B-2 Historic Building Documentation Continental Airlines General Office Building

HISTORIC BUILDING DOCUMENTATION

CONTINENTAL AIRLINES GENERAL OFFICE BUILDING

January 2017

Location: Los Angeles International Airport (LAX) is located in the southwest portion of Los Angeles County, California. It is bounded on the north by the neighborhoods of Westchester and Playa del Rey; on the south by Imperial Highway, the City of El Segundo, and the community of Del Aire (unincorporated Los Angeles County); on the east by Aviation Boulevard, the City of Inglewood, and the community of Lennox (unincorporated Los Angeles County); and on the west by Vista del Mar Boulevard.

The Continental Airlines General Office Building is located on the south side of World Way West at 7270 World Way West, due west of the main LAX terminals, in the airport support facilities area.[1]

Present Owner: Los Angeles World Airports

Present Use: Vacant

Significance: The Continental Airlines General Office Building ("General Office Building") is significant under National Register Criterion A and California Register Criterion 1 as an aviation property associated with the rapid development of commercial aviation in the years after World War II, which had prompted advances in aircraft design and technology. It is also significant under National Register Criterion C and California Register Criterion 3 as an aviation property that embodies the distinct characteristics of Mid-century Modern architecture, which reflects the period during which Los Angeles International Airport was developed. The General Office Building is also a contributor to the California Register-eligible LAX Continental Airlines Corporate Headquarters historic district that includes the associated complex of hangars, shops, and storage facilities (7260 and 7300 World Way West) and the nearby Training Facility at 7320 World Way West.

The period of significance for the General Office Building is 1963, when the General Office Building was constructed. The period of significance associated with the LAX Continental Airlines Corporate Headquarters District is from 1963 to 1982, the time period Continental Airlines established and occupied their national headquarters at LAX.

Due to alterations the General Office Building does not appear to retain sufficient integrity for listing in the National Register; however, it

[1] The current address designation is 7270 World Way West. However in other LAWA records it is referred to as part of the larger Continental Airlines Maintenance Complex at 7300 World Way West, and building permit records list addresses of 7300 Maintenance Road and 7300 World Way West.

retains sufficient integrity to convey its historical significance and therefore retains its eligibility for listing in the California Register and as a City of Los Angeles Historic-Cultural Monument.

Historian: Paul Travis, AICP, Partner
John LoCascio, AIA, Principal

Historic Resources Group
12 South Fair Oaks Avenue, Suite 200
Pasadena, California 91105-1915

PART I: Historic Information

Physical History: *Much of the following historic information, including the historic context, has been excerpted from a draft historic assessment report of the LAX Continental Airlines Facilities prepared by PCR Services Corporation in September of 2013. A copy of the PCR report is included with this documentation.*

Original Construction

On July 15, 1963, Continental Airlines moved its headquarters from Stapleton Field in Denver to their newly constructed General Office Building at LAX. The Southern California move was ideal because LAX was a main traffic hub and its location on the Pacific Ocean could lead to future expansion. The new two-million-dollar headquarters facility was designed by Edward A. Grenzbach in the Mid-century Modern style and constructed by the Hass & Haynie Corporation. The facility housed the offices of President Robert F. Six and 335 members of his executive and administrative staffs, as well as the LAX branch office of the Haas & Haynie Corporation.

Around 1961 Continental changed its color scheme to black, white, and gold, which is reflected in the General Office Building and adjacent Training Center. The new General Office Building had 100,000 square feet of office space and 7,800 square feet for a cafeteria. A bronze main entrance canopy sculpture depicting “Free Form of Future Flight” by artist Russell Holmes, July 1963, ornamented the building’s front entrance. Located at the northern entrance to the Maintenance Road, there were second-story walkways to connect the headquarters with the maintenance base.

The General Office Building for Continental Airlines was two stories above a partially subterranean garage, with a rectangular footprint, open floor plan, and regularly spaced structural grid. A new Cafeteria was located at the southeast corner of the General Office Building and connected to the existing Flight Kitchen. There was a storage room under the Cafeteria at the garage level. The first floor was occupied by an entrance foyer with an elevator lobby and a row of five secretary offices along the front façade. The remainder of the first floor was divided between a rental space and associated mail and mechanical rooms (presumably rented by Hass & Haynie), and Continental offices

(two) and associated classroom (one), conference rooms (two), mail and credit rooms, drugs, tailor, private dining and serving. The second floor contained office space and lavatories. An elevator in the center of the building near the front lobby and three staircases on the three outer walls provided for vertical circulation from the garage to the first and second floors.

The General Office and Cafeteria had a flat roof with a parapet. The north elevation was designed to have 11 bays sheathed with an aluminum window wall entirely in glass panels, divided by 12 exposed concrete structural piers running vertically from finish grade at the top of the garage to above the concrete parapet, protruding several feet above the top of the parapet. There was an open gap of several feet above the garage. The main entrance was centered on north façade, accessed from the ground level by an exterior double staircase leading to a single raised landing at the first floor level. The double-door entry was surmounted by a “Free Form of Future Flight” canopy sculpture by artist Russell Holmes installed July 1963. The west elevation was a nearly solid wall with ceramic tile facing, regularly spaced metal expansion joints, aluminum sunscreen for the west staircase, and attached Continental sign. The south elevation had a solid cement plaster finish with regularly spaced metal expansion joints and exposed concrete structural piers.

On the second floor, an exterior corridor connected the General Office Building to the existing Offices across the west end of an open rectangular courtyard formed by the General Office Building and Cafeteria. The east elevation had ceramic tile facing, aluminum screen for the east staircase centered on the east façade, and regularly spaced metal expansion joints. On the second level at the southeast corner there was a projecting concrete balcony with a metal railing and a band of tall ribbon windows sheltered by overhanging roof eaves.

Site Improvements

On September 29, 1971, Continental Airlines entered into a ground lease agreement with the City of Los Angeles covering 50.046 acres in the West Airline Maintenance Area at LAX for an annual ground rent of $4,075. Continental agreed to construct on the site improvements of not less than $15,000,000 on or before December 31, 1975. Title to improvements constructed on Parcels “A” and “B” before August 1, 1962 were to pass to the City on August 1, 1986. Title to improvements constructed on or after August 1, 1962 on Parcel “A” (also known as Hangar Site No. 116) and Parcel “B” (Hangar Site No. 118) and all improvement constructed on Parcel “C” (Hangar Site No. 120) were to pass to the City on June 1, 2002.

Beginning in 1962, Continental occupied the three parcels of land with the right to construct “a home office and maintenance area, including home office buildings, administrative offices, operations offices, and reservation offices, including hangars, shop buildings, commissary and in-flight kitchen facilities, apron paving, taxiways, roadways, parking areas, storage tanks, piping, utility lines, and related structures.”

Continental had the right to use the premises in connection with the operation of its air transportation system and aircraft, including the training, overhauling, repairing, maintaining, testing, servicing, parking or storage of aircraft, mobile ground equipment, the sale, disposal or exchange of Continental's aircraft, aircraft engines, propellers, appliances, components, spare parts and other flight equipment, the training of Continental's personnel, the operation of a cafeteria for employees of Continental, the installation, maintenance and operation of Continental's radio communication, and meteorological and aerial navigation equipment.

Continental had the right to perform the services of overhauling, maintaining, repairing, modifying, assembling and testing of aircraft and aircraft engines, propellers, appliances, components, spare parts and other flight equipment of aircraft owned and operated by other domestic or foreign air carriers. Under the terms of the agreement, Continental was required to construct test cells for the "running in" and the "ground testing" on site of newly overhauled engines or other engines not affixed to aircraft.

Improvements on Parcels "A" and "B" before August 1, 1962 as of the commencement of the ground lease, included:

(1) Concrete Apron Paving (November 1956), 114,900 Sq. ft.
(2) Asphalt Apron Paving (November 1956), 86,500 Sq. ft.
(3) Hangar Bay No. 1 and Engineering Building (May 1957), 86,500 Sq. ft.
(4) Hangar Bay No. 2 (October 1959), 37,700 Sq. ft.
(5) Concrete Apron Paving (October 1959), 21,800 Sq. ft.
(6) Asphalt Apron Paving (October 1959), 2,400 Sq. ft.
(7) Flight Kitchen (October 1961), 12,000 Sq. ft.
(8) Hangar Bay No. 2 Mezzanine (April 1962), 8,000 Sq. ft.

Improvements constructed on Parcels "A" and "B" after August 1, 1962 as part of the commencement of the lease included the following:

(1) General Office Building (August 1963), 107,600 Sq. ft.
(2) Concrete Apron Paving (April 1965), 32,450 Sq. ft.
(3) Asphalt Apron Paving (April 1965), 15,600 Sq. ft.
(4) Hangar Bay No. 3 (September 1965), 60,800 Sq. ft.
(5) Shops and Offices (September 1965), 19,600 Sq. ft.
(6) Flight Training Center (September 1966), 35,000 Sq. ft.
(7) Concrete Apron Paving (September 1966), 17,400 Sq. ft.
(8) Hangar Bay No. 4 (March 1967), 98,040 Sq. ft.
(9) Flight Kitchen Addition (December 1968), 20,196 Sq. ft.

The development and use of the Continental Airlines facilities at LAX was directly related to the national success and international expansion of the corporation.

Subsequent Development

The physical evolution of the Continental facilities at LAX is visually depicted in a series of aerial photographs dating from 1964 through 1976. By 1964, improvements included the General Office, Flight Kitchen, Hangar Bay No. 1 and Hangar Bay No. 2 at the western end of the Airport. By 1969, Hangar Bay No. 3 and Hangar Bay No. 4 had been added to the south end of the maintenance facility, and the Training Center had been completed to the west of the General Office. By 1971, the shops had been expanded on the western side of Hangars 1-4. The intensive improvement programs carried out at LAX and the surround area through the 1960s and early 1970s are evident in a 1974 aerial view, by which time Hangar No. 5 and Hangar No. 6 had been added to the Continental facility and the Airline Area was fully developed. Additional views of the fully built-out Continental facility are depicted in aerial views from 1976.

A City of Los Angeles Department of Airports plan of the Airline Area, Continental Air Lines Proposed Addition, dated February 6, 1967 shows the subdivision of lots, hangar site numbers, acreage, airline assignments and building footprints in the Airline Area, including (left-to-right) Flying Tiger Line, Mobil Oil Corp., Marriot In-Flite Services, Department of Airports Maintenance Area, Trans World Airlines, Pacific Air Lines, Continental Airlines, Pan American Airlines, and American Air Lines.

Among the earliest notable improvements were a foundation for a 12,000 square foot Flight Kitchen and Food Preparation Building valued at $14,000, by engineer J. N. Sparling and contractor Ruane Corporation (Permit # LA91249, June 20, 1961). Illuminated Continental Airlines wall signs were added to the east and west ends of the General Office in 1963, valued at $2,500 (Permit # LA35741, April 10, 1963). In 1962-1963, the Cafeteria was added to the facility along with two stories of office over the garage tying the existing buildings together (exterior walls steel and plaster; concrete roofing); the improvements were valued at a total cost of $2,300,000 and were designed by architect Edward Grenzbach, engineer Geo. E. Carroll, and built by Haas & Haynie, contractor (Permit # LA27709, January 1, 1963). Other major improvements included $325,000 2nd and 3rd floor additions to the existing Maintenance Office attached to the north end of Hangar No. 1 by architect Grenzbach, engineer G.O. Dryer, and Haas-Haynie contractor (Permit #37803 December 10, 1966). Access to the Maintenance Office (also referred to as the Engineering Building) was provided from the courtyard in front of the Cafeteria, located immediately behind the General Office.

In 1968 a two-story, $228,000 storage and dishwashing facility was added to the existing Flight Kitchen by Grenzbach, Dryer and Haas-Haynie (Permit # 61374 February 10, 1968). A plot plan attached to a November 10, 1967 permit shows that by that time Hangars No. 3 and No. 4 had been built and the Shops and Stores buildings had been

added to encompass the entire west elevation of the Hangars. A small Energy Building and an Electric Substation were located at the northwestern corner of the Shops and Stores buildings. A 1968 plot plan shows that a water tank and pump house were located at the south end of the site, and a steam cleaning building was relocated from the east side of the Flight Kitchen to the southeastern portion of the site. A Flight Kitchen Addition for Continental Airlines by Grenzbach is shown on a January 5, 1968 site plan for construction permit 2329.

A series of interior improvements to the General Office were undertaken in 1970-1971 to upgrade the building. Foundations for Hangar Nos. 5 and 6 were laid in 1971 and the $4,000,000 (396' x 258') Aircraft Hangar was completed in 1972 by Architect VTN Orange County and Contractor Swinerton & Walberg Co. (Permit # 42733, January 5, 1972). Shortly thereafter another $5,000,000 was expended to extend existing Shops and Warehouse to fill in between the existing structures (Permit # 47856, March 10, 1972), completed by Swinerton & Walberg Co. A hangar door for Bays 5 and 6 was added in 1972 for $169,000 (Permit # 52467, June 13, 1972) and a variety of structural, mechanical and utility upgrades to the complex were undertaken during the 1970s.

Alterations in 2003 included $50,000 tenant improvements for additional office space on the second floor of a hangar and ADA upgrades of restrooms (Permit # 03016-30000-11246, September 29, 2003). Tenant improvements, remodeling and structural upgrades for an American Eagle Operations Support Facility at the location of the Flight Kitchen and Cafeteria were completed in 2011. Roofing renovations were proposed in 2012 for Hangar Bay 2, Hangar 3, Hangar Bays 5 and 6, and Shops and Stores Area in 2012.

Historic Context: 1. Rancho Sausal Redondo Becomes Mines Field (1837-1928)

The area now occupied by LAX 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 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. 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.

2. 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.

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. 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. 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 serviced the airlines that flew in and out of Southern California. 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. 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.

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, newsstands, 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. 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 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. 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 extant and are currently used by Jet Pets.

3. "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.

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 newsstands. 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 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 360-degree 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, the entryway to the Theme Building was characterized by a dramatic Court of Stars with a central fountain and pool surrounded by color transparencies of constellations and nebula photographed at Mount Palomar Observatory. A 25-foot high perforated pre-cast concrete block screen, 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 designated City of Los Angeles Historic-Cultural Monument #570.

One of the airport's basic design goals was to place travelers' automobiles as close as possible to their flights. Though this was accomplished, there was still the problem of inter-terminal and satellite access. Moveable sidewalks, like American Airlines' "Astroway," a 420-foot belt of continuous neoprene, were installed in the terminal connector subways in 1964.

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 cargo terminals for Flying Tigers airlines, TWA and Atlantic Transfer.

During the 1960s, several airlines constructed headquarters and maintenance buildings. Continental Airlines completed their General Offices in 1963. Between 1965-1966, a new four-story Western Airlines Building with a hangar on the south side was constructed for five-million dollars adjacent to the older headquarters at the entrance to the airport on Century Boulevard. Also, in the same year a Deutsch Company headquarters and flight facility on Imperial Highway was constructed for $300,000.

The *Los Angeles Department of Airports 1966 Annual Report* described the construction improvements happening along World Way West:

> *World Way West at the west end of the airport was the scene of much construction during the past year. Flying Tiger Line completed its new $4 million world headquarters and maintenance base, while Continental Airlines completed its third major building project in the past three years with the opening of a $750,000 Training Center. Continental also is in process of erecting a $2,300,000 addition to its maintenance hangar to*

bring the total investment in its World Way West complex to more than $7 million.

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 continued to accelerate, and more facilities were planned and constructed. The most momentous addition to the airport in this time period 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 was part of a national program to upgrade air traffic control systems and replace existing towers put into operation in the 1960s.

4. Development of Continental Airlines Facilities at LAX

On July 15, 1963, Continental Airlines moved its headquarters from Stapleton Field in Denver to their newly constructed building at LAX. Continental Airlines was headquartered in Denver for fifteen years. The Southern California move was ideal because LAX was a main traffic hub and its location on the Pacific Ocean could lead to future expansion. The new two-million-dollar headquarters facility was designed by: Edward A. Grenzbach and constructed by the Hass & Haynie Corporation and housed the offices of President Robert F. Six and 335 members of his executive and administrative staffs, as well as the LAX branch office of the Haas & Haynie Corporation. Around 1961 Continental changed its color scheme to black, white, and gold, which is reflected in the General Office Building and adjacent Training Center. The newsletter for the Los Angeles Department of Airports reported on July 20,1963:

> *Continental's new 100,000 square foot headquarters building is adjacent to the company's multi-million-dollar Maintenance Base, and can be quadrupled to allow for the airline's future growth. The company's Golden Jet Maintenance and Operations Base, jet pilot and hostess training schools are located at LAX, and all the pilots as well as 80 percent of the company's hostesses are based here.*

The new building, designed in Continental's gold, black and white color scheme, had 100,000 square feet of office space and 7,800 square feet for a cafeteria. A bronze main entrance canopy sculpture depicting "Free Form of Future Flight'' by artist Russell Holmes, July 1963, ornamented the building's front entrance. Located at the northern entrance to the Maintenance Road, there were second-story walkways to connect the headquarters with the maintenance base. Continental leased the 35-acre tract from the City of Los Angeles for 40 years.

In April 1965, Continental Airlines was constructing a two-million-dollar addition to its jet maintenance base in preparation for delivery of its 13th and 14th four-engine aircraft in June 1965.

In 1966, the construction of the Continental Airlines' new Training Center building featuring a "spectacular courtyard of flags" was completed for approximately $750,000. Also, in 1966, Continental Airlines was constructing a $2,300,000 addition to its maintenance hangar.

On September 29, 1971, Continental Airlines entered into a ground lease agreement with the City of Los Angeles covering 50.046 acres in the West Airline Maintenance Area at LAX for an annual ground rent of $4,075. Continental agreed to construct on the site improvements of not less than $15,000,000 on or before December 31, 1975. Title to improvements constructed on Parcels "A" and "B" before August 1, 1962 were to pass to the City on August 1, 1986. Title to improvements constructed on or after August 1, 1962 on Parcel "A" (also known as Hangar Site No. 116) and Parcel "B" (Hangar Site No. 118) and all improvement constructed on Parcel "C" (Hangar Site No. 120) were to pass to the City on June 1, 2002.

Beginning in 1962, Continental occupied the three parcels of land with the right to construct "a home office and maintenance area, including home office buildings, administrative offices, operations offices, and reservation offices, including hangars, shop buildings, commissary and in-flight kitchen facilities, apron paving, taxiways, roadways, parking areas, storage tanks, piping, utility lines and related structures." Continental had the right to use the premises in connection with the operation of its air transportation system and aircraft, including the training, overhauling, repairing, maintaining, testing, servicing, parking or storage of aircraft, mobile ground equipment, the sale, disposal or exchange of Continental's aircraft, aircraft engines, propellers, appliances, components, spare parts and other flight equipment, the training of Continental's personnel, the operation of a cafeteria for employees of Continental, the installation, maintenance and operation of Continental's radio communication, and meteorological and aerial navigation equipment. Continental had the right to perform the services of overhauling, maintaining, repairing, modifying, assembling and testing of aircraft and aircraft engines, propellers, appliances, components, spare parts and other flight equipment of aircraft owned and operated by other domestic or foreign air carriers. Under the terms of the agreement, Continental was required to construct test cells for the "running in" and the "ground testing" on site of newly overhauled engines or other engines not affixed to aircraft.

Improvements on Parcels "A" and "B" before August 1, 1962, as of the commencement of the ground lease, included:

(1) Concrete Apron Paving (November 1956), 114,900 Sq. ft.
(2) Asphalt Apron Paving (November 1956), 86,500 Sq. ft.
(3) Hangar Bay No.1 and Engineering Building (May 1957), 86,500 Sq. ft.
(4) Hangar Bay No. 2 (October 1959), 37,700 Sq. ft.
(5) Concrete Apron Paving (October 1959), 21,800 Sq. ft.
(6) Asphalt Apron Paving (October 1959), 2,400 Sq. ft.
(7) Flight Kitchen (October 1961), 12,000 Sq. ft.
(8) Hangar Bay No. 2 Mezzanine (April 1962), 8,000 Sq. ft.

Improvements constructed on Parcels "A" and "B" after August l, 1962 as of the commencement of the lease included the following:

(1) General Office Building (August 1963), 107,600 Sq. ft.
(2) Concrete Apron Paving (April 1965), 32,450 Sq. ft.
(3) Asphalt Apron Paving (April 1965), 15,600 Sq. ft.
(4) Hangar Bay No. 3 (September 1965), 60,800 Sq. ft.
(5) Shops and Offices (September 1965), 19,600 Sq. ft.
(6) Flight Training Center (September 1966), 35,000 Sq. ft.
(7) Concrete Apron Paving (September 1966), 17,400 Sq.
(8) Hangar Bay No.4 (March 1967), 98,040 Sq. ft.
(9) Flight Kitchen Addition (December 1968), 20,196 Sq. ft.

The development and use of the Continental Airlines facilities at LAX was directly related to the national success and international expansion of the corporation, as discussed in detail below. In 1982 the airline merged with Texas International and after the merger Continental moved its headquarters to Houston. In 1987, as part of a broader trend which coincided with a widening geographic expansion in air service and the establishment of national hubs, the airline launched the "Continental Express" program in cooperation with ten other carriers serving areas lying outside Continental's hubs in Houston, Newark and Cleveland. In 1990 Continental was hit by escalating fuel costs and only survived the fuel crisis through the tremendous efforts of its employees who succeed in reducing fuel use significantly, streamlining logistics, and reducing operations and maintenance costs, resulting in the closure of Continental's maintenance base at LAX.

The General Office Building was almost completely vacated in 1995, except for one office which was occupied until 2001. The building has been completely vacant since that time. The General Office Building was removed from the Continental Airlines lease by the Fourth Amendment (March 31, 2010). The General Office Building's semi-subterranean parking has been periodically used for construction laydown area but is not currently in use.

On August 3, 2009, the Board of Airport Commissioners approved a Right of Entry and Construction Agreement (ROE) for access to Continental's Maintenance Facility to commence construction of a new Aircraft Rescue and Fire Fighting station (ARFF) as part of the Crossfield Taxiway Project. In 2010, extant building improvements included Hangars 1-4, Hangars 5-6, Shops 1st and 2nd Floor, Engineering Building, General Office Building, Cafeteria, Chelsea Flight Kitchen, Office Mezzanine, Miscellaneous Structures (very small structures and shacks throughout the leasehold).

5. Continental Airlines Corporate History

The history of Continental Airlines began in 1934, when Varney Air Transport, founded by Walter Varney, acquired a Southwestern route between El Paso, Texas, and Pueblo, Colorado. The airline delivered mail between Pueblo and El Paso and transported passengers between Denver and Pueblo. Two years later the airline added destinations such as Trinidad, Colorado, and Raton, New Mexico and the airline adopted the slogan of "The Trail of Conquistadores." Eventually, William Varney

ceded control to his longtime partner Louis Muller, a World War I Army flight instructor. In 1936, Robert Six bought 40 percent of Varney Transport and after two years later was elected president and convinced Louis Muller to rename the airline “Continental” and move the headquarters back to Denver. Robert Six would run Continental for four decades into one of America's best managed and consistently profitable airlines.

Continental acquired three Lockheed Model 12 airplanes and modified the BM17 Flying Fortresses and B-29 Super Fortresses in the years preceding World War II. In October 1943, the company's five million dollar Denver Modification Center, twin 600-by-400-foot hangars were completed.

During World War II, Robert Six joined the Army Air Transport Command. During his period of service, Continental was run by executives handpicked by Robert Six. As the war came to a close, Continental's system expanded to include Kansas City and San Antonio and additional aircraft were purchased. By 1945, Continental had 400 employees and six DC-3s along routes that served 26 cities. In 1946, it ordered five Convair 240 twin-engine aircrafts, the largest single purchase in its history to that point. A stylized eagle with blue head and wings with Continental Airlines across the chest became the airline's new logo.

Determined to expand its role as a regional airline, Continental took a big step in its search for growth when in 1951 it agreed to share service across the connecting routes of Braniff and American. The agreement soon produced Continental's longest route of the time, from Houston to El Paso. Continental merged with Pioneer Airlines in 1953, bringing the total number of cities on its route structure to forty-six, and provided service to every city in Texas. Two years later, the airline added nonstop service between Los Angeles and Chicago. By the end of the year, the airline ordered sixty million dollars' worth of new airplanes to fly the newly added routes; the new inventory consisted of four Boeing 707s, fifteen Vickers Viscounts, and five DC-7Bs. The purchase of four Boeing 707s welcomed Continental into the jet age. Continental flew the Boing 707s continuously and maintained the planes at night to make a profit. This maintenance schedule was known as "progressive maintenance" and was eventually adopted by every airline. The airline reported record profits in 1960, in its first full year of jet operations.

During the 1960s, Continental sought to innovate its brand and commercial flying by focusing on more major routes and customer service ideas. In the span of ten years, Continental's mileage system had doubled, and it had established itself as trend setter in customer service. To improve customer service, Robert Six created a position of Director of Passenger Service on every 707 flight to focus on customer's ticketing and connection needs, freeing the time of in-flight attendants. Also, Continental added a 'no-frills' low fare with a fare structuring of first, business, and coach class. Because Southern

California became important to Continental's profitable operations; Continental moved its headquarters from Denver to Los Angeles in July 1963. Continental then focused on long-haul routes instead of local service routes and shed many local service routes to Central Airlines, Frontier Airlines, and Trans-Texas. Continental doubled its route structure during the 1960s. In 1964, the company added four Boeing 707-320Cs to its fleet to service routes into Southeast Asia as the war in Vietnam expanded. In 1967 and 1968, the company launched charter service to such European cities as Frankfurt, London, Paris, and Rome. Consistently upgrading its fleet to increase its competitive stance in the market, DC-9s replaced the Viscounts, and Boeing 727s joined the fleet. Record profits were reported every year between 1964 and 1967. In 1967, Continental won a five-year contract for routes to Micronesia. It created a new enterprise, Air Micronesia, to fly the routes. The five-year contract eventually became a permanent operation that celebrated thirty years of success in 1998.

During the 1970s, Continental was hit by the recession, but managed to continue to be profitable, expand routes, and excel at customer service. Continental began flying from Los Angeles to Honolulu in 1969 using Boeing 320Cs, airplanes that were replaced in 1970 by Boeing 747s. DC-10s joined the fleet beginning in 1972, and they were eventually used on all long-range routes, including those to Hawaii. Deregulation allowed Continental to add 18 new routes in 1979, but it also brought about an end to the airline's long stretch of sustained profitability. Also, Robert Six withdrew from the day-to-day operations.

In 1980 the airline experienced a major reduction in its workforce, the first in forty-six years. Help came in the form of a merger with Texas International in 1982. The new company offered service to four continents and operated a fleet of 112 airplanes. After the merger, Continental moved its headquarters from Los Angeles to Houston. Continental was forced to file for bankruptcy in 1983. During 1984, its 50th anniversary, the airline began to rebuild itself. By year's end, while continuing to operate under bankruptcy court protection, the company regained its competitive position and allowed Continental to acquire 737s, DC-1Os, and MD-80s.

In 1986, Continental reported the largest profit in the airline's 51-year history. In a bold move, Texas Air Corporation, Continental's parent company, purchased Eastern Airlines. The combined routes created the largest airline system in the United States. As the airline emerged from bankruptcy operations in the same year, it purchased People Express and most of the assets of Frontier Airlines, including a majority of Frontier's 4,700 employees.

To remain competitive in the era of deregulation, Continental needed a steady flow of passengers to and from its hub cities. To accomplish this, the airline launched the "Continental Express" program in 1987. The program ultimately included cooperation with ten carriers serving ninety-seven cities with seven-hundred and thirteen daily departures in areas lying outside Continental's hubs.

Continental officially folded New York Air and People Express into the company in 1987, adding 101 airplanes to the fleet, 5,000 employees to the payroll, 31 airports to the route system, and 541 flights to the daily departure total. The logistics of this change were extremely demanding, and Continental was not prepared for it. The airline did not report a profit for the next eight years. In 1989, SAS purchased 18.4 percent of Texas Air Corporation during the year to create the first truly global airline system. Nonstop service from Houston, Texas, to Managua, Nicaragua, and Panama City, Panama and San Jose, Costa Rica, was inaugurated in 1990, making the airline the only U.S. carrier serving all seven Central American countries. It was in this year that Texas Air Corporation changed its name to Continental Airlines Holdings, Inc.

Though a need for fleet modernization prompted the order of fifty Boeing 757 airplanes in 1990, escalating fuel costs combined with other difficulties forced Continental into bankruptcy for the second time in seven years. When Gordon Bethune joined as CEO in 1994, Continental began its march from "Worst to First." The company survived through the tremendous efforts of employees, who responded to the fuel crisis by reducing fuel use significantly. Continental declared that a prosperous new era had begun for the airline, and in 1994 began receiving the first of ninety-two new Boeing 737, 757, 767, and 777 airplanes. This was made possible by the huge success of the "Go Forward Plan," a strategy that focused on improving profit margins and encouraged employees to seek creative ways to enhance customer satisfaction. The plan quickly catapulted Continental back to the top of the industry in such key performance areas as on-time departures and record profits. In May, 2010, United Airlines and Continental Airlines Inc., announced a $3-billion merger that created the world's biggest airline. United parent UAL Corporation bought Houston-based Continental in an all-stock deal that would put the carrier near the top of all the major domestic travel markets, including Los Angeles, and give it a global reach spanning 59 countries and 370 destinations from South America to Asia and Europe. The final switchover happened on March 2, 2012.

6. Post-World War II Modern Style

In the post-World War II period in America, Modern architecture became the predominant architectural style applied to buildings of every type. During the 1950s and 1960s, distinct and identifiable stylistic variants of Modernism evolved. The aesthetic closest to the 1920s origins of Modernism in Europe was dubbed the International Style and was identified by its rectilinear form, flat roofs, open floor plans, use of steel and glass, and lack of applied ornamentation. Celebrated examples included Philip Johnson's Glass House of 1949 which gave notable evidence of the continuation of the Miesian aspect of the International Style, as other American architects were also doing, such as Eero Saarinen and Skidmore Owings and Merrill (SOM). In Southern California, a group of prominent master architects

including Welton Beckett, William Pereira, Charles Luckman, Richard Neutra, Rudolf Schindler, Paul Williams, Charles and Ray Eames, Gregory Ain, Craig Ellwood, A. Quincy Jones, Edward Killingsworth, Joseph Eichler, Ladd & Kelsey, and others developed variants of Modern design, while based upon International Style tenets, that were generally less formal in their expression of Modernist ideals with results that vary widely in terms of materials, form, and spatial arrangements. California Modern, as applied by notable local architects such as Cliff May, Edward Fickett, and the more flamboyant architecture of Wayne McAllister, Louis Armet, Eldon Davis, John Lautner and others resulted in architectural forms that were at once distinctive in their response to the local Mediterranean climate as well as expressive of popular car culture, jets, and the space/atomic age aesthetics of the time.

The architectural collaboration at LAX of the team of master architects led by the firm of Pereira & Luckman with Becket and Williams was undeniably an iconic milestone in the development of Los Angeles Mid-Century Modern style. However, it is evident that other lesser known local architects were also involved in major improvement efforts necessary to keep pace with the ever-expanding, dynamic needs of air transportation. For example, major improvements highlighted in the Los Angeles Department of Airports Annual Report in 1964, contemporaneous with the development of the Continental Airlines facilities, included a new $5 million Modern style Western Airlines Headquarters building and a $300,000 Modernist Deutsch Company Headquarters and flight facility on Imperial Highway. Already completed were the first units of Flying Tiger Lines and TWA new cargo terminals; a half-million-dollar facility for Atlantic Transfer; and a terminal-regional headquarters for Emery Air Freight Corporation. United Airlines and American Airlines leased space in Cargo City where they planned to construct terminals. Slated for completion in 1966 was a 10-million dollar US Post Office to provide services paralleling those of the downtown Terminal Annex. A new Bank of America and a service building with a restaurant and barber shop were also programmed. However, based upon a comprehensive review of the annual reports it appears that the Continental Headquarters was the most architecturally distinctive of the Mid-century Modern subsidiary facilities outside of the main terminal area constructed at LAX. It is evident that Continental took a significant interest in their corporate image at LAX as well as abroad, as evidenced in the Modernist design of their Micronesia Headquarters.

7. Edward (Ted) Augustus Grenzbach (1925-2004)

Born in New York City, Edward (Ted) Grenzbach grew up in 1930s Hollywood. After serving in the Navy during World War II, he earned his architectural degree at UC Berkeley in 1951. He was an architectural draftsman and designer at the following firms: William Bray, AJA between September 1952 and February 1954; Pereira and Luckman between February 1954 and August 1954; Allison and Rible between August 1954 and April 1955; and Boeke and Kinsey Associates between September 1958 and February 1959. In April 1959, he joined

the architectural partnership of Lester Wetheimer. One year later, he opened his own firm.

Overall Grenzbach's practice was primarily residential and included work in Los Angeles, Las Vegas, Carmel, Big Sur, Newport Beach, and Laguna Beach. A versatile architect in both the traditionalist and Modernist veins, Grenzbach was popular among the Hollywood elite and was praised for the sense of proportion he brought to the vast homes of the rich and famous. His clients over the years included Frank Sinatra, Dinah Shore, Cher, Gene Kelly, Herb Alpert, Rock Hudson, Rod Stewart, Barbra Streisand and Johnny Carson, among others. Grenzbach won a chamber award from the Beverly Hills Architectural Commission and Beverly Hills Chamber of Commerce for the design of a residence at 601 North Maple Drive. He designed a housing tract, Los Feliz Estates, a Harlan Lee Development in 1964.

Although his body of architectural work is primarily residential, his design for the 2-million headquarters of Continental Airlines at LAX is among his most notable works and marks a stark departure from the traditionalist style of his earlier career. In addition, he designed the homes of three Continental principal executives in the Beverly Hills exclusive Trousdale Estates, including the home of president Robert F. Six. Also in 1966, he completed an addition to the Beverly Hills Hotel for the expansion of a ballroom and private dining room. The Trousdale Estates was developed during the post-war period and featured numerous distinctive residences designed by notable local Modernist architects. In 1961, Six married Hollywood Star Audrey Meadows of *The Honeymooners* television fame who served effectively as an advisory director on Continental's board of directors. The Sixes were socially prominent in Beverly Hills, and Meadow's acting career afforded the couple opportunities for close relationships with prominent Hollywood stars. It is likely Robert Six learned of Grenzbach and selected him as Continental's corporate architect through his social connections. To design a facility both aesthetically and practically suitable for Continental's expanding operations and to provide a corporate identity for the growing airline suitable for its new location at the iconic LAX Airport, Robert Six commissioned Grenzbach and the highly accomplished industrial contractor, Hass and Haynie Corporation, discussed below, to design and build Continental's headquarters at LAX.

8. General Contractor Haas and Haynie Corporation (1898 - Present)

The Haas and Haynie Corporation was founded by Ed Haas in 1898. Three years later the firm won their first major contract to dredge the channel through the bar off Pearl Harbor for the construction of a U.S. Naval base. During the 1920s and 1930s, the Haas and Haynie Corporation handled many large-scale reclamation, irrigation, and flood control projects in the western United States. The onset of World War II brought new projects to the Haas and Haynie Corporation, such as ship repair facilities, aircraft hangars, dormitories, military bases, and highway work, in addition to their accustomed projects such as

reclamation and pipeline work. As a result of the diversification of projects brought on by World War II, the Haas and Haynie Corporation became less specialized and more of a large-scale general contractor.

During the 1950s and 1960s, the corporation worked on a series of projects for major corporations in California. After the completion of the new Continental Airlines General Office Building (Continental Corporate Headquarters) in Los Angeles in 1963, the Haas and Haynie Corporation opened a branch office in the General Office Building to further develop work in Southern California. Other projects for corporations during this time period include Utah Industrial Park, San Francisco (1962); PSA Office Building, San Diego (1963); Wells Fargo Building, San Francisco (1964); Japanese Trade Center, San Francisco (1965); Century City Office Buildings 1 and 2 (1965); California Federal Plaza, Los Angeles (1965); Ford Motor Company, Newport Beach (1965); 1Bush Street, San Francisco (1966); 111 Pine Street, San Francisco (1967); Pacific Telephone, Sacramento (1967); Mutual Benefit Life, San Francisco (1968); Ward Office Building, Honolulu (1969); and Boulevard Shopping Mall, Las Vegas (1969). In addition, Haas and Haynie developed multi-story apartment buildings, hotels and resorts, including Crown Zellerback Building, San Francisco (1959); Fairmont Hotel, Tower Addition, San Francisco (1961); Sheraton Hotel Hawaiian, Waikiki, Hawaii (1962); San Souci Apartments, Honolulu, Hawaii (1962); Carillon Apartments, San Francisco, California (1964); Mauna Kea Beach Hotel, Kohala Coast, Hawaii (1965); Channing House, Palo Alto (1966); 732 room renovation of Fairmont, New Orleans, Louisiana (1965); Kauai Sheraton, Poipu Beach Kauai, Hawaii (1969); and The Nob Hill, San Francisco, (1969).

Enduring into the 1970s, the corporation continued to focus on its core business: development, construction, and leasing of commercial and hotel properties. Under the direction of the CEO Paul Fay, who joined the corporation in 1980, Haas and Haynie left the construction business to focus its resources on land development and construction management. Still active today, the Haas and Haynie Corporation has established itself as one of the most successful developers of high-end resort and residential communities.

PART II: Physical Information

Building Description:

The former Continental Airlines General Office Building is located west of the main LAX passenger terminals, on the south side of World Way West in the west-central portion of the airport property.

The General Office Building was designed by Los Angeles architect Edward Augustus Grenzbach and was constructed in 1963. It is Mid-century Modern in style with a rectangular plan and a flat roof. It is two stories in height over a semi-subterranean parking garage. The primary (north) façade is a symmetrical composition of eleven bays of two-story, metal-framed glazed curtain walls between projecting concrete piers that continue above the roof line. Similarly, the curtain wall mullions extend above the roof line and below the elevated first floor

line. The open semi-subterranean garage is screened with chain link fencing. There is a double floating staircase with concrete treads and a metal balustrade centered on the north façade, with a decorative metal canopy suspended over the landing. There are no doors at the landing.[2] The secondary (east and west) façades are finished primarily in full-height panels of yellow glazed ceramic tile; the panels are separated by metal channels. There is an entrance recessed on the east façade. The entrance consists of a pair of fully-glazed metal doors in a full-height, metal-framed glazed curtain wall with a decorative metal *brise-soleil*. Metal-framed, sliding glass doors open to a projecting second-story covered balcony at the southeast corner of the building. The balcony has a cement plaster parapet and cantilevered soffit, and a metal guardrail. There is a large, rectangular addition on the west façade. The south façade is finished primarily in cement plaster with metal expansion joints. There is a cafeteria and kitchen building attached to the southeast corner of the General Office Building.

The interior of the General Office Building has been extensively altered through numerous tenant improvement projects. The interior spaces are composed primarily of gypsum board partitions and suspended acoustical tile ceilings. They are mostly undistinguished and are in poor condition.

Character-Defining Features:

Character-defining features of the former Continental Airlines General Office Building include:

- Rectangular plan
- Two-story volume over semi-subterranean parking garage
- Flat roof
- Symmetrical composition
- Two-story, metal-framed glazed curtain walls with mullions that extend above the roof and below the first floor line
- Projecting concrete piers
- Yellow glazed ceramic tile wall panels separated by metal channels
- Double floating staircase with concrete treads and metal balustrade
- Recessed entrance in full-height, metal-framed glazed curtain wall with decorative metal *brise-soleil*
- Cement plaster with metal expansion joints

[2] The PCR report describes doors at this location but no doors are visible.

PART III: Sources of Information

Research Information:

Los Angeles Department of Airports. *A Self-Sustaining Municipal Annual Report,* 1963.

Wuellner, Margarita J., Ph.D. and Kainer, Amanda, M.S., *Draft Historic Resources Assessment Report, Continental Airlines Facilities*, PCR Services Corporation, September 2013. (Included)

Supplemental Material:

Historic Photograph of the Site (page 26)
Large-format Archival Photographs of the Site and Photo Key
Digital photograph enlargements

PART IV: Project Information

The General Office Building is eligible for listing in the California Register of Historical Resources and as a City of Los Angeles Historic-Cultural Monument. The building is also a contributor to the California Register-eligible Continental Airlines Historic District. In recognition of its status as a historic resource, LAWA requested that the existing condition of the GO Building be photographed in accordance with Historic American Buildings Survey (HABS) standards to document any historic character-defining features. This photographic documentation occurred in 2016. The results of this photographic documentation are provided in Attachment A.

This report was prepared by Paul Travis, AICP, Partner, and John LoCascio, AIA, Principal, both of Historic Resources Group, Pasadena, CA, to accompany the photographic documentation of the Continental Airlines General Office Building (Attachment A).

Unless otherwise noted, the information contained in this report was largely excerpted from a draft historic resources assessment report by Margarita J. Wuellner, Ph.D. and Amanda Kainer, M.S., of PCR Services Corporation, dated September 2013. A copy of this report is included as an attachment.

Photography was provided by Tavo Olmos of Positive Image Photography, Irvine, CA.

Continental Airlines, General Office Building, LAX, 1963
Los Angeles Department of Airports 1963 Annual Report

HISTORIC AMERICAN BUILDINGS SURVEY

DRAFT INDEX TO PHOTOGRAPHS

LAX Continental Airlines Bldg. HABS No.
City of Los Angeles
Los Angeles County
California

Positive Image Photographic Services, Tavo Olmos, Photographer, October 2016.

1 EXTERIOR NORTHWEST CORNER DETAIL VIEW, FACING SOUTHEAST.

2 EXTERIOR NORTHEAST CORNER DETAIL VIEW, FACING SOUTHWEST.

3 EXTERIOR NORTH FACADE DETAIL VIEW, FACING SOUTHWEST.

4 EXTERIOR ELEVATED CONTEXTUAL VIEW, FACING SOUTHEAST.

5 EXTERIOR NORTHEAST FACADE DETAIL VIEW, FACING SOUTHWEST.

6 EXTERIOR EAST FACADE DETAIL VIEW, FACING EAST.

7 EXTERIOR SOUTHEAST FACADE DETAIL VIEW, FACING SOUTHWEST.

8 EXTERIOR NORTHWEST CORNER VIEW, FACING SOUTHEAST.

9 EXTERIOR NORTHEAST FACADE DETAIL VIEW, FACING SOUTHEAST.

10 EXTERIOR NORTHWEST FACADE DETAIL VIEW, FACING SOUTHWEST.

11 EXTERIOR SOUTHWEST CORNER DETAIL VIEW, FACING NORTHEAST.

12 EXTERIOR SOUTH FACADE DETAIL VIEW, FACING NORTHEAST.

13 INTERIOR PARKING GARAGE DETAIL VIEW, FACING SOUTHWEST.

14 INTERIOR PARKING GARAGE DETAIL VIEW, FACING NORTHEAST.

15 INTERIOR PARKING GARAGE DETAIL VIEW, FACING WEST.

16 INTERIOR PARKING GARAGE DETAIL VIEW, FACING EAST.

17 INTERIOR 1ST FLOOR HALLWAY DETAIL VIEW, FACING SOUTH.

18 INTERIOR 1ST FLOOR HALLWAY DETAIL VIEW, FACING WEST.

19 INTERIOR 1ST FLOOR OFFICE SPACE DETAIL VIEW, FACING NORTHEAST.

20 INTERIOR 2ND FLOOR OFFICE SPACE DETAIL VIEW, FACING NORTHEAST.

21 INTERIOR 2ND FLOOR OFFICE SPACE DETAIL VIEW, FACING NORTHWEST.

22 INTERIOR 2ND FLOOR OFFICE SPACE DETAIL VIEW, FACING SOUTHEAST.

23 INTERIOR 2ND FLOOR RECEPTION AREA DETAIL VIEW, FACING NORTHEAST.

24 INTERIOR 2ND FLOOR NORTHEAST OFFICE DETAIL VIEW, FACING NORTHEAST.

25 INTERIOR 2ND FLOOR MAIN RECEPTION AREA DETAIL VIEW, FACING NORTHEAST.

26 INTERIOR 2ND FLOOR OFFICE AREA DETAIL VIEW, FACING SOUTHEAST.

27 INTERIOR 2ND FLOOR OFFICE AREA DETAIL VIEW, FACING NORTHWEST.

28 INTERIOR 2ND FLOOR CENTRAL OFFICE AREA DETAIL VIEW, FACING NORTH.

29 INTERIOR 2ND FLOOR EAST STAIRWELL DETAIL VIEW, FACING NORTHEAST.

30 INTERIOR 2ND FLOOR NORTH STAIRWELL DETAIL VIEW, FACING NORTHWEST.

31 INTERIOR 2ND FLOOR EAST STAIRWELL DETAIL VIEW, FACING SOUTHEAST.

32 INTERIOR 2ND FLOOR SOUTH OPEN AREA DETAIL VIEW, FACING SOUTHEAST.

33 INTERIOR 2ND FLOOR SOUTH OPEN AREA DETAIL VIEW, FACING SOUTHWEST.

34 INTERIOR 2ND FLOOR COMPUTER ROOM DETAIL VIEW, FACING SOUTHWEST.

35 INTERIOR 2ND FLOOR HALLWAY DETAIL VIEW, FACING WEST.

36 INTERIOR 2ND FLOOR EAST HALLWAY DETAIL VIEW, FACING EAST.

37 INTERIOR 2ND FLOOR CENTRAL HALLWAY DETAIL VIEW, FACING SOUTHEAST.

38 INTERIOR 2ND FLOOR CENTRAL ELEVATOR LOBBY DETAIL VIEW, FACING SOUTH.

39 INTERIOR 2ND FLOOR WEST HALLWAY DETAIL VIEW, FACING SOUTHWEST.


PRIVATE
PROPERTY


American
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CAUTION


DO NOT
ENTER


EXIT
FIRE HOSE


POSITIVELY
NO SMOKING
OR OPEN LIGHTS
PERMITTED
POSITIVELY
NO SMOKING
OR OPEN LIGHTS
PERMITTED