within a three kilometer radius of LAX proper). In 1974, a reconnaissance level archaeological/cultural examination of the LAX property was completed by Nelson Leonard. During this survey, archaeological site CA-LAN-691 was recorded by N. Farrell. The site record by Farrell became part of the survey report by Leonard. CA-LAN-691 was the only archaeological site found during the Leonard survey. Even though two other sites had been recorded on LAX property when the Leonard project was completed (CA-LAN-202 and CA-LAN-214), they are not discussed in the report. Leonard's report contains no maps to indicate the intensity of coverage or even what portions of the property were actually examined. The report also does not discuss the methodology used during the examination or the qualifications of the people who actually did the field work.

Olson Laboratories (1975) used the Leonard report as the basis for an Environmental Impact Report for LAX, but this work is of little value since it is based on the work by Leonard which lacks a useful degree of specificity. The Olson report addresses only archaeological site CA-LAN-691, even though at that time two other sites were known to exist. It appears that these two sites were overlooked by both Leonard and Olson or the boundaries of their study area were not the same as those of the current project.

Wlodarski (1987) completed studies related to sewer projects, some areas of which were on or adjacent to LAX property. One area studied by Wlodarski lies just north of Will Rogers Avenue in the northeastern part of LAX property and another runs along Imperial Highway between Main Street and Pershing Drive. Even though CA-LAN-691 is immediately adjacent to the latter area, Wlodarski did not furnish an updated site record. Wlodarski did not record any sites during this project.

Wlodarski (1992) completed a study for the Sepulveda Tunnel Demonstration Project, but nothing of archaeological interest was noted. Rosen (1975) completed a study for Interstate Route 105. Nothing of interest near LAX property was found during this project.

Leonard (1975) completed a study for the Hyperion sewage treatment plant on the coast immediately to the south of LAX. Nothing of archaeological interest was found during this project.

Woodward (1987) completed a study for Dockweiler State Beach, immediately west of LAX property. Nothing of archaeological interest was found during this project.

Numerous other reconnaissance projects have been completed in the LAX vicinity. Most of these projects are of fairly recent date, and most deal with areas that had been subjected to extensive prior development. Very little was found during these projects. Even though reconnaissance projects are numerous in the LAX vicinity, only about 10 percent of the area has been examined for archaeological resources. The bulk of the area was developed prior to the enactment of legislation requiring cultural resources studies before construction. Therefore, most of the reported projects deal with the redevelopment of areas that have already been extensively disturbed.

Clearly, the Archaeological/Cultural sensitivity focus in the LAX vicinity is in the bluffs overlooking Ballona Creek, a kilometer or two north of the airport. Many of the Ballona Creek cluster of sites were destroyed before any meaningful research was accomplished, but a few important projects were completed. Van Horn (1985) completed extensive excavations at three loci of CA-LAN-61, located on property owned by Loyola Marymount University. Van Horn concluded that the sites he studied were in use between approximately 1000 B.C.E. to about C.E. 1000. The sites were definitely in use during the fall and winter months, but probably not during the balance of the year when resources from elsewhere were being utilized. Seasonality is also indicated by the caching of raw materials and tools, indicating an intent to return to the site. Obsidian from far inland and steatite from the Channel Islands establishes that trade was quite active and that a well developed maritime technology was in existence.

Van Horn (1984) also completed excavations at CA-LAN-59, located on Howard Hughes property north of LAX. The deposit contained two distinct strata, with the older indicating much more intensive use. The site was in use from about C.E. 400 to about C.E. 1000. The collection indicates hunting and collecting of maritime resources were major activities, but that hard seed collecting and processing were only minor activities. Probably, this indicates seasonal usage of the site area.

Previously Identified Archaeological Sites

Within a radius of approximately three kilometers from the center of the airport, thirty-two archaeological sites have been previously recorded. Of these sites, four are located within the Composite APE. All four of the sites were re-visited during the initial Section 106 survey process by RMW Paleo (See Appendix I Los Angeles International Airport-LAX Master Plan EIS/EIR: Section 106 Report, of the Draft EIS/EIR) to collect data for evaluation of current conditions. All of these sites are prehistoric in nature (See **Table S2**, Previously Recorded Archaeological/Cultural Resources Within Composite APE). The exact location of archaeological sites and the supplemental Site Recording Forms, are not subject to public disclosure pursuant to Title III Section 304 of the National Historic Preservation Act of 1966, as amended, to prevent harm and unauthorized disturbance of the sites.

Table S2

Previously Recorded Archaeological/Cultural Resources Within the Composite APE

Site Number	Date Recorded	Recorded By	Type Site	NR
CA-LAN-202	5 June 53	Eberhart	No information given in recordation	No
CA-LAN-214	5 June 53	Eberhart	Projectile points (small site)	No
CA-LAN-691	27 June 74	Farrell	Shell scatter	No
CA-LAN-1118	Sep. 81	Stickel & Appier	Shell midden w/ lithic debitage	No

NR = National Register of Historic Places. Determinations made by FAA.

Source: FAA and PCR, 2002, 2003.

Archaeological Site CA-LAN-202

Eberhart recorded this site on June 5, 1953. The site is indicated as approximately 61 meters (200 feet) in diameter, but no other details regarding site characteristics are given. On November 9, 1968, Tom King prepared a letter describing an attempt to relocate CA-LAN-202. King reported that at that time the houses in the site area were still occupied and that yard vegetation was quite dense. He did see some areas of dark soil that he took to be imported topsoil. Within the site area he reported only one tiny fragment of Mytilus sp. The site is located on the western, ocean-facing slope of the dune area west of the airport proper.

A detailed examination of the site area produced no archaeological evidence of any kind. A fragment of Mytilus sp. shell was noted, but this was much larger than the fragment noted by King. No discolored soil was seen. The ocean facing dune faces were examined in great detail during the current project. Frequent shell was observed along the dunes at elevations from approximately 18 meters to 27 meters (60 to 90 feet). This shell was primarily Chione sp., with other species present but far less common. In localized areas, the shell was quite dense.

For example, in one area south of Sandpiper Street some 80 shells were observed in an area about 30 meters (98 feet) in length by 20 meters (65 feet) width. The shells were predominately whole valves, with no evidence of modification. Careful examination of the surrounding surface revealed that the shells were being derived from one horizon within the sand dunes. Once noted, this horizon could be traced virtually from the northern airport property limit to the southern limit. It is clear that the observed shell is natural, probably deposited during one of the high sea stands associated with the Pleistocene. Apparently, a concentration of naturally deposited shell was misinterpreted as an archaeological shell midden. Under the present study there was no evidence of archaeological deposition in the recorded site area. The area once held houses that have now been completely removed. The disturbance caused by the demolition and slab removal would certainly have been sufficient to expose any archaeological site.

Because archaeological evidence was not found during the present study and because the area has been extensively disturbed, this site is ineligible for the National Register.

Archaeological Site CA-LAN-214

Eberhart also recorded this site on June 5, 1953. Eberhart recorded the site on the basis of information provided by an informant, one William Deane, a resident of Torrance. The site area is indicated as "small" and the artifact content is listed as "points." No other details regarding site characteristics are given. It is assumed that "points" is a reference to projectile points. This site is located in the extreme northeastern portion of the existing airport property. The area of site CA-LAN-214 is currently concealed by asphalt. It is quite likely that grading in the area has destroyed the archaeological site's integrity. There is an existing park area immediately north of the CA-LAN-214 site area, but examination of the surface in that area revealed nothing of importance. Due to lack of integrity, Archaeological Site CA-LAN-214 is ineligible for the National Register.

Archaeological Site CA-LAN-691

N. Farrell recorded this site on June 27, 1974. The site was described as a shell scatter along the base of a steep slope. The size was estimated as approximately 91 meters by 12 meters (300 by 40 feet) and the depth was estimated as at least 0.3 meters (one foot). No artifacts were seen in the site area. The site record by Farrell became part of a report on the existing airport property by Nelson Leonard. The Leonard study formed the basis for an Environmental Impact Report for LAX by Olson Laboratories (1975). With reference to site CA-LAN-691, Olson recommends:

Since construction in this area will be a land filling operation it may be possible to avoid disturbing the deposit. A small sample of the site could be excavated prior to construction. The site could then be buried without further modification of the ground surface. This would preserve and protect the deposit. The sample would provide archaeologists with a better understanding of the site and the majority of the deposit would be protected from vandalism and other destructive forces.

There is no indication in the archaeological literature that the Olson recommendations were ever accomplished. The CA-LAN-691 site area is currently buried under approximately 15 meters (49 feet) of

fill. The fill is unconsolidated and apparently consists of material imported from elsewhere within the existing airport property. It is unknown whether any removal of soil occurred prior to the placement of fill, so the extent of damage or disturbance to the archaeological site is unknown. During the current survey process a reasonably good faith effort was made to relocate Archaeological Site CA-LAN-691, however, no trace of it was found. Because archaeological evidence was not found during the present study and because the area has been extensively disturbed, this site is ineligible for the National Register.

Archaeological Site CA-LAN-1118

Recorded by G. Stickel and S. Appier in September 1981, this site was described as a shell midden with lithic debitage. The site was described as quite large, covering an area of 250 by 100 meters (76 feet by 30 feet). Various species of shellfish known to have been used by prehistoric people were evident in the shell midden, which also contained lithic debitage, the waste products of lithic tool manufacture and use. No estimate of the depth of the deposit was made. Stickel and Appier were apparently engaged in some project, but the only document filed with the South Central Coastal Information Center is the site record. The exact nature and extent of the work could not be determined, given the lack of a report.

Stickel did not evaluate the depth of the deposit, but recommended a test excavation to determine the true vertical and horizontal extent of the site, and to evaluate its importance. There is no evidence that the evaluative excavation recommended by Stickel was ever accomplished. It is clear that the CA-LAN-1118 site area has undergone severe disturbance since being recorded by Stickel. Westchester Parkway, was constructed in the late 1980s directly through the center of the site. Furthermore, the remaining site area has been graded extensively. Pockets of shell and limited debitage can be seen throughout the site area. South of Westchester Parkway the grading damage is extreme and it is apparent that little of the deposit remains undisturbed. However, to the north of Westchester Parkway the grading damage is still apparent, but less extensive. Archaeological Site CA-LAN-1118 is ineligible for the National Register, the California Register, and local designation because of its lack of integrity.

Current Archaeological Study Results

Two prehistoric archaeological isolates, a prehistoric archaeological site, and one historical archaeological deposit were identified, documented, and recorded during the current project (See **Table S3**, Previously Unrecorded Archaeological/Cultural Resources Within the Composite APE). All four sites were found within the existing airport property. One of these resources, CA-LAN-2345, is eligible for the National Register. The other three resources are ineligible for the National Register. The precise location of these sensitive sites and the supplemental Site Recording Forms, are not subject to public disclosure.

Table S3

Previously Unrecorded Archaeological/Cultural Resources Within the Composite APE

Site Number	Date Recorded	Recorded By	Type Site	NR
Isolate 1	12 Jan. 96	Bissell (RMW)	Large felsite porphyry flake tool	No
Isolate 2	12 Jan. 96	Bissell (RMW)	Large quartzite tool	No
CA-LAN-*1H	12 Jan. 96	Bissell (RMW)	Concrete, asphalt, glass, brick fragments, plaster, linoleum fragments, countertop tiles, and metal fragments	No
CA-LAN-2345	12 Jan. 96	Bissell (RMW)	Stone tools, bones, shell fragments	Yes

NR = National Register of Historic Places. Determinations made by FAA.

Source: FAA and PCR, 2002, 2003.

Isolate 1

This prehistoric tool is a large flake made of very dark, almost black, felsite porphyry. Isolate 1 is ineligible for listing in the National Register because it is not considered important and it does not contribute further to our understanding of human history or prehistory.

Isolate 2

Isolate 2 is a large flake of reddish quartzite. The tool was recorded, but not collected. Isolate 2 is ineligible for listing in the National Register because it is considered not important and it does not contribute further to our understanding of human history or prehistory.

Archaeological Site CA-LAN-*1H

This site consists of a wide scatter of historic debris, including concrete, asphalt, glass (windowpane, bottle and decorative), brick fragments, plaster, linoleum fragments, two kinds of countertop tiles, and metal fragments. An examination of the USGS map, airport maps of the area, and photographs of the area show that this area was the site of the NIKE Missile testing site which was constructed in 1954. This facility was demolished for the construction of Westchester Parkway, which was completed in 1993. It appears that this site material is debris left from the testing site facility and/or imported as part of the airport fill, since no homes were known to have been built in this area. Site CA-LAN-*1H does not qualify as a historic archaeological site because it consists of redeposited scatter fill material (secondary deposits) less than 50 years of age. It therefore, it is ineligible for the National Register.

Archaeological Site CA-LAN-2345

This large, prehistoric site contains literally hundreds of stone tools, bones, shell fragments and thermally affected stones. There is also an intact feature partially exposed at one edge of a blowout. This feature appears to be a roughly circular construction of stones, some of which are tools. It may well be a fire hearth. The feature is important because it is resting directly on or immediately above Older Dune (Pleistocene) deposits and is partially buried by Younger Dune (Holocene) material. This site may have the potential to yield important information in local prehistory. The location of the site indicates that it is extremely old, perhaps dating to the earliest of Milling Stone time. Some support for this age assessment is found in the lack of trade material (steatite, obsidian, fused shale) in the deposit. Some shell was collected from CA-LAN-2345 and submitted to Beta Analytic, Coral Gables, Florida for radiocarbon age assessment. Radiocarbon data range established for the sample (Beta 84842) is approximately 1860 to 2020 B.C.E. This date clearly establishes that the site is a manifestation of the Milling Stone cultural period. Because of this information, Site CA-LAN-2345 is eligible for the National Register because of its potential to likely yield information critical to our understanding of an important archaeological period.

3. ASSESSMENT OF ADVERSE EFFECTS

If the undertaking could change in any way the characteristics that qualify the property for inclusion in the National Register, for better or for worse, it is considered to have an "effect." If the undertaking could diminish the integrity of such characteristics, it is considered to have an "adverse effect."

When applying the criteria of effect and adverse effect, there are three possible findings:

- No effect: There is no effect of any kind (that is, neither harmful nor beneficial) on the historic property;
- No adverse effect: There could be an effect, but the effect would not be harmful to those characteristics that qualify the property for inclusion in the National Register; or
- Adverse effect: There could be an effect, and that effect could diminish the integrity of such characteristics.

Adverse effects, as defined in 36 CFR 800.5, on historic properties include, but are not limited to the following:

- Physical destruction of or damage to all or part of the property;
- Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation and provision of handicapped access, that is not consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties (36 CFR part 68) and applicable guidelines;
- Removal of the property from its historic location;
- Change in the character of the property's use or of physical features within the property's setting that contribute to its historic significance;

- Introduction of visual, atmospheric or audible elements that diminish the integrity of the property's significant historic features;
- Neglect of a property which causes its deterioration, except where such neglect and deterioration are recognized qualities of a property of religious and cultural significance to an Indian tribe or Native Hawaiian organization; and
- Transfer, lease, or sale of property out of Federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance.

The FAA, in consultation with SHPO, may propose a finding of no adverse effect when the undertaking's effects do not meet the criteria of § 800.5(a)(1) or the undertaking is modified or conditions are imposed, such as the review of plans for relocation by SHPO to ensure consistency with applicable guidelines, to avoid adverse effects.

Using these criteria, the FAA evaluated the effects of Alternative D and its impact on historic/architectural and archaeological/cultural resources within the Composite APE. The FAA is currently consulting with SHPO, the Advisory Council of Historic Preservation (ACHP), and the City of Los Angeles on the potential effects of each this alternative. (See **Table S4**, Potential Effects of Alternative D on Listed or Eligible National Register Properties Potential Within the Composite APE.)

Table S4

Potential Effects of Alternative D on Listed or Eligible National Register Properties Within the Composite APE (Directly or Indirectly)

Properties	Alternative D Adverse
Hangar One	No
Theme Building	No
WW II Munitions Storage Bunker	No
CA-LAN-2345 (archaeological)	No
Merle Norman Complex	No

Determinations made by FAA.

Source: FAA and PCR, 2002, 2003.

3.1 Alternative D - Enhanced Safety and Security Plan

Alternative D avoids impacting, directly and/or indirectly, the National Register listed Hangar One property or the following National Register eligible properties: the Theme Building, the WWII Munitions Storage Bunker, the Merle Norman Complex, and archaeological site CA-LAN-2345. This alternative, however, does involve the use of heavy machinery and equipment associated with construction-related activities such as demolition, excavation and grading. Records search information and other relevant literature reviewed as part of the Supplemental Section 106 survey process indicated that the likelihood of encountering archaeological/cultural resources within or near the Composite APE is relatively high, particularly given the records search of sites recorded in the vicinity of the airport. This conclusion suggests unanticipated discoveries may occur from construction-related activities. The disturbance or destruction of potentially significant undiscovered archaeological/cultural resources by these activities would be considered an adverse effect unless mitigated.

4. RESOLUTION OF ADVERSE EFFECTS

4.1 Memorandum of Agreement (MOA)

The FAA has applied the Criteria of Adverse Effect (36 CFR 800.5[a]) for the undertaking to implement and complete Alternative D. Alternative D is being considered as the preferred undertaking. The FAA concludes that Alternative D will have No Adverse Effect on the historic properties identified within the Composite APE. The effect will not be adverse with the implementation of the recommended mitigation measures listed below. Therefore, a Memorandum of Agreement (MOA) is not necessary to implement this undertaking. The FAA seeks concurrence from SHPO in this Finding of No Adverse Effect (36 CFR 800.5[b]).

If LAWA, and subsequently the FAA, selects a development alternative that creates an adverse effect on historic properties listed in or eligible for the National Register, a MOA will be drafted that will address measures to reduce and/or mitigate those adverse impacts.

4.1.1 Alternative D - Enhanced Safety and Security Plan

Historic/Architectural Resources

With the implementation of this alternative, none of the identified historic properties listed in or eligible for listing in the National Register would be directly or indirectly impacted. Therefore, no mitigation measures would be required.

Archaeological Resources

Unanticipated discoveries of archaeological resources and/or human remains will be mitigated as follows:

Discovery. Prior to implementation of Alternative D, the FAA shall prepare an archaeological treatment plan (ATP), in consultation with SHPO, that ensures the long-term protection and proper treatment of those unexpected archaeological discoveries of significance found within the APE of this alternative. The ATP shall include a monitoring plan, research design, and data recovery plan. The ATP shall be consistent with the Secretary of the Interior's Standards and Guidelines for Archaeological Documentation;[23] California Office of Historic Preservation's (OHP) *Archaeological Resources Management Report*, Recommended Contents and Format (1989), and the *Guidelines for Archaeological Research Design* (1991); and shall also take into account the ACHP's publication *Treatment of Archaeological Properties: A Handbook*. The ATP shall also be consistent with the Department of the Interior's Guidelines for Federal Agency Responsibility under Section 110 of the NHPA.

Monitoring. Any grading and excavation activities within LAX proper or the acquisition areas that have not been identified as containing redeposited fill material or which have been previously disturbed shall be monitored by a qualified archaeologist. The archaeologist shall be retained by LAWA and shall meet the Secretary of the Interior's Professional Qualifications Standards.[24] The project archaeologist shall be empowered to halt construction activities in the immediate area if potentially significant resources are identified. Test excavations may be necessary to reveal whether such findings are significant or insignificant. In the event of notification by the project archaeologist that a potentially significant or unique archaeological/cultural find has been unearthed, LAWA shall be notified and grading operations shall cease immediately on-site until the geographic extent and scientific value of the resource can be reasonably verified. Upon discovery of an archaeological resource or Native American remains, LAWA shall retain a Native American monitor from a list of suitable candidates obtained from the Native American Heritage Commission.

Excavation and Recovery. Any excavation and recovery of identified resources (features) shall be performed using standard archaeological techniques and the requirements stipulated in the ATP. Any excavations, testing, and/or recovery of resources shall be conducted by a qualified[25] archaeologist selected by LAWA.

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[23] 48 FR 44634-37.

[24] The Secretary of the Interior's Professional Qualifications Standards (48 FR 22716, September 1983).

[25] The Secretary of the Interior's Professional Qualifications Standards (48 FR 22716, September 1983).

Administration. Where known resources are present, all grading and construction plans shall be clearly imprinted with all of the archaeological/cultural mitigation measures. All site workers shall be informed in writing by the on-site archaeologist of the restrictions regarding disturbance and removal as well as procedures to follow should a resource deposit be detected.

Archaeological/Cultural Monitor Report. Upon completion of grading and excavation activities in the vicinity of known archaeological resources, the archaeological/cultural monitor shall prepare a written report. The report shall include the results of the fieldwork and all appropriate laboratory and analytical studies that were performed in conjunction with the excavation. The report shall be submitted in draft form to the FAA, LAWA and City of Los Angeles-Cultural Affairs Department. City representatives shall have 30 days to comment on the report. All comments and concerns shall be addressed in a final report issued within 30 days of receipt of city comments.

Artifact Curation. All artifacts, notes, photographs, and other project-related materials recovered during the monitoring program shall be curated at a facility meeting federal and state standards.

Archaeological Notification. If human remains are found, all grading and excavation activities in the vicinity shall cease immediately and the appropriate LAWA authority shall be notified; compliance with those procedures outlined in Section 7050.5(b) and (c) of the State Health and Safety Code, Section 5097.94(k) and (i) and Section 5097.98(a) and (b) of the Public Resources Code shall be required.

GLOSSARY

Term	Description
Adverse Effect:	Harm To Historic Properties, Directly Or Indirectly Caused By A Federal Agency's Action.
Advisory Council on Historic Preservation (ACHP):	An independent federal agency that advises the President and Congress on historic preservation matters, and oversees the review of projects under Section 106 of the National Historic Preservation Act (NHPA).
Archaeological Resource:	As used for the purposes of 43 CFR 7: Protection of Archaeological Resources, means any material remains of human life or activities which are at least 100 years of age, and which are of archaeological interest. As used for the purposes of Section 106, archaeological resources are those properties included in or eligible for the National Register and whose significance lies wholly or partly in their archaeological values.
Area of Potential Effects (APE):	The geographic area or areas within which an undertaking (project) may cause changes in the character or use of historic properties, if any such properties exist.
Building:	A building, such as a house, barn, church, hotel, or similar construction is created to shelter any form of human activity. Building may also be used to refer to a historically and functionally related unit, such as a courthouse and jail or a house and barn.
California State Trinomial Number:	Refers to the numbering system utilized by the Office of Historic Preservation in accessioning records into the California Archaeological Site Inventory.
Cultural Resource:	Any resource that is of cultural character. Examples include social institutions, historic places, artifacts, and documents.
Determination of Eligibility:	The process of ascertaining a property's eligibility for the National Register. A property eligible for the National Register, but not actually listed or formally determined eligible by the Secretary, is afforded the same protection under Section 106 as a listed property.
Direct Impact	Project impacts which have the potential to physically alter, diminish or destroy all or part of the character and quality of significant historic properties.
District:	A district possesses a significant concentration, linkage, or continuity of sites, buildings, structures, or objects united historically or aesthetically by plan or physical development.
Effect	Any alteration to the characteristics of a historic property qualifying it for inclusion in or eligibility for the National Register of Historic Places.
Eligible for National Register Listing	The term eligible for listing in the National Register includes both properties formally determined as such in accordance with regulations of the Secretary of the Interior and all other properties that meet the National Register criteria.
Historic Context:	Historic contexts are those patterns, time, themes, trends in history by which a specific occurrence, property, or site is understood and its meaning (and ultimate significance) within prehistory or history is made clear. The significance of a historic property can be judged and explained only when it is evaluated within its historic context. Historic contexts are linked to actual resources to and are used by public and private agencies and organizations to Develop management plans based upon actual resource needs and information.
Historic Period:	The period of time after substantial European contact with the Native American societies in the United States.
Historic Property (or Historic Resource):	Any prehistoric or historic district, site building, structure, or object included in or eligible for inclusion in the National Register of Historic Places (16 U.S.C. 470w[5]). Such term includes artifacts, records, and remains which are related to such a district, site, buildings, structure, or object.
Historic Resource (or Historic Property):	Any prehistoric or historic district, site building, structure, or object included in or eligible for inclusion in the National Register of Historic Places (16 U.S.C. 470w[5]). Such term includes artifacts, records, and remains which are related to such a district, site, buildings, structure, or object.
Indirect Impact	Project impacts which can potentially cause change in the character or use of a significant historic property by the introduction of undersirable auditory or visual intrusions. Noise and/or vibration themselves may be considered indirect effects.
Interested Person:	Those organizations and individuals that are concerned with the effects of an undertaking on historic properties.

Term	Description
Integrity:	The authenticity of a property's historic identity, evidenced by the survival of physical characteristics that existed during the property's historic or prehistoric period of significance. Integrity is the ability of a property to convey its significance. The National Register criteria recognizes seven aspects or qualities of integrity that, in various combinations, define integrity: location, design, setting, materials, workmanship, feeling, and association.
Intensive Level Survey:	A systematic detailed examination of an area designed to gather information about historic properties sufficient to evaluate them against predetermined criteria of significance within specific historic contexts (from Secretary's Standards, 48FR44739).
Isolate:	Usually defined as less than three associated archaeological artifacts. However, the actual definition, can vary among geographic areas and personnel.
Memorandum Of Agreement (MOA):	The agreement resulting from SHPO consultation, that states measures the agency will take to avoid or reduce effects on historic properties as the agency carries out its undertaking. The MOA is signed by the agency; the SHPO; and the ACHP, if participating.
Mitigation:	Action to minimize, ameliorate, or compensate for the degradation and/or loss of those characteristics of a property that make it eligible for the National Register.
National Park Service (NPS):	A bureau of the Department of Interior whose primary function is to manage the National Park System.
National Register Criteria:	The criteria established by the Secretary of the Interior for use in evaluating the eligibility of properties for the National Register (36CFR60).
National Register-Eligible Property:	A property that has been determined eligible for the National Register by the Secretary of the Interior, or one that has not yet gone through the formal eligibility-determination process but which meets the National Register Criteria.
National Register of Historic Places (National Register):	A list of districts, sites, buildings, structures, and objects maintained by the NPS, each determined by NPS to be of historic, cultural, architectural, archaeological, or engineering significance at the national, state, or local level.
Object:	The term object is used to distinguish from buildings and structures those constructions that are primarily artistic in nature or are relatively small in scale and simply constructed. Although it may be, by nature or design, movable, an object is associated with a specific setting or environment, such as statuary in a designed landscape.
Period of Significance:	The length of time that a property was associated with important events, activities, or persons, or attained the characteristics which qualify it for National Register listing. In many historic properties, the period of significance is the date of construction.
Prehistoric Period:	Prehistory is the period of time before substantial European contact with the Native Americans societies in the United States. The study of the archaeological remains of Native American tribes as they existed before contact with Europeans. The National Historic Preservation Act treats prehistory as a part of history for purposes of national policy.
Preservation (or Historic Preservation):	According to the National Historic Preservation Act, includes identification, evaluation, recordation, documentation, curation, acquisition, protection, management, rehabilitation, restoration, stabilization, maintenance, research, interpretation, conservation, and education and training regarding the foregoing activities or any combination of the foregoing activities (NHPA §301.8) According to the Secretary of the Interior's Standards for the Treatment of Historic Properties (NPS 1992), preservation means the act or process of applying measures necessary to sustain the existing form, integrity, and materials of an historic property.
Property Type:	Is a grouping of individual properties based on a set of shared physical or associative characteristics. Physical characteristics may relate to structural forms, architectural styles, building materials, or site types. Associative characteristics may relate to the nature of associated events, or activities, to associations with a specific individual or group of individuals, or to the category of information about which a property may yield information.
Qualified Professionals:	Professional practitioners of various disciplines relevant to historic preservation. These include archaeologists, historians, architectural historians, and historical architects meeting the training and experience criteria set forth in the Secretary of the Interior's Standards (48FR 44739).
Reconnaissance Level Survey (Windshield Survey):	An examination of all or part of an area accomplished in sufficient detail to make generalizations about the types and distributions of historic properties that may be present.

Term	Description
Secretary of the Interior's Standards and Guidelines:	The Standards and Guidelines provide technical information about archaeology and historic preservation activities and methods. The Standards and Guidelines are prepared under the authority of sections 101(f), (g), and (h), and section 110 of the NHPA.
Significance:	Under NHPA, the historical, cultural, archaeological, architectural, or engineering importance of a property. Under NEPA, the seriousness of a potential impact, measured in terms of "context" and "intensity."
Site:	A site is a location of a significant event, a prehistoric or historic occupation or activity, or a building or structure, whether standing, ruined, or vanished, where the location itself possesses historical, cultural, or archaeological value regardless of the value of any existing structure.
State Historic Preservation Officer (SHPO):	The state official, designated by the governor, to carry out the functions ascribed to the SHPO by the National Historic Preservation Act. SHPOs receive and administer matching grants from NPS to support their work and pass through to others. SHPOs identify historic properties and nominate them to the National Register. They also maintain inventories, do plans, and consult with others about historic preservation.
Structure:	The term structure is used to distinguish from buildings those functional constructions made usually for purposes other than creating shelter.
(Traditional) Cultural Property:	A district, site, building, structure, or object that is valued by a human community for the role it plays in sustaining the community's cultural integrity. Generally, a place that figures in important community traditions or in culturally important activities.
Undertaking:	Any project, activity, or program that can result in changes in the character or use of historic properties, if any such historic properties are located in the area of potential effects. The project, activity, or program must be under the direct or indirect jurisdiction of a Federal agency or licensed or assisted by a Federal agency. Undertakings include new and continuing projects, activities, or programs and any of their elements not previously considered under Section 106.

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Maps

Map 1 Project Vicinity and Location

Map 2 Composite Area of Potential Effects Map

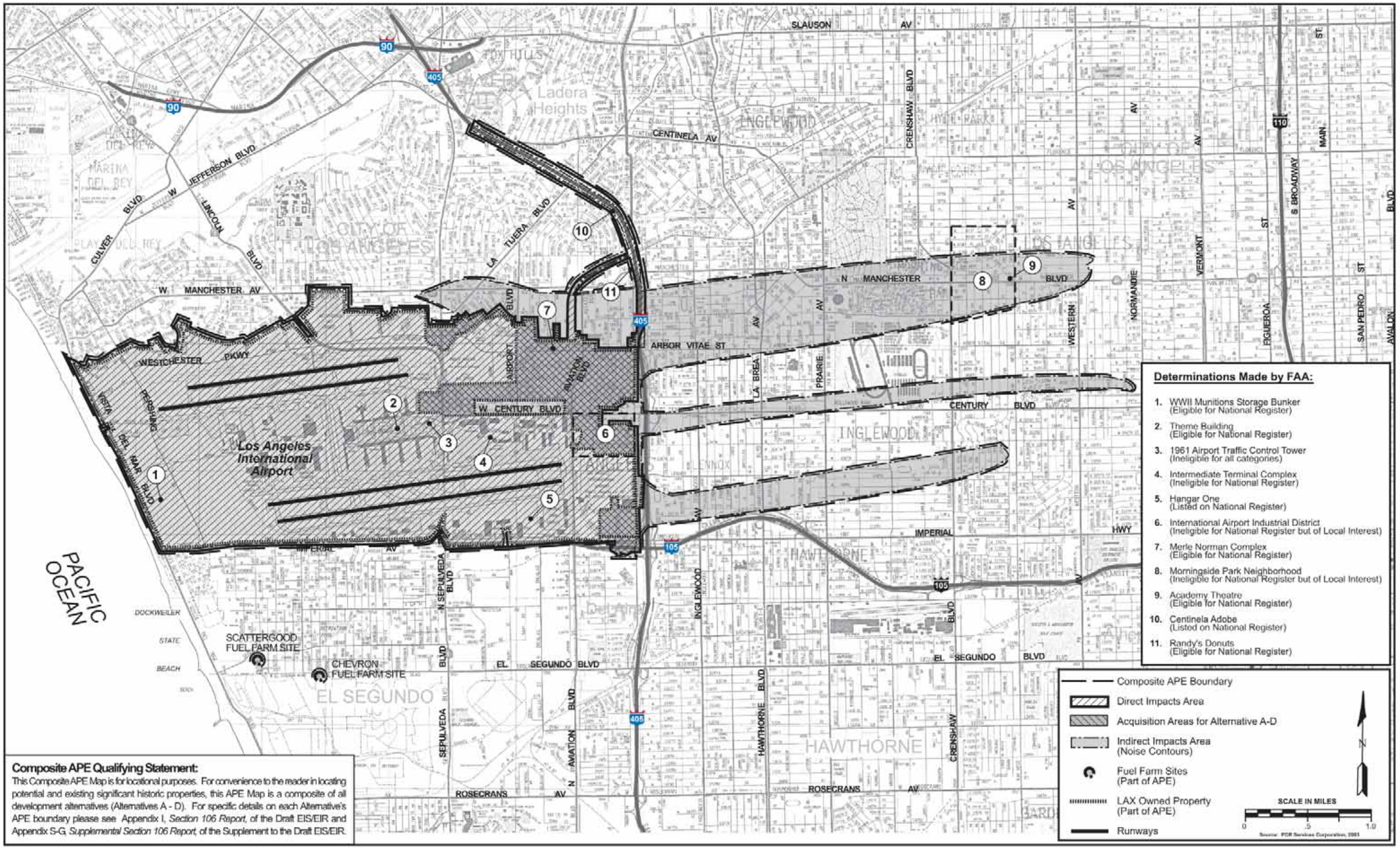
Map 3 Alternative D 2015 - Area of Potential Effects

Map 4 Listed and Eligible National Register Properties, Alternative D

Map 5 Potential and Existing Significant Archaeological Resources within Composite APE (Alternatives A-D 2015)

Note: "Reproduced with the permission granted by Thomas Bros. Maps. Copyright Thomas Bros. Maps."

LAX Master Plan Supplement to the Draft EIS/EIR	Project Vicinity and Location	Map 1



Determinations Made by FAA:

1. WWII Munitions Storage Bunker (Eligible for National Register)
2. Theme Building (Eligible for National Register)
3. 1961 Airport Traffic Control Tower (Ineligible for all categories)
4. Intermediate Terminal Complex (Ineligible for National Register)
5. Hangar One (Listed on National Register)
6. International Airport Industrial District (Ineligible for National Register but of Local Interest)
7. Merle Norman Complex (Eligible for National Register)
8. Morningside Park Neighborhood (Ineligible for National Register but of Local Interest)
9. Academy Theatre (Eligible for National Register)
10. Centinela Adobe (Listed on National Register)
11. Randy's Donuts (Eligible for National Register)

Composite APE Boundary
Direct Impacts Area
Acquisition Areas for Alternative A-D
Indirect Impacts Area (Noise Contours)
Fuel Farm Sites (Part of APE)
LAX Owned Property (Part of APE)
Runways

N

SCALE IN MILES
0 .5 1.0

Source: PCR Services Corporation, 2003

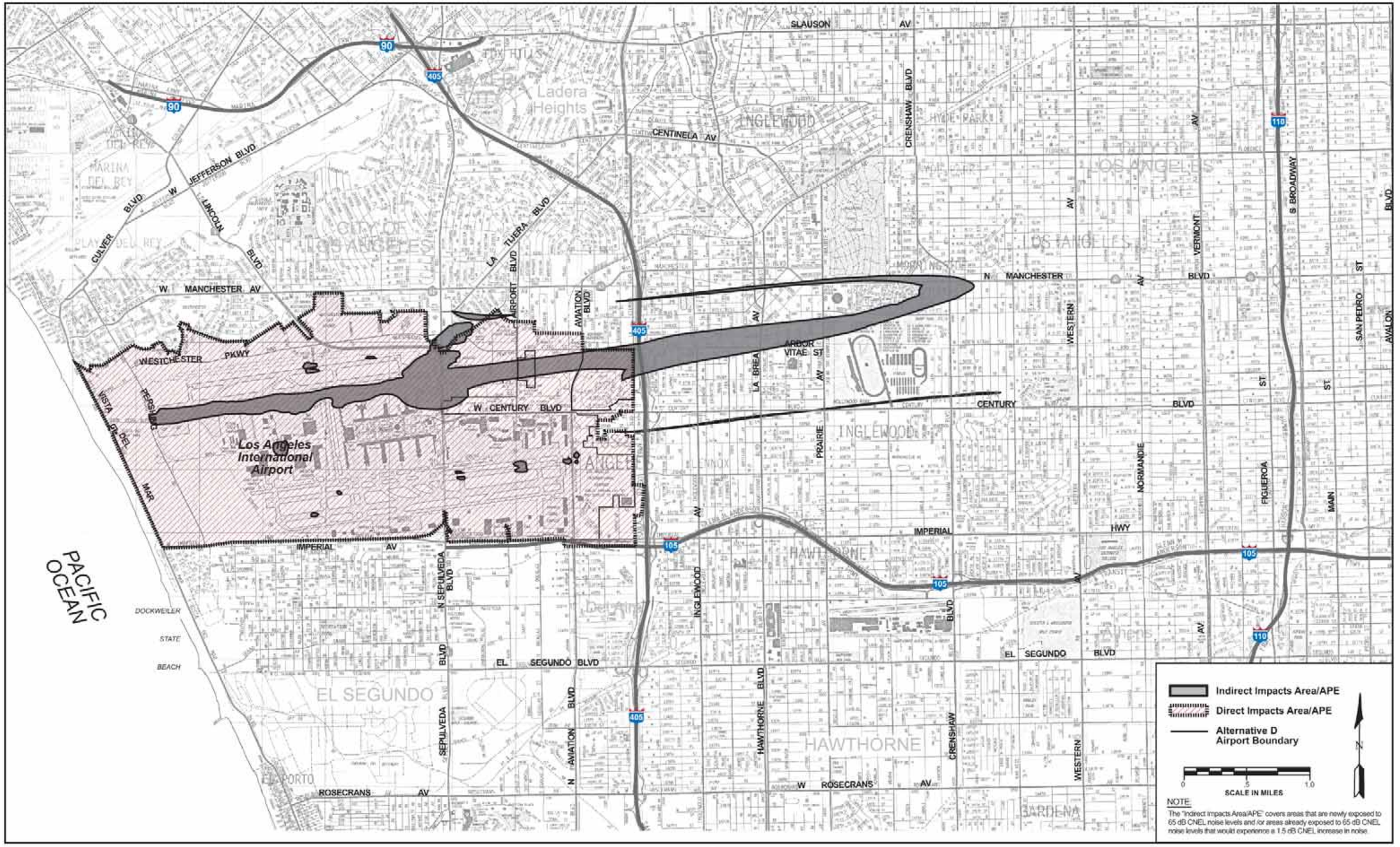
Composite APE Qualifying Statement:

This Composite APE Map is for locational purposes. For convenience to the reader in locating potential and existing significant historic properties, this APE Map is a composite of all development alternatives (Alternatives A - D). For specific details on each Alternative's APE boundary please see Appendix I, *Section 106 Report*, of the Draft EIS/EIR and Appendix S-G, *Supplemental Section 106 Report*, of the Supplement to the Draft EIS/EIR.

LAX Master Plan - Supplement to the Draft EIS/EIR

Composite Area of Potential Effects Map

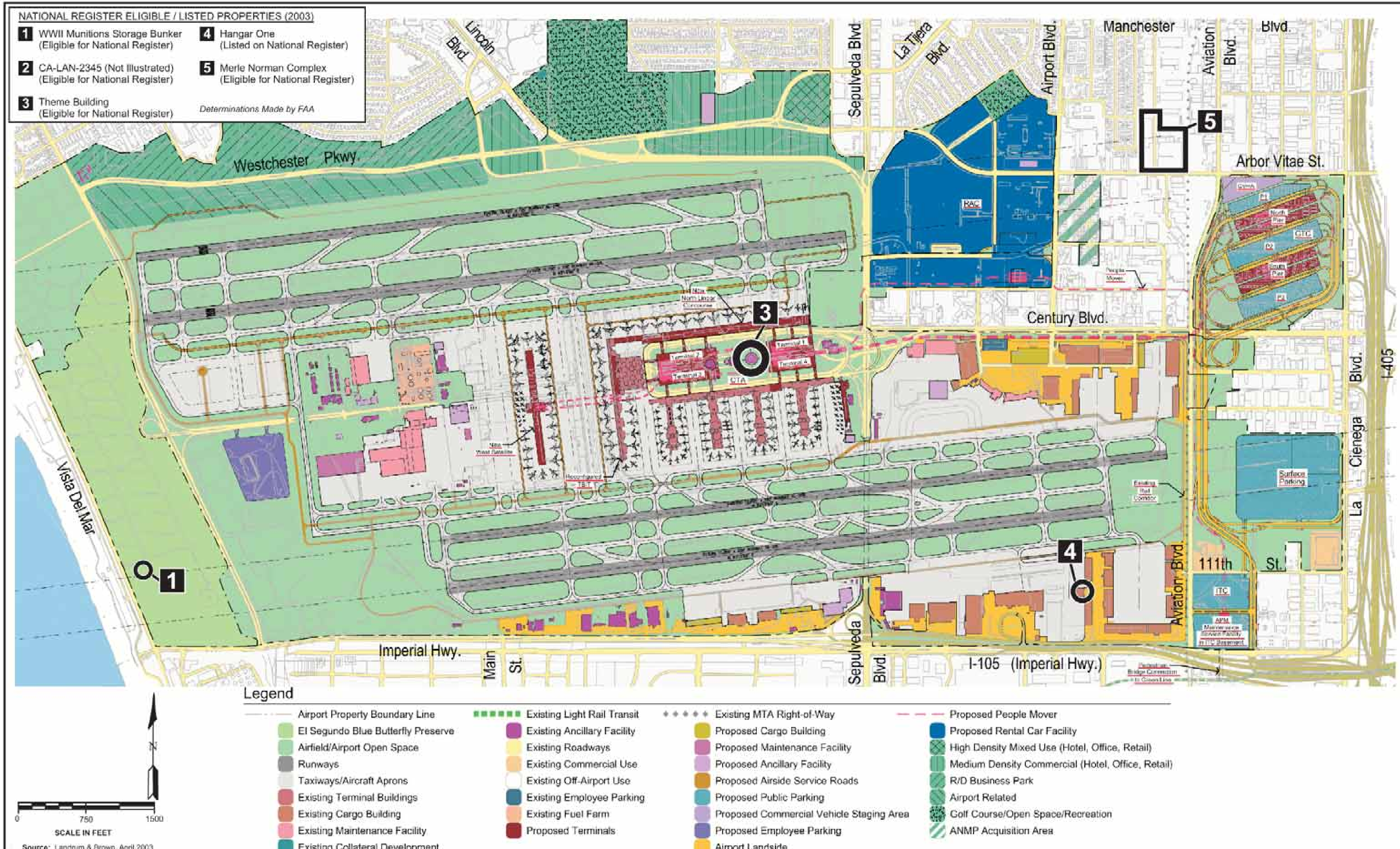
Map **2**



NOTE

The "Indirect Impacts Area/APE" covers areas that are newly exposed to 65 dB CNEL noise levels and /or areas already exposed to 65 dB CNEL noise levels that would experience a 1.5 dB CNEL increase in noise.

LAX Master Plan - Supplement to the Draft EIS/EIR	**Alternative D 2015 - Area of Potential Effects**	Map 3



LAX Master Plan - Supplement to the Draft EIS/EIR

Listed and Eligible National Register Properties, Alternative D

Map 4

Map 5 is not included herein because archaeological sites are not subject to public disclosure pursuant to Title III Section 304 of the NHPA, as amended, to prevent harm and unauthorized disturbance of the sites.

Attachment 1

Agency and Public Consultation
Information Center Record Search Letters

California Historic Resources Inventory

Regional Information Center
Los Angeles, Orange, Ventura Counties

May 22, 1995

Joan Brown
RMW Paleo Associates
23392 Madero, Ste. L
Mission Viejo, CA. 92691

RE: Records search for LAX Area, Two Mile Radius, Venice and Inglewood Quadrangles

Dear Ms. Brown,

As per your request of May 18, 1995, we have conducted a records search for the above referenced project. This search includes a review of all recorded historic and prehistoric archaeological sites within the project area as well as a review of all known cultural resource survey and excavation reports. In addition, we have checked our file of historic maps, the National Register of Historic Places, the California State Historic Resources Inventory, the California Points of Historical Interest, and the listing of California Historical Landmarks in the region. The following is a discussion of our findings regarding the project area.

PREHISTORIC RESOURCES:

Twenty-seven prehistoric sites have been identified within a two mile radius of the project area (see enclosed site list and map). Four of these sites, CA-LAN-202, LAN-214, LAN-691, and LAN-1118, are located within the project area. One area, labeled "SITE" on the enclosed map, is thought to be cultural, but has never been formally recorded as a site.

HISTORIC RESOURCES:

Five historic sites have been identified within a two mile radius of the project area (see enclosed site list and map). None of these sites are located within the project area. Inspection of our historic map -- Redondo (1896) 15' series -- indicated a moderate to dense street grid pattern in the city of Inglewood, with an open street grid pattern in the area immediately surrounding it. Two railroads, the Santa Monica and the Redondo branches of the Atchison Topeka and Santa Fe (AT&SF)had been built in the area. Arena and Wiseburn were stops on the Redondo branch, and Mesmer was a stop on the Santa Monica branch. The two branches met in Inglewood, with a later stop in Centinela. Two watercourses, Ballona and Centinela Creeks, flowed freely through the northern part of the area, both ending in Ballona Lagoon. An inland port, called Port Ballona, was built on the southernmost tip of Ballona Lagoon.

Inspection of our historic map -- Redondo (1944) 15' series -- indicated a significant increase in development of the area. The cities of Inglewood, Lennox, Hawthorne, El Segundo, and Manhattan Beach all had dense street grid patterns, while the cities of Del Rey, Playa del Rey, Palisades del Rey, and Wiseburn, had moderate street grid patterns. The area surrounding these cities was developed in an open street grid pattern. There were several key roadways in the area, including Manchester, Arizona, and Rosecrans Avenues; Lincoln, Century, El Segundo, and Coast Boulevards; Redondo Road, and

Imperial Highway. Manchester Avenue was part of State Route 174, Lincoln Blvd. was part of State Routes 101 and 60, and Arizona Ave. was part of State Route 158, and of U.S. Route 101. Structures that had been developed in the area include the Fox Hill Country Club, Loyola University, the Standard Oil Company Refinery, and the General Chemical Company. Also constructed in the area was the Los Angeles Airport, roughly bounded by Arizona Ave. to the west, Century Blvd. to the north, Redondo Road to the east, and Imperial Hwy. to the south. There were also several oil wells and oil tanks in the area. In terms of railroads, the AT&SF railroad (both branches) still ran through the area, and the Pacific Electric Railroad ran along the coast and across the southern portion of the area. Machado, Alla, Alsace, and Wiseburn were stops on the AT&SF railroad, while stops on the Pacific Electric included Playa del Rey, El Segundo, and Manhattan Beach. With rgards to watercourses in the area, Centinela Creek still ran freely through the area, while Ballona Creek had been channeled to the Pacific ocean. Ballona Lagoon was comprised of a small area of water just inland of the coast, while the surrounding area was composed mostly of swampland.

The National Register of Historic Places lists seven properties within a two mile radius of the project area. Of these seven properties, four are sites (CA-LAN-1932H, LAN-1933H, LAN-1934H, and LAN-1970H) that have been determined ineligible for National Register listing by consensus, with no potential for any listing. The property at 7634 Midfield Avenue, called Centinela Adobe, is National Register number 74000522. The property at 15 13th Street, called Wilson, Warren, Beach House, is National Register number 86001666. The property at 5701 W. Imperial Hwy., called Hanger One, is National Register number 92000959.

The California State Historic Resources Inventory lists numerous properties within the city of Los Angeles. A list of these properties is available to you upon request.

The listings of the California Historical Landmarks (1990) of the Office of Historic Preservation, California Department of Parks and Recreation, indicate that there are no California Historical Landmarks within a two mile radius of the project area.

The California Points of Historical Interest (1992) identifies no properties within a two mile radius of the project area.

PREVIOUS ARCHAEOLOGICAL INVESTIGATIONS:

Fifty-three surveys and/or excavations have been conducted within a two mile radius of the project area. Four of these, L-78, L-96, L-309, and L-2659, are located within the project area (see enclosed map and bibliography).

Please forward a copy of any reports resulting from this project to our office as soon as possible. Due to the sensitive nature of site location data, we ask that you do not include record search maps in your report. If you have any questions regarding the results presented herein, please feel free to contact our office at (310) 825-1980.

Invoices are mailed approximately two weeks after records searches. This enables your firm to request further information under the same invoice number. Please reference the invoice number listed below when making inquires. Requests made after invoicing necessitate the preparation of a separate invoice with a $15.00 handling fee.

Sincerely,

Kathleen Gibilisco

Kathleen Gibilisco
Staff Archaeologist

Enclosures:

(X) Map
(X) Bibliography
(X) Site list
(X) Site records
(X) Survey reports
(X) Confidentiality Form
( ) Invoice# 5659

RECEIVED AUG 2 5 1997

August 6, 1997

John L. Graham
Los Angeles World Airports
P.O. Box 92216
Los Angeles, CA 90009-2216

RE: Records Search for the LAX area, Venice and Inglewood Quadrangles, Los Angeles County, California.

Dear Mr. Graham,

As per your request received on August 4, 1997 we have conducted a records search for the above referenced project. This search included a review of all recorded historic and prehistoric archaeological sites within the project area, as well as a review of all known cultural resource survey and excavation reports. In addition, we have checked our file of historic maps, the California State Historic Resources Inventory, the National Register of Historic Places, the listing of California Historical Landmarks, and the California Points of Historical Interest. The following is a discussion of our findings for the project area.

Due to the sensitive nature of cultural resources, archaeological site locations are not released.

PREHISTORIC RESOURCES:

Three prehistoric archaeological sites (LAN-2345, LAN-2379, and LAN-2386) have been identified within two mile radius of the project area. Two of these sites (LAN-2345 and LAN-2386) are located within the project area. Two isolates (100115 and 100116) have also been identified within the project area.

HISTORIC RESOURCES:

One historic archaeological site (LAN-2385H) has been identified the project area.

The California State Historic Resources Inventory lists numerous properties that have been evaluated for historical significance within two mile radius of the project area. A list of these properties is available upon request.

The National Register of Historic Places lists no new properties within two mile radius of the project area.

The California Historical Landmarks (1990) of the Office of Historic Preservation, California Department of Parks and Recreation, lists no new Landmarks within two mile radius of the project area.

South Central Coastal Information Center • UCLA Institute of Archaeology • Fowler Museum of Cultural History • Los Angeles, California 90095
Telephone: (310) 825-1980 FAX: (310) 206-4723

The California Points of Historical Interest (1992), of the Office of Historic Preservation California Department of Parks and Recreation, lists no new properties within two mile radius of the project area.

The listings of the City of Los Angeles Historic-Cultural Monuments indicated that there are four landmarks within two mile radius of the project area.

No. 44 Hangar No. 1 Building
Designed by Gable & Wyant and constructed in 1929, Hangar No. 1 was the first structure built at Mines Field, now Los Angeles International Airport. Located at 5701 West Imperial Highway. Declared: 11/16/66

No. 259 Loyola Theatre
This distinctive Baroque-Moderne style structure was designed by Clarence J. Smale and built in 1948. Its etched glass doors, ticket booth and interior murals are one of a kind. It is located on 8610 Sepulveda Boulevard. Declared: 12/17/82

No. 490 Sa-Angna
This site, a portion of the Oxford Triangle Property, was a major village and burial ground circa 1540 of the Gabrielino Indians and contains remains of tools, jewelry and weapons. Located at 4231-4363 South Lincoln Boulevard and Admiralty Way. Declared 5/1/90.

No. 570 Airport Theme Building
This structure was constructed in 1961 with two intersecting parabolic arches supporting a disc-shaped restaurant pod. The building was designed by four leading architects of the period, Charles Luckman, William Pereira, Welton Bechet and Paul Williams. It is located on 201 Center Way, Los Angeles International Airport. Declared: 12/18/93

PREVIOUS ARCHAEOLOGICAL INVESTIGATIONS:

Eight new surveys and/or excavations (LA-3245, LA-3673, LA-3494, LA-3511, LA-3587, LA-3583, LA-1143, and LA-1143) have been conducted within two mile radius of the project area. One of these (LA-3673) is located within the project area. There are six investigations located on the Inglewood and Venice quadrangles and potentially within two mile radius of the project area. Insufficient locational information makes it impossible to map these projects more specifically.

RECOMMENDATIONS

Our office can not make any recommendations regarding further actions needed to identify historic properties untill we receive the results of the January 1996 survey conducted by RMW Paleo.

If you have any questions regarding our results or the recommendations presented herein, please feel free to contact our office at (310) 825-1980.

Invoices are mailed approximately two weeks after records searches are completed. This enables your firm to request further information under the same invoice number. Please reference the invoice number listed below when making inquiries. Requests made after invoicing will involve the preparation of a separate invoice with a $15.00 handling fee.

Sincerely,

Chris Heng
Historical Resources Specialist

Enclosures:

( ) Site list
( ) SIS list
( ) Invoice #6875

South Central Coastal Information Center
California Historical Resources Information System
UCLA Institute of Archaeology
A163 Fowler Building
Los Angeles, California 90095-1510
(310) 825-1980 / FAX (310) 206-4723 / sccic@ucla.edu
www.sscnet.ucla.edu/ioa/labs/sccic.html

Los Angeles
Orange
Ventura

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

May 15, 2000

RE: Records Search for the Los Angeles International Airport area, within portions of the Cities of Los Angeles and Inglewood, County of Los Angeles: Inglewood and Venice Quad 7.5' Maps

Dear Ms. Ostashay,

As per your request received on April 25, we have conducted a records search for the above referenced project. This search includes a review of all recorded historic and prehistoric archaeological sites specific to the project area as well as a review of all known cultural resource survey and excavation reports. In addition, we have checked our file of historic maps, the National Register of Historic Places, the California State Historic Resources Inventory, the California Points of Historical Interest, and the listing of California Historical Landmarks in the region. The following is a discussion of our findings.

PREHISTORIC RESOURCES:

One prehistoric site has been identified within the project area (see enclosed map).

HISTORIC RESOURCES:

One historic archaeological site has been identified within the project area (see enclosed map).

Inspection of our historic maps – Redondo (1896, 1944) 15' series – indicated that in 1896, the community of Inglewood was in existence. There were some roads and structures within the vicinity of the project area. The Atchison Topeka and Santa Fe RR were in place and the Centinela Creek ran through the area. By 1944, there had been considerable development, indicated by numerous structures, roads and highways, notably the 101, 60, 158, and 174. The Los Angles airport was in existence and many new communities had developed.

The California State Historic Resources Inventory lists twelve properties that have been evaluated for historical significance within the project area (see enclosed list). Sixty-three additional properties may be within the project area but due to a lack of information, their exact locations are unknown.

The National Register of Historic Places lists no properties within a one-mile radius of the project area.

The listings of the California Historical Landmarks (1990) of the Office of Historic Preservation, California Department of Parks and Recreation, indicate that there are California Historical Landmarks within a one-mile radius of the project area.

The California Points of Historical Interest (1992) identifies properties within the project area.

The listings of the City of Los Angeles Historic-Cultural Monuments indicated that there are no landmarks within the project area.

PREVIOUS ARCHAEOLOGICAL INVESTIGATIONS:

Nine surveys and/or excavations have been conducted within the project area (see-enclosed map and bibliography). Fourteen additional investigations are located within the Inglewood and Venice quadrangles and are potentially within the project area. These investigations are not mapped due to insufficient locational information.

Please forward a copy of any reports resulting from this project to our office as soon as possible. Due to the sensitive nature of site location data, we ask that you do not include record search maps in your report. If you have any questions regarding the results presented herein, please feel free to contact our office at (310) 825-1980.

Invoices are mailed approximately two weeks after records searches are completed. This enables your firm to request further information under the same invoice number. Please reference the invoice number listed below when making inquires. Requests made after invoicing will result in the preparation of a separate invoice with a $15.00 handling fee.

Sincerely,

Suzan Tafoya

Information Center Staff

Enclosures:

(X) Map
(X) Bibliography
( ) Site list
(X) HRI
( ) Site records
( ) Survey reports
(X) Confidentiality Form
( ) Invoice # 8548

STATE OF CALIFORNIA Gray Davis, Governor

NATIVE AMERICAN HERITAGE COMMISSION
915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-4082

February 14, 2000

REPLY BY FAX TO: (310) 451-5279

Jan Ostashay
PCR
233 Willshire Boulevard, Suite 130
Santa Monica, CA 90401

RE: City of Glendale and Los Angeles Airport area, and South Gate Area of Los Angeles

Dear Ms. Ostashay:

A search of the sacred lands file failed to indicate the presence of Native American cultural resources in the immediate area of the above referenced project. The absence of specific site information in the sacred land file does not indicate the absence of cultural resources in any project area. Other sources of cultural resources should also be contacted for information regarding known and recorded sites. Therefore, I have enclosed a list of Native American individuals/organizations who may be able to assist you regarding cultural resources on the sites you identified. The Commission makes no recommendation or preference of a single individual, or group over another. I suggest you contact all of those indicated, if they cannot supply information, they might recommend others with specific knowledge. A minimum of two weeks must be allowed for responses after notification.

If you receive a change of address or phone numbers from any of these individuals or groups please notify me. With your assistance we are able to assure that our lists contain current information.

If you have any questions or need additional information, please contact me. at (916) 653-4040.

Sincerely,

Gail McNulty
Associate Program Analyst

United States Department of the Interior

NATIONAL PARK SERVICE
Pacific West Field Area
Pacific Great Basin System Support Office
600 Harrison Street, Suite 600
San Francisco, California 94107-1372

REPLY REFER TO:

L7619(PP-PGSO)

JUL 31 1997

Mr. David B. Kessler, AICP, AWP-611.2
Planning Section, Airports Division
Western Pacific Region
Federal Aviation Administration
P.O. Box 92007
World Way Postal Center
Los Angeles, California 90009-2007

Dear Mr. Kessler:

Thank you for the opportunity to review the Notice of Intent (NOI) to Prepare an Environmental Impact Statement for the Proposed Development at Los Angeles International Airport (LAX), ER-97/351. The NOI describes six master plan development "action alternative" concepts and the No Action alternative for future development of LAX as recommended by the LAX Master Plan.

The National Park Service (NPS) appreciates being included in the scoping process for development of the Draft Environmental Impact Statement (DEIS) to guide future growth at LAX. The NPS is very interested in proposals having potential to affect the human, natural and physical environment in and around national parks.

Cumulative Effects: The NPS is concerned with the potential cumulative impacts the proposed LAX expansion may have upon national park and regional resources including natural quiet and air quality. The effects of this proposal combined with existing and proposed county, municipal and private aircraft use should be evaluated. In that one of the project objectives is to increase the airport's capacity to receive and service aircraft, the DEIS should analyze the degree which this may increase the volume of air traffic over or near Channel Islands National Park (CHIS), Joshua Tree National Park (JOTR) and Santa Monica National Recreation Area (SAMO).

LAX Arrival Enhancement Project: On July 21, 1997 the NPS provided comments after reviewing the Draft Environmental Assessment (DEA) for the Los Angeles International Airport Arrival Enhancement Project. NPS concerns focused on redirecting aircraft approaching LAX to a route away from JOTR to preserve natural quiet and decrease visual intrusion by approaching aircraft. To date the DEA has not been finalized.

We request that the subject LAX development planning process and DEIS consider and evaluate how the foreseeable increase in air traffic resulting from proposed airport expansion will affect the airport arrival enhancement planning currently underway. We further suggest that the documents developed through these two concurrent compliance processes include a section describing each project's relationship with the other.

NRHP Comments: The NPS is concerned with safeguarding all resources listed on the National Register of Historic Places (NRHP). We request that the California State Historic Preservation Officer (SHPO) be consulted now, as well as prior to cultural and historical resources surveys of construction areas. FAA consultation with SHPO should identify mitigation for potential construction project impacts to NRHP resources.

Summary:

The National Park Service welcomes future opportunities to review and comment on LAX planning documents. We request future meeting notices and review documents be forwarded to CHIS, JOTR, SAMO as well as this office.

We thank you for the opportunity to comment on the scoping document. If you have any questions regarding our comments, please contact Mr. Matt Wagers, External Compliance Specialist, Pacific Great Basin Support Office at (415) 427-1442.

Sincerely,

Patricia J. Newbacher

John J. Reynolds
Regional Director, Pacific West

cc:
Mr. Bill Johnstone, AWP-520.5, Air Traffic Division, FAA,
P.O. Box 92007, Worldway Postal Center, L.A., CA 90009
CHIS-Superintendent, 1901 Spinnaker Drive, Ventura, CA 93001
JOTR-Superintendent, 74485 National Monument Drive,
Twentynine Palms, CA 92277
SAMO-Superintendent, 30401 Agoura Road, Suite 100,
Agoura Hills, CA 91301
PGSO-NOR:Regional Overflight Coordinator
WASO-POPS:NPS Overflight Coordinator
WASO-EQD
PWFA-REO

Attachment 2

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

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

PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code *4X*
Other Listings
Review Code _____ Reviewer _____ Date _____

Page 1 of 2 **Resource Name or #:** (Assigned by recorder) *World War II Munitions Storage Bunker*

P1. Other Identifier: *World War II Military Bunker*

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

c. Address: *Pershing/Vista Del Mar/Kilgor* City *Los Angeles* Zip *90045*

d. UTM: (Give more than one for large and/linear resources) ; **mE/** **mN**

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

APE Map 7: Site 1

Parcel No.

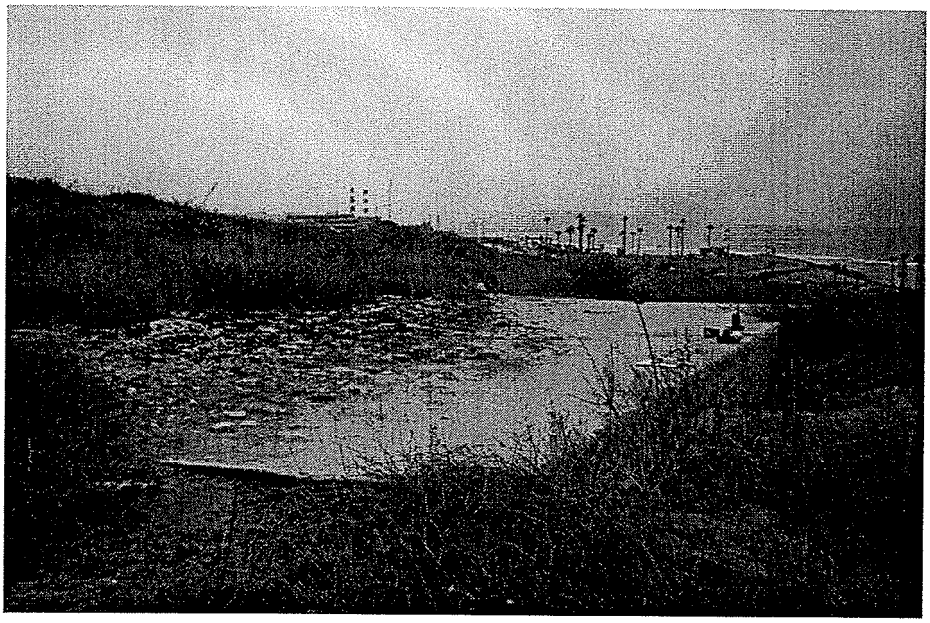
P3. Description (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Various coastal defenses, including the placement of navel 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 auspicious 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 #)
(View toward southwest). Photo No: 11-4, 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/EIR LAX Master Plan: Section 106 Report

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

Primary #
HRI #

NRHP Status Code 4X

Resource Name or #: (Assigned by recorder) *World War II Munitions Storage Bunker*

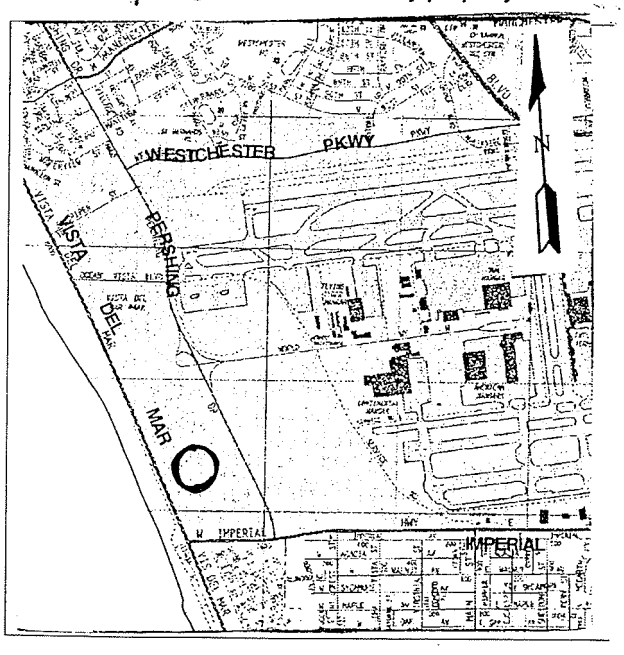
B1. Historic Name: *World War II Munitions Storage Bunker*
B2. Common Name: *WW II Military Bunker*
B3. Original Use: *Munitions Storage* B4. Present Use: *Buried/Vacant*
B5. Architectural Style: *Utilitarian Military*
B6. Construction History: (Construction date, alterations, and date of alterations)
Construction commenced 1942, completed 1943

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

B9a. Architect: *U.S. Army Corps of Engineers* b. Builder: *U.S. Army Corps of Engineers*
B10. Significance: Theme: *World War II/Military* Area: *Los Angeles International Airport*
Period of Significance: *1942-43* **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 exposed 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.

B11. Additional Resource Attributes: (List attributes and codes) *HP14 - Government building* *HP34 - Military property*
B12. References:
EIS/EIR LAX Master Plan: Section 106 Report; Fort MacArthur Museum; Corps of Engineers LA Office; National Archives



B13. Remarks:

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

(This space reserved for official comments.)

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

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 3S
Other Listings
Review Code ____ Reviewer _____ Date _____

Page 1 of 2 **Resource Name or #:** (Assigned by recorder) *Theme Building*

P1. Other Identifier: *Encounter/Theme Building*

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

c. Address: *201* *World Way* City *Los Angeles* Zip *90045*

d. UTM: (Give more than one for large and/linear resources) ; mE/ mN

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

APE Map 7: Site 2

Parcel No.

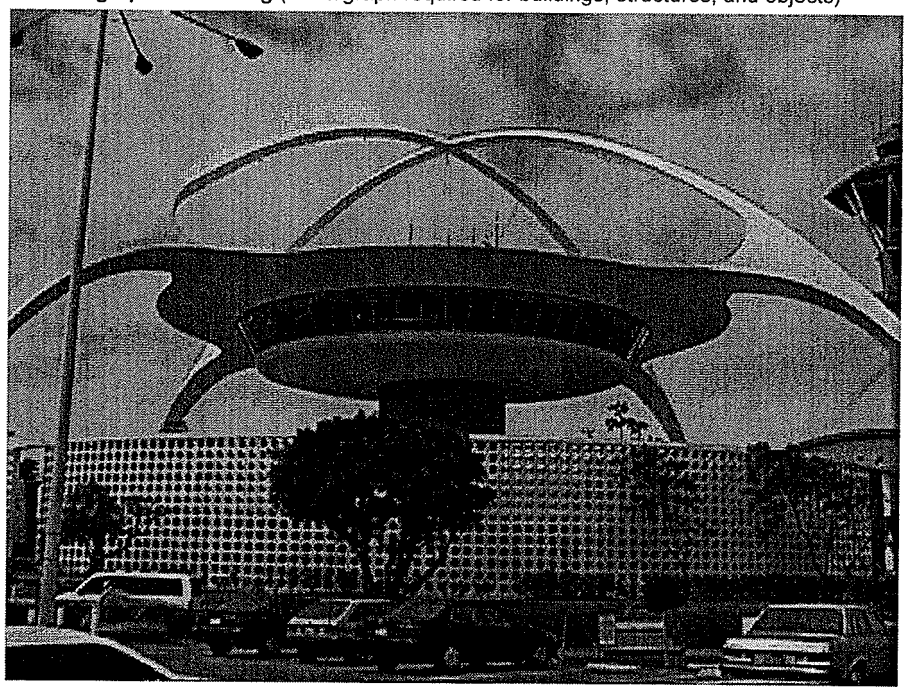
P3. Description (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

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 scuptured arches rising and intersecting approximately 135 feet from the ground. A street level enclosure houses a kitchen, employee cafeteria, and adminstrative 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 conjures up space-age, futuristic visions; and is a miniture version of what the airport master plan architects orginally 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 ☐ Artifact Record
☐ Sketch Map ☐ Archaeological Record ☐ Milling Station Record ☐ Photograph Record
EIS/EIR LAX Master Plan: Section 106 Report

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

Primary #
HRI #

NRHP Status Code 3S

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

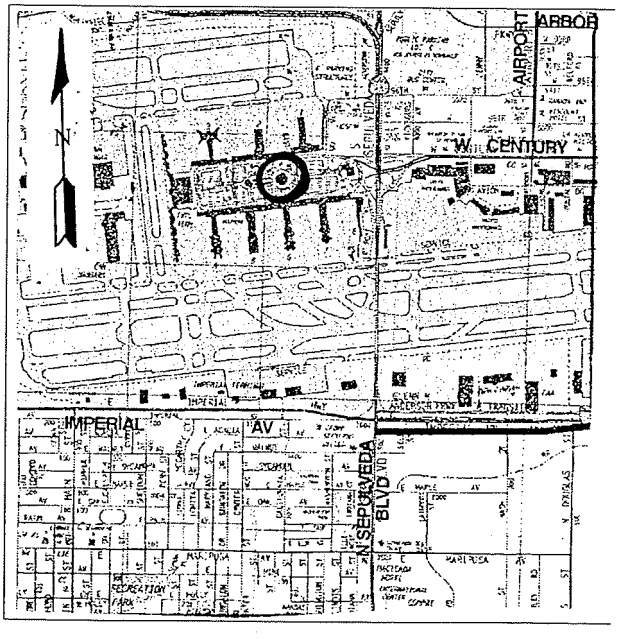
B1. Historic Name: *Theme Building*
B2. Common Name: *Theme Building*
B3. Original Use: *Restaurant/Offices* B4. Present Use: *Restaurant/Offices*
B5. Architectural Style: *Jet Age Modern*
B6. Construction History: (Construction date, alterations, and date of alterations)
Completed in 1962

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. Peirera, 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 Ostashay*
Date of Evaluation: *8/3/2000*

(This space reserved for official comments.)

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

Primary #
HRI #
Trinomial
NRHP Status Code 6Y
Other Listings
Review Code ____ Reviewer ____ Date ____

Page 1 of 2 **Resource Name or #:** (Assigned by recorder) *1961 Air Traffic Control Tower*

P1. Other Identifier: *LAWA Offices*

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

c. Address: *1* *World Way* City *Los Angeles* Zip *90045*

d. UTM: (Give more than one for large and/linear resources) ; **mE/** **mN**

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

APE Map 7: Site 3

Parcel No.

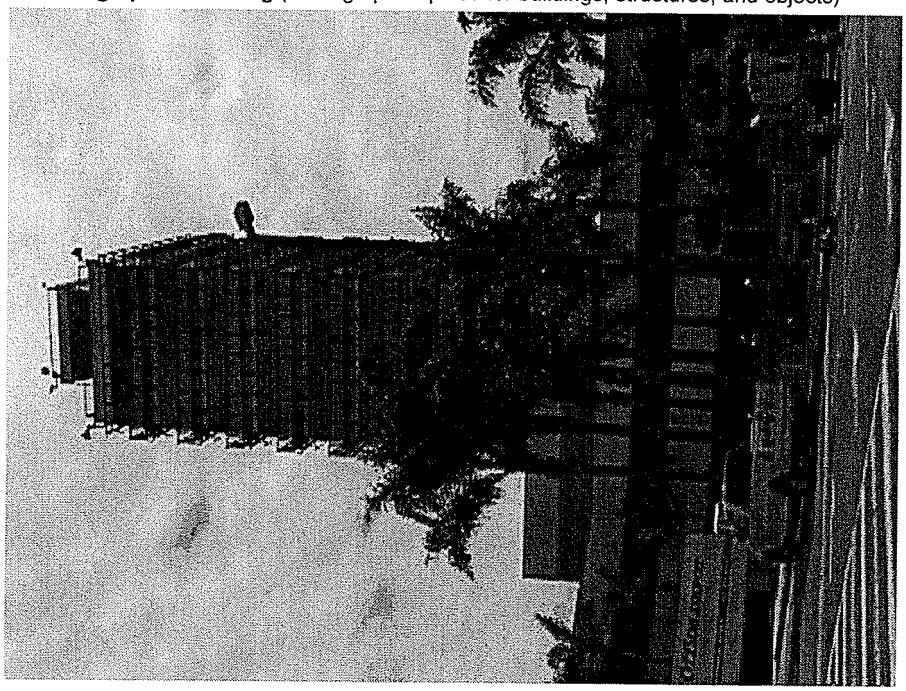
P3. Description (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

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
EIS/EIR LAX Master Plan: Section 106 Report

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

Primary #
HRI #

NRHP Status Code 6Y

Resource Name or #: (Assigned by recorder) *1961 Air Traffic Control Tower*

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 Becket, P Williams* b. 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.

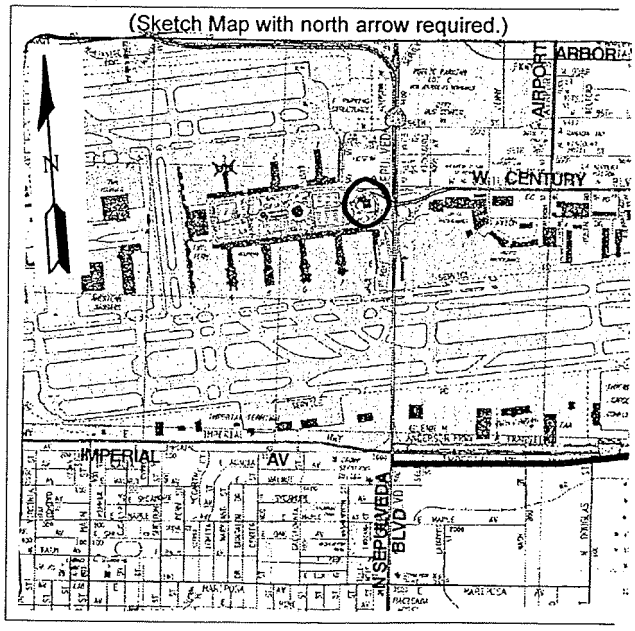
B11. Additional Resource Attributes: (List attributes and codes) *HP7 - 3+ story Commercial* *HP14 - Government building*
B12. References:
EIS/EIR LAX Master Plan: Section 106 Report

B13. Remarks:

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

(This space reserved for official comments.)

(Sketch Map with north arrow required.)



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

PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code *5S1*
Other Listings
Review Code _____ Reviewer _____ Date _____

Page 1 of 2 **Resource Name or #:** (Assigned by recorder) *Intermediate Terminal Facilities*

P1. Other Identifier: *United/Delta Airlines Facilities*

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

c. Address: *6000-6060* *Avion Drive* City *Los Angeles* Zip *90045*

d. UTM: (Give more than one for large and/linear resources) ; **mE/** **mN**

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

APE Map 7: Site 4

Parcel No.

P3. 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 the 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.

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 southwest). Photo No: 11-5, 6/13/2000

P6. Date Constructed/Age and Sources:
☐ Prehistoric ☒ Historic ☐ Both
1947, 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
EIS/EIR LAX Master Plan: Section 106 Report

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

Primary #
HRI #

NRHP Status Code 5S1

Resource Name or #: (Assigned by recorder) *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* Area: *Los Angeles International Airport*
Period of Significance: *1947* **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.)

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 milepost 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.

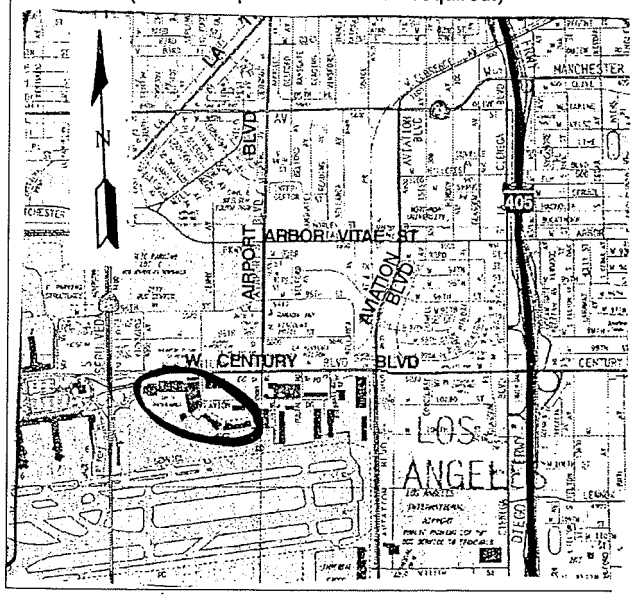
B11. Additional Resource Attributes: (List attributes and codes) *HP6 - 1-3 story Commercial* *HP14 - Government building*
B12. References:
EIS/EIR LAX Master Plan: Section 106 Report

B13. Remarks:

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

(This space reserved for official comments.)

(Sketch Map with north arrow required.)



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

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 1S
Other Listings
Review Code ____ Reviewer _____ Date _____

Page 1 of 3 **Resource Name or #:** (Assigned by recorder) *Hangar One*

P1. Other Identifier: *Hangar One*

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

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** ;

c. Address: *5801 West Imperial Highway* City *Los Angeles* Zip *90045*

d. UTM: (Give more than one for large and/linear resources) ; mE/ mN

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

APE Map 7: Site 5

Parcel No.

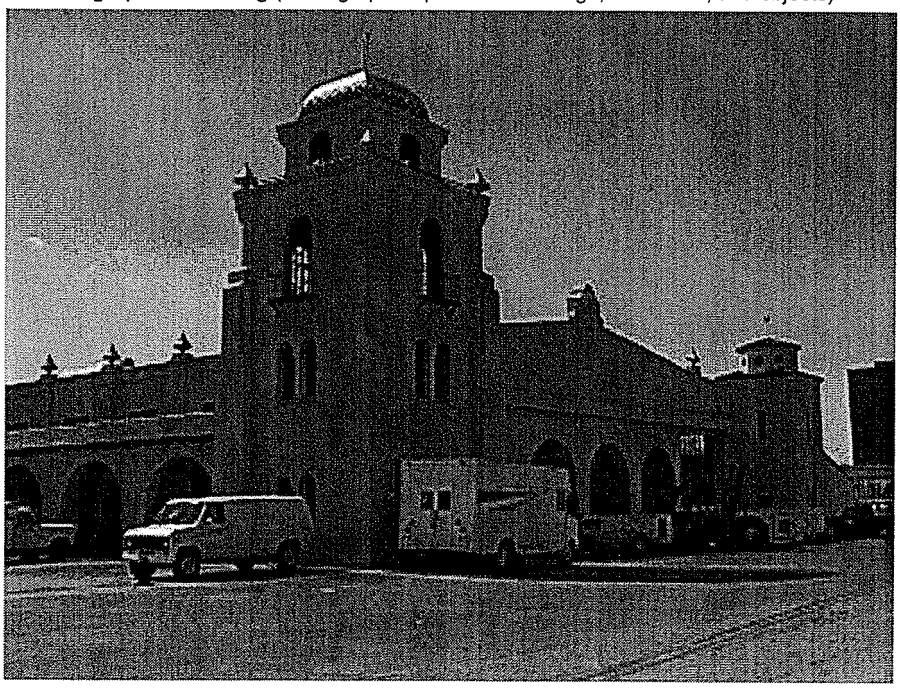
P3. Description (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

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 comice 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 butteressed 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 chamfering with ornamental chamfer 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, 6/13/2000

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 ☐ Other: (List)
☐ Location Map ☒ Building, Structure, and Object Record ☐ Linear Feature Record ☐ Artifact Record
☐ Sketch Map ☐ Archaeological Record ☐ Milling Station Record ☐ Photograph Record
EIS/EIR LAX Master Plan: Section 106 Report

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

Primary #
HRI #

NRHP Status Code 1S

Resource Name or #: (Assigned by recorder) *Hangar One*

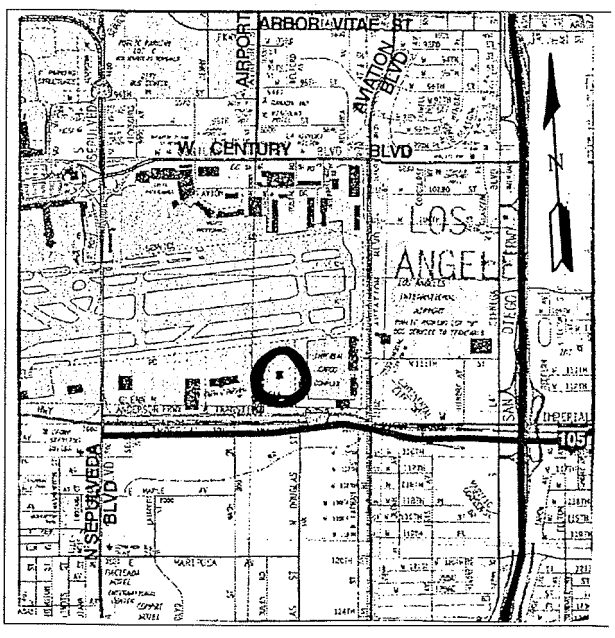
B1. Historic Name: *Hangar One*
B2. Common Name: *Hangar One*
B3. Original Use: *Airport Hangar* B4. Present Use: *Cargo Storage*
B5. Architectural Style: *Spanish Colonial Revival*
B6. Construction History: (Construction date, alterations, and date of alterations)
Constructed in 1929

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

B9a. Architect: *Gable and Wyant* b. Builder: *Unknown*
B10. Significance: Theme: *Transportation/Air Related* Area: *Los Angeles International Airport*
Period of Significance: *1929* **Property Type:** *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/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.)

D3. 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.

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

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 5D1
Other Listings
Review Code _____ Reviewer _____ Date _____

Page 1 of 8 **Resource Name or #:** (Assigned by recorder) *International Airport Industrial District*

P1. Other Identifier: *International Airport Industrial District*

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

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** ;

c. Address: *102nd St./Century Blvd./104th St./La* City *Los Angeles* Zip *90045*

d. UTM: (Give more than one for large and/linear resources) ; **mE/** **mN**

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

APE Map 7: Site 6

Parcel No.

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

See D3. Detailed Description on District Record.

P3b. Resource Attributes: (List attributes and codes) *HP8 - Industrial 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: 1-6, 6/13/2000

P6. Date Constructed/Age and Sources:
☐ Prehistoric ☒ Historic ☐ Both
1950-1955, permit records; tract maps

P7. Owner and Address
Private

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/EIR LAX Master Plan: Section 106 Compliance

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

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

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

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

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

ee Continuation Sheets)

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

e district is bounded on the north by the north elevations of 5310, 5440, 5500, and 5540 Century Boulevard and the rear orth) elevations of 5221, 5255, 5305, 5315, 5325, 5335, 5345, 551, 5535 102nd Street. It is bounded on the south by the uthern property line along 104th Street. The west boundary line is defined as the west elevations of 10100, 10200, and 376 Aviation Boulevard. The east boundary line is drawn along the east elevations of 10201, 10301, 10311, and 10321 La enega Boulevard. (See Continuation Sheets)

undary Justification:

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

nificance: Theme *Industrial Development* **Area** *Los Angeles International Airport*

riod of Significance *1950-1955* **Applicable Criteria** *N/A* Discuss district's importance in terms of its storical context as defined by theme, period of significance, and geographic scope. Also address the integrity of the district as a whole.)

cated within the City of Los Angeles, this district originally encompassed approximately 80 industrial buildings 950-1955). It now contains approximately 48 buildings, most (28 properties) of which have undergone modifications to eir exteriors. These structures within the district all share certain characteristics such as massing, height, setback, aterials, fenestration, and post-war Modern entries. Because of its lack of integrity this district is ineligible for the National egister. However, the district is associated with S. Charles Lee, a nationally prominent architect, whose design skills and trepreneurial instincts led to an innovative approach to early industrial development. Therefore, it appears to satisfy the teria for the California Register and designation as a City of Los Angeles Historic Preservation Overlay Zone (HPOZ). (See ntinuation Sheets)

ferences (Give full citations including the names and addresses of any informants, where possible.):

S/EIR LAX Master Plan: Section 106 Report

aluator: *Jan Ostashay, PCR Services Corp.* **Date:** *8/3/2000*

iliation and Address: *Jan Ostashay*

D3. Detailed Description

10326 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.*

5310 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.*

5440 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.*

5540 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.*

10121 Glasgow Place. *See 5221 102nd Street.*

10201 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.*

10301 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.*

10311 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.*

10321 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.*

5200 102nd 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.*

5221 102nd 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.*

5250 102nd 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.*

5255 102nd 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.*

5305 102nd 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.*

D3. Detailed Description

5315 102nd 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.*

5325 102nd 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.*

5330-5340 102nd 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.*

5335 102nd 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.*

5345 102nd 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.*

5432 102nd 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.*

5440 102nd 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.*

5450 102nd 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 102nd 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.*

5511 102nd 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.*

5535 102nd 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.*

5200 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.*

5220 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.*

5235 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.*

5242 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.*

D3. Detailed Description

5260 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.*

5300 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.*

5301 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.*

5320 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.*

5340 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.*

5341 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.*

5400 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.*

5401 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.*

5420 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.*

5431 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.*

5432 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.*

5438 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.*

5441 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.*

5450 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.*

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. AiResearch 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, AiResearch 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.

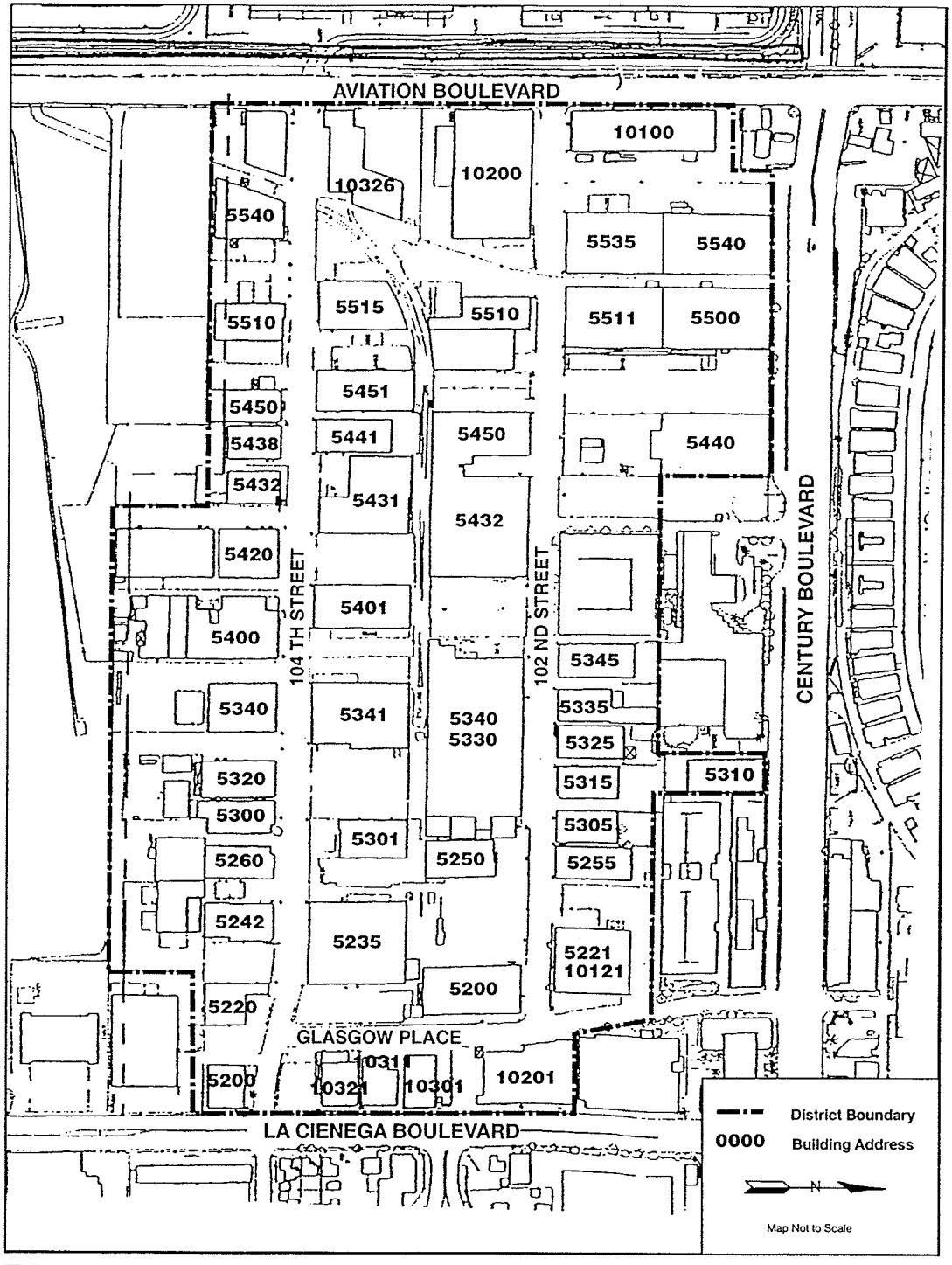
Formed in 1948, the partnership of Samuel Hayden and S. Charles Lee purchased the property and filed subdivision maps with the County Recorder in 1949 and 1950. The land, which was called the International Airport Industrial District, was divided into 120 parcels about one half acre apiece. When the unimproved parcels did not sell, Lee, a nationally prominent architect who was known primarily for his theater designs designed and built several 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.

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 Bellanca 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 Bruin Theater in Westwood, and the Max Factor Building in Hollywood are representative examples of his work.

D4. Boundary Description:



International Airport Industrial District

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

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 3S
Other Listings
Review Code _____ Reviewer _____ Date _____

Page 1 of 3 **Resource Name or #:** (Assigned by recorder) *Merle Norman Complex*

P1. Other Identifier: *Merle Norman Headquarters*

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

c. Address: *9130 South Bellanca Avenue* City *Los Angeles* Zip *90045*

d. UTM: (Give more than one for large and/linear resources) ; **mE/** **mN**

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

APE Map 7: Site 7

Parcel No. *4125-010-015*

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

A one- and two-story rectangular builidng with concrete and brick walls and a flat composition roof. The facade can be described in three parts: 1) the southernmost end of the facade is all of brick with windows set in under a flat canopy roof that projects from the wall about one-third of the way down from the roof-line; 2) the central portion is two-story, the lower part of which continues the brick wall treatment, but the upper part of which is stucco-covered masonry scored in vertical stripes and bearing the words "MERLE NORMAN Cosmetics" in an art deco font; a parabolic canopy roof extends over the main entrance which consists of a porch in front of plate-glass doors with floor-to-ceiling windows on each side; the entry is approached by three steps up from the sidewalk; on the southern wall of the porch are repetitive tiles bearing the highly stylized initials M and N; 3) the northernmost end of the facade is a two-story factory area with regularly spaced metal-sash windows on the first floor, while the second floor is a sheer brick wall; placed in front of this wall are four massive round unadorned columns that support a tapered horizontal element placed above the roof-line and connected on both ends to two additional sheer brick walls that project out from the main, lower walls. Regularly spaced box-shaped hedges are a landscaping feature.

P3b. Resource Attributes: (List attributes and codes) *HP8 - Industrial 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 east). Photo No: 11-77, 6/13/2000

P6. Date Constructed/Age and Sources:
☐ Prehistoric ☒ Historic ☐ Both
1951, building permit

P7. Owner and Address
Private

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/EIR LAX Master Plan: Section 106 Report

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

Primary #
HRI #

NRHP Status Code 3S

Resource Name or #: (Assigned by recorder) *Merle Norman Complex*

B1. Historic Name: *Merle Norman Complex*
B2. Common Name: *Merle Norman Complex*
B3. Original Use: *Industrial/Offices* B4. Present Use: *Industrial/Offices*
B5. Architectural Style: *Modern*
B6. Construction History: (Construction date, alterations, and date of alterations)
Constructed 1951

B7. Moved? ☒ No ☐ Yes ☐ Unknown Date : Original Location:
B8. Related Features: *9030 South Bellanca Avenue: Factory (part of 9130 South Bellanca Avenue); 9035 South Bellanca Avenue: Shipping and Receiving*

B9a. Architect: *Arthur Freeman and Arthur Froehlich* b. Builder: *Charles Stickney*
B10. Significance: Theme: *Industrial Development* Area: *Los Angeles International Airport*
Period of Significance: *1950-1951* **Property Type:** *Industrial* **Applicable Criteria:** *C*
(Discuss importance in terms of historical or architectural context as defined by theme, period and geographic scope. Also address integrity.)

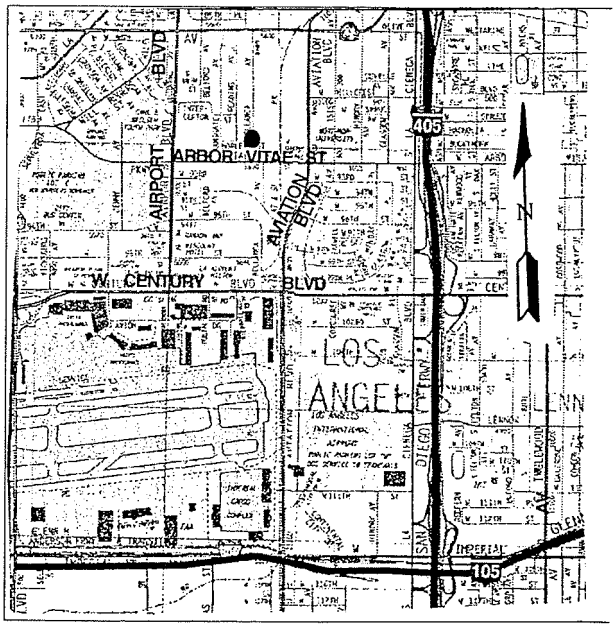
The Merle Norman Headquarters Complex is eligibile for the National Register under Criterion C for its distinctive architectural style and design utilized in an industrial building. The property also appears eligible for the California Register and for listing as a City of Los Angeles Historic-Cultural Monument. This group of two buildings on Bellanca Avenue in an industrial area near the Los Angeles International Airport is notable for its architectural qualities. These buildings were built in 1950-1951 and reflect, in their attention to design, the economic success of this cosmetic manufacturing company and an awareness of the expectations of their clientele.

B11. Additional Resource Attributes: (List attributes and codes) *HP8 - Industrial 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.)



B3. Description

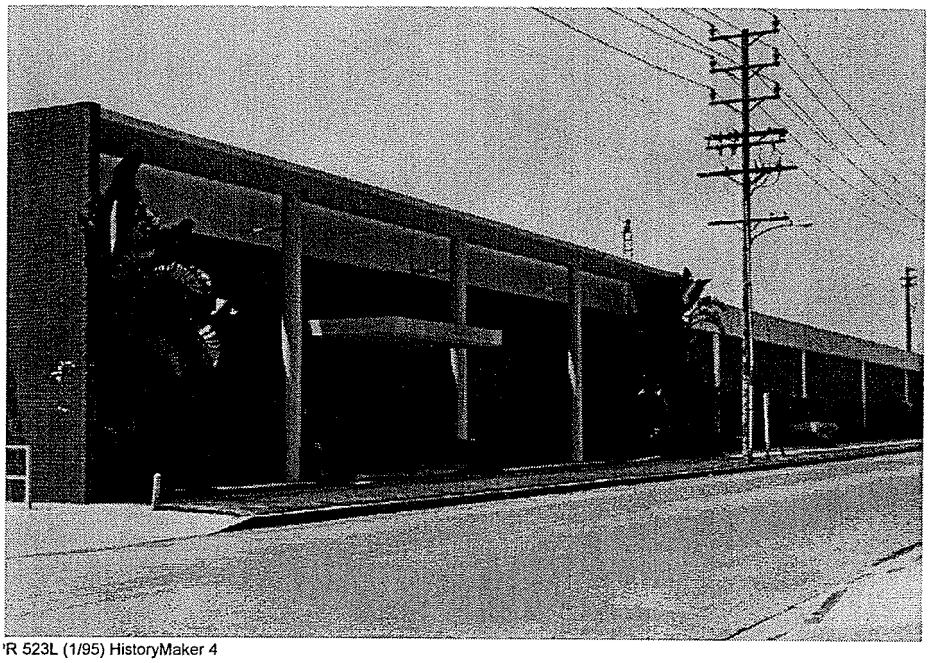
1035 South Bellanca Avenue: *Shipping and Receiving (APN 4125-010-003)*

A one-story industrial building with brick walls and a flat roof. The front facade is a sheer wall of brick alleviated by a regular pattern of vertical stripes of stucco. A stucco fascia runs the entire length above. The southerly end of the facade contains the multi-door main entrance which is sheltered by a flat canopy roof that projects from the wall with a band of transom windows above. Above the entrance area an independent horizontal member connects at both ends to brick projections from the walls. Three round columns also support this member. The columns are braced to the fascia with horizontal metal rods.

1030 South Bellanca Avenue: *Factory (APN 4125-010-014)*

Constructed in 1947 as an industrial/office building, this two-story structure was consolidated into the Merle Norman complex at 1130 South Bellanca Avenue when it was constructed in 1950-1951.

Supplemental Photograph or Drawing



Description of Photo: (View, date, accession #)
(View toward northwest). Photo No: 11-7, 6/13/2000