# APPENDIX B
# Cultural Resources Technical Memorandum

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# Memorandum

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| To | Ms. Kathline King<br>Environmental Planning Division<br>Los Angeles World Airports |
| Subject | Los Angeles Airport Terminal 6 Project: Cultural, Paleontological, and Tribal Cultural Resources Technical Memorandum |
| From | Marc A. Beherec, Ph.D., RPA, AECOM<br>Monica Wilson, MA, AECOM |
| Date | January 2, 2020 |



## Introduction

This technical memorandum documents the cultural, paleontological, and tribal cultural resources studies conducted in compliance with the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA) for the Los Angeles World Airports (LAWA) Los Angeles Airport (LAX) Terminal 6 Renovation Project (project), located within the City of Los Angeles (City) in the central portion of LAX (Attachment 1, Figure 1). LAX encompasses approximately 3,800 acres and is situated at the western boundary of the City. The project site is located in the central portion of LAX. The site is depicted on the Venice, California 1:24000 United States Geological Survey (USGS) topographic map, in unsectioned former Rancho Sausal Redondo (Attachment 1, Figure 2). The street address is 600 World Way, Los Angeles, California.

This memorandum describes research and identification methods, an evaluation of resources, and an impacts assessment. As discussed in this memorandum, one previously identified historical resource was identified in the project area, the Terminal 6 Sign Tower, but it will not be impacted by the project. The proposed project will have no significant impacts on cultural, paleontological, or tribal cultural resources under NEPA or CEQA.

## Project Description

The proposed project would improve the existing components of the Concourse in the Terminal 6 Building and reconfigure or replace the associated aircraft parking apron, hydrant fuel, and gate systems within the confines of the existing T6 apron. The proposed improvements would enhance passenger experience, support safety and security through Transportation Security Administration upgrades, support operational efficiency, improve building systems, and refresh portions of the terminal interior and exterior.

An area of potential effects (APE) was established for the project (Attachment 1, Figure 3). The APE consists of the limits of the proposed ground disturbance, including temporary ground disturbance associated with the proposed Terminal 6 Building improvements.

## Cultural Setting

As a framework for discussing the types of cultural resources that might be encountered in the vicinity of the proposed project, the following section summarizes our current understanding of major prehistoric and historic developments in and around Los Angeles.

*Prehistoric Overview*

The earliest occupation of Southern California may be associated with the peoples who first colonized North America in the terminal Pleistocene and earliest Holocene (Arnold et al. 2004). These cultures are characterized by fluted points. Among Southern California's fluted points is a fluted obsidian point found in a stratified deposit beside an ancient lake bed in the mountains of eastern San Diego County (Kline and Kline 2007). Other fluted points have been reported at other locations in Santa Barbara and San Diego Counties (Rondeau 2008). Closest to the project area, the Farpoint Site (CA-LAN-451) in Malibu, Los Angeles County, has yielded a fluted point, and its excavator argues the site should be associated with the Clovis culture (Stickel 2008). Clovis is the earliest universally recognized material culture in North America, and dates to approximately 11,500 radiocarbon years before present (B.P.).

However, scholarly consensus holds that the earliest unambiguous evidence of human occupation in the Los Angeles area dates to at least 9000 B.P. and is associated with a period known as the Millingstone Cultural Horizon (Wallace 1955; Warren 1968). Millingstone populations established permanent settlements that were located primarily on the coast and in the vicinity of estuaries, lagoons, lakes, streams, and marshes where a variety of resources, including seeds, fish, shellfish, small mammals, and birds, were exploited. Early Millingstone occupations are typically identified by the presence of handstones (manos) and millingstones (metates), while those Millingstone occupations dating later than 5000 B.P. contain a mortar and pestle complex as well, signifying the exploitation of acorns in the region.

Although many aspects of Millingstone culture persisted, by 3500 B.P., a number of socioeconomic changes occurred (Erlandson 1994; Wallace 1955; Warren 1968). These changes are associated with the period known as the Intermediate Horizon (Wallace 1955). Increasing population size necessitated the intensification of existing terrestrial and marine resources (Erlandson 1994). This was accomplished in part through use of new technological innovations such as the circular shell fishhook on the coast, and in inland areas through use of the mortar and pestle to process an important new vegetal food staple (acorns), and the dart and atlatal resulting in a more diverse hunting capability. Evidence for shifts in settlement patterns has been noted as well at a variety of locations at this time and is seen by many researchers as reflecting increasingly territorial and sedentary populations. The Intermediate Horizon marks a period in which specialization in labor emerged, trading networks became an increasingly important means by which both utilitarian and nonutilitarian materials were acquired, and travel routes were extended.

The Late Prehistoric period, spanning from approximately 1500 years B.P. to the Spanish mission era, is the period associated with the florescence of contemporary Native American groups. The group occupying the southern Channel Islands and adjacent mainland areas of Los Angeles and Orange Counties came to be known as the Gabrielino, after Mission San Gabriel. They are reported to have been second only to their Chumash neighbors in terms of population size, regional influence, and degree of sedentism (Bean and Smith 1978). The boundary between these two groups is commonly believed to be in the area by Topanga Canyon, with the Chumash living along the beaches of Malibu up to the area of Paso Robles and the Gabrielino residing along the coastal stretches to the south. The Gabrielino are estimated to have numbered around 5,000 in the pre-contact period (Kroeber 1925). Maps produced by early explorers indicate the existence of at least 40 Gabrielino villages, but as many as 100 may have existed prior to contact with Europeans (Bean and Smith 1978; McCawley 1996; Reid 1939 [1852]). Groups in the San Fernando Valley were typically referred to by the Spanish as the *Fernadeño*, whose name was derived from nearby Mission San Fernando. The *Fernadeño* spoke a dialect of the Gabrielino tongue and were otherwise culturally identical to the Gabrielino (Bean and Smith 1978; Shipley 1978).

Prehistoric subsistence consisted of hunting, fishing, and gathering. Small terrestrial game was hunted with deadfalls and rabbit drives, and by burning undergrowth, while larger game such as deer were hunted using bows and arrows. Fish were taken by hook and line, nets, traps, spears, and poison (Bean and Smith 1978; Reid 1939 [1852]). The primary plant resources were acorns gathered in the fall and processed with mortars and pestles, and various seeds that were harvested in late spring and summer and ground with manos and metates. The seeds included chia and other sages, various grasses, and islay or holly-leafed cherry (Reid 1939 [1852]).

*Historic Overview*

Spanish explorers made brief visits to Gabrielino territory in 1542 and 1602, and on both occasions the two groups exchanged trade items (McCawley 1996). Sustained contact with Europeans did not commence until the

onset of the Spanish Period, which began in 1769 when Gaspar de Portola and a small Spanish contingent began their exploratory journey along the California coast from San Diego to Monterey.

By the early 1800s, the majority of the surviving Gabrielino population had entered the mission system, either at Mission San Gabriel, founded in 1771, or at Mission San Fernando Ray de Espana, established in 1797. Other Native Americans worked at *El Pueblo de la Reyna de Los Angeles,* a secular community founded by colonists in 1781. Over time, the missions became self-sufficient through farming and selling cattle hides, tallow, and various fruit crops to the nearby Pueblo (Paddison 1999; Wright 1992). Mission life was utilized by the Spanish in a time when Native American traditional trade and political alliances were failing and epidemics and subsistence instabilities were increasing. This lifestyle change brought significant negative consequences for Gabrielino health and cultural integrity (Jackson 1999).

The growth of *El Pueblo de la Reyna de Los Angeles* continued after the Mexican empire gained independence and formed what would become the state of Alta California in 1821. The authority of the California missions gradually declined, culminating with their secularization in 1834. The first party of U.S. immigrants arrived in Los Angeles in 1841, although surreptitious commerce had previously been conducted between Mexican California and residents of the United States and its territories.

The United States took control of California after the Mexican–American War of 1846, and seized Monterey, San Francisco, San Diego, and Los Angeles (then the state capital) with little resistance. Local unrest soon bubbled to the surface, however, and Los Angeles slipped from U.S. control in 1847. The United States took control of California after the Mexican-American War in 1848 with the signing of the Treaty of Guadalupe Hidalgo.

California became a state in 1850, and the development patterns in the state during the late nineteenth century are characterized by rises in agricultural ventures, ranching, mining, and settlement. This resulted in a period of growth and development for Los Angeles and the surrounding areas. Critical catalysts for Los Angeles included American migration from the East, the formation of railway and communication networks, tourist and real estate booms, residential and business expansion, and economic change (Nicolaides 2015: 7). During the early twentieth century, the Los Angeles region underwent another period of significant growth due to population increase, changing water infrastructure needs, and economic growth. As the city grew throughout the twentieth century, Los Angeles' development patterns were shaped by the automobile and the freeway system leading to an expansive layout and footprint; however, it is also one of the most densely populated metropolitan areas in the United States (Monkkonen 1988:177).

*Los Angeles Airport Development 1928–Present*

The following information has been excerpted from the *LAX Master Plan EIS/EIR Appendix I Section 106 Report*, prepared by PCR Services Corporation in 2001 (PCR 2001), and the *LAX Terminal 1.5 Project Historic Resources Technical Report* prepared by the Historic Resources Group in 2016 (HRG 2016a).

Pioneering aviators began using a portion of the Bennett Rancho as a landing strip during the 1920s. In 1928, the Los Angeles Department of Airports was established to administer the airport. The airport constructed its first permanent building, Hangar One, in 1929 and development continued that year with the construction of administrative offices, a runway, and additional hangars.

By 1947, six major airlines were operating at the airport. In 1949, the airport was officially named "Los Angeles International Airport" after the Civil Aeronautics Administration determined the airport suitable for international, intercontinental, and non-stop domestic flights.

By 1950, all facilities were operating beyond their capacity. In 1951, architects William L. Pereira and Charles Luckman were hired to develop a master plan to guide upgrades and facilities expansion. Using airport revenue and some federal funding, the airport was able to make several upgrades including runway expansions, terminal building expansions, more parking facilities, and the Sepulveda Avenue tunnel under expanded runways.

Between 1955 and 1972, air passenger numbers more than quadrupled. Airports across the country began construction on new and upgraded facilities to accommodate the increase in passengers. Faced with a clearly inadequate infrastructure, in 1956 airport officials again hired Pereira & Luckman to master plan a facilities overhaul that would bring LAX into the Jet Age. This time, the effort was a joint venture with the firms of Welton Beckett and Associates and Paul R. Williams joining Pereira & Luckman.

The 1957 plan distributed ticketing/baggage handling buildings along a U-shaped access road which wrapped a central mall containing surface parking, a restaurant, an employee cafeteria, electrical and heating plants, and the airport administration building. Each ticketing building was connected via an underground passageway to lozenge-shaped satellite buildings with gates for boarding and deplaning. The satellite buildings contained passenger amenities including waiting areas, cocktail lounges, dining facilities, gift shops, and newsstands. The location of satellite terminals also maximized plane maneuverability and provided multiple points of access for boarding and deplaning.

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

The CTA remained essentially in its original form through the 1970s, with the only major alteration being the construction of multi-level parking structures in the central mall. Extension of the ticketing/baggage claim buildings and additions to the terminal satellites were conducted in a modular manner that was uniform throughout the CTA and continued the original design aesthetic. In 1981, the Airport embarked on a major expansion program that included a second deck of the U-shaped access road to separate arriving and departing passengers, expansion and remodeling of the existing terminal buildings, new parking structures, a new international terminal at the west end of the CTA, and a newly constructed Central Utility Plant. Alterations and wholesale replacement of terminal buildings would continue through the present day.

*Terminal 6*

Terminal 6 was originally known as “Satellite 6” when it was initially constructed in 1963. The construction of the $2,600,000 terminal was completed in phases with excavation for underground tunnels and construction of the building (Plates 1 and 2).

**Plate 1. Beginning of construction for satellite Terminal 6 in 1960 (LAX Photo Archives 1960).**

**Plate 2. Aerial photograph of Los Angeles Airport with Terminal 6 completed, 1964 (LAPL 1964).**

Satellite 6 was constructed between Terminal 5 (Satellite 5 constructed 1961–1962) to the west and Terminal 7 (Satellite 7 constructed 1961–1962) to the east. Originally, the satellite buildings were accessed by passengers via underground tunnels from their corresponding ticketing buildings, and passengers would board and depart from second-story loading bridges. All six terminals had a steel pylon sign tower; only the Terminal 6 sign tower remains intact.

In 1960, Architect Samuel E. Lunden designed plans for overhead transportation systems to carry people and baggage from place to place; however, his design for the “air-flyt carveyor” and speedwalk from the Theme Building to Satellite 6 was never realized (Plate 3) (LAPL 1960).

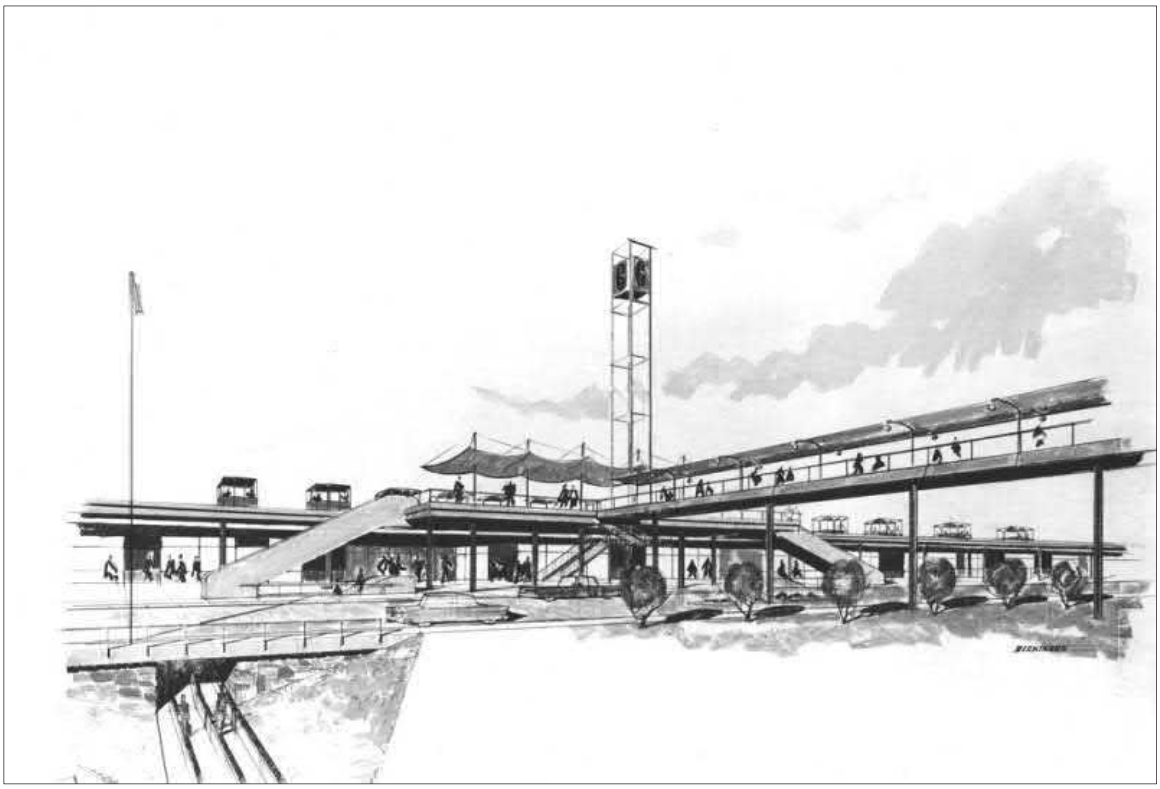


**Plate 3. Architect's sketch of overhead transportation system and Terminal 6 pylon sign, 1960 (LAPL 1960).**

The completion of Satellite 6 marked the conclusion of the initial phase of passenger terminal construction at the airport (LAT 1963a). When the terminal opened, it hosted 10 airplane gate positions and serviced aircraft from Continental, Delta, National, Pacific, and Pacific Southwest airlines (LAT 1963b).

Francis T. Fox, the Department of Airports general manager in 1963, conducted the ceremonies of the facility's dedication (LAT 1963b). Hired as Los Angeles' assistant airports manager in 1958, Fox became the general manager in 1959 and supervised the development and opening of Los Angeles International Airport in 1961 (LAT 1993). Fox was so appreciated by the City that the Airport Commission in 1961 authorized a $10,000 pay raise, boosting his annual salary from $25,000 to $35,000 when the Federal Aviation Agency threatened to lure him away (LAT 1993). Fox stayed, earning $10,000 more than Mayor Sam Yorty and vying for years with the head of the other self-sustaining city agency, the Department of Water and Power, for highest-paid city official (LAT 1993). He left his position in 1968, and later went on to work for Howard Hughes and the City of San Jose (LAT 1993).

In 1970, Satellite 6 was expanded with the Satellite Extension. The expansion allowed for the simultaneous operation of two Boeing 747s, four wide-bodied tri-jets, and two other planes such as 707s or 727s (LAT 1970). Prior, the terminal could only accommodate six smaller aircraft (LAT 1970). In 1982, the Connector was added, joining the Ticketing Building to the Satellite and the Satellite Extension. In 2012, the terminal interior underwent an extensive renovation project that included expansion of baggage claim and security areas and new interior finishes (*Daily Breeze* 2012).

## Archival Research

Archival research for this project was conducted by Marc A. Beherec, Ph.D., RPA, on July 30, 2019, at the South Central Coastal Information Center (SCCIC) housed at California State University, Fullerton. The research focused on the identification of previously recorded cultural resources within a 0.5-mile radius of the project APE.

The archival research included review of previous cultural resource investigation reports, cultural resources site records, historic maps, and historic property inventories. Historic maps included historic USGS topographic maps. Inventories of the National Register of Historic Places (NRHP or National Register), the California Register of Historical Resources (CRHR or California Register), the California State Historic Resources Inventory, California Historical Landmarks, Caltrans Historic Highway Bridge Inventory (for both local and state agency bridges), and the list of City of Los Angeles Historic-Cultural Monuments (LAHCMs) were also reviewed to identify cultural resources within the project's study area. Research at the SCCIC was supplemented with additional research in other archives, appropriate online repositories, and AECOM's holdings.

The present archaeological investigation included archival and other background research. The following section describes the research methods used in the investigation.

*Previous Cultural Resources Investigations Reports*

The records searches revealed 13 previous cultural resources investigations filed at the SCCIC (Table 1), which document studies conducted between 1976 and 2012 within 0.5 mile of the project APE. These studies include nine cultural resources surveys and inventories, one archaeological monitoring plan, one archaeological monitoring report, and two Environmental Impact Reports or Statements. The APE has received 100 percent survey coverage prior to this study.

**Table 1. Previous Investigations Conducted within 0.5 Mile of the Project Area**

| Report # (LA-) | Author(s) | Description | Date |
|---|---|---|---|
| 01982* | Leonard, N. Nelson, III | Los Angeles International Airport Series Volume 1 Draft Environmental Impact Statement | 1976 |
| 02659 | Wlodarski, Robert J. | A Phase 1 Archaeological Study for the Sepulveda Tunnel Demonstration Project, Los Angeles International Airport, Los Angeles County, California | 1992 |
| 04910 | Raschke, Rod | Paleontological and Archaeological Resources Reconnaissance of the Los Angeles International Airport (LAX) Property, Los Angeles County, California | 1995 |
| 05558 | Duke, Curt | Cultural Resource Assessment for Pacific Bell Wireless Facility La 913-11 County of Los Angeles, California | 2000 |
| 05562 | Duke, Curt | Cultural Resource Assessment for Pacific Bell Wireless Facility Sm 016-01 County of Los Angeles, California | 2000 |
| 09923 | Losee, Carolyn | Cultural Resources Analysis for T-Mobile Site Number LA03358D "Intercom Building" 9800 South Sepulveda Avenue, Los Angeles, California | 2009 |
| 10857* | Smith, Brian F. | Final – LAX Master Plan Mitigation Monitoring & Reporting program – Archaeological Treatment Plan | 2005 |
| 11347 | Cardenas, Gloriella and Clint Helton | Cultural Resources Monitoring Report for Taxilane S and Bradley West, Los Angeles World Airports, Los Angeles, California | 2011 |
| 11546 | Bonner, Wayne | Cultural Resources Records Search, Site Visit Results and Direct APE Historic Architectural Assessment for Clearwire Candidate CA-LOS2026B/LA03XC087, 9800 South Sepulveda Boulevard, Los Angeles, Los Angeles County, California | 2010 |

| Report # (LA-) | Author(s) | Description | Date |
|---|---|---|---|
| 11560 | Getchell, Barbie and Atwood, John | Archaeological and Historical Evaluations for the Proposed Airport Surveillance Detection Equipment, Model 3X (ASDE-3X), to serve Los Angeles International Airport (LAX), Los Angeles, Los Angeles County, California | 2006 |
| 11561 | Barre, Ole | Proposed Federal Aviation Administration (FAA) Airport Surface Detection Equipment, Model X (ASDE-3X) to serve Los Angeles International Airport (LAX) Los Angeles, CA --Case #FAA040625A | 2005 |
| 11973 | Unknown | Crenshaw/LAX Transit Corridor Project Final Environmental Impact Report/Final Environmental Impact Statement | 2011 |
| 12077 | Bonner, Wayne | Cultural Resources Records Search and Site Visit Results for T-Mobile West, LLC Candidate LA03358D (Intercom Building) 9800 South Sepulveda Avenue, Los Angeles, Los Angeles, County, California | 2012 |

*Indicates a study partially overlapping the APE.

In addition to the reports reviewed at the SCCIC, the LAWA provided AECOM with additional cultural resources studies: the *LAX Master Plan EIS/EIR Appendix I Section 106 Report,* prepared by PCR Services Corporation in 2001 (PCR 2001): and the *LAX Terminal 1.5 Project Historic Resources Technical Report* and *LAX Preservation Plan* prepared by the Historic Resources Group in 2016 (HRG 2016a,b).

In 2001, PCR Services Corporation investigated the lands owned by LAWA and the parcels acquired by LAWA in the *LAX Master Plan EIS/EIR Appendix I Section 106 Report* (PCR 2001). This study identified nine resources eligible for designation as historical resources. Of these nine resources, none are located within the project APE.

In 2016, Historic Resources Group investigated the LAX CTA, including terminal buildings 1, 2, 3, 4, 5, 6, 7, and 8; the Airport Theme Building; former (1961) ATCT; Clifton A. Moore Administration Building; and buildings and structures located within the World Way loop in the *LAX Terminal 1.5 Project Historic Resources Technical Report* (HRG 2016a). This study evaluated three resources as individually eligible for designation as historical resources: the Airport Theme Building, the ATCT, and the Terminal 6 Sign Tower. Of these three resources, one is located within the project APE: the Terminal 6 Sign Tower.

The LAX Preservation Plan was developed in conjunction with environmental review for the LAX Landside Access Modernization Program and included in the 2016 LAX Landside Access Modernization Program Draft Environmental Impact Report (EIR) as “Appendix J” (HRG 2016b). The Final EIR was certified in March 2017. The LAX Preservation Plan identified 14 resources as individually eligible for designation as historic resources. Of these 14 resources, one is located within the project APE: the Terminal 6 Sign Tower.

The Terminal 6 Sign Tower is adjacent to the north façade of the Terminal 6 ticketing/baggage claim building. It was one of six free-standing pylon signs constructed as part of the 1961 upgrade of LAX, with master plan and buildings designed by Pereira & Luckman, Welton Becket & Associates, and Paul R. Williams. The Terminal 6 Sign Tower is constructed of tube steel with concrete footings and is approximately four stories in height. The Terminal 6 Sign Tower is the only LAX terminal sign tower that remains intact and in its original location and is individually eligible for local register listing as an LAHCM.

*Previously Recorded Cultural Resources*

The records search identified two resources within 0.5 mile of the project APE (Table 2). The resources are both outside the APE.

**Table 2. Previously Recorded Cultural Resource Sites within 0.5 Mile of the Project Area**

| Primary Number (P-) | Permanent Trinomial (CA-) | Description | Year Constructed | Eligibility determination |
|---|---|---|---|---|
| 19-004278 | LAN-4278H | Brick storm drain | Ca. 1940s | Recommended ineligible for CRHR or NRHP |
| 19-189869 | None | Nine-story Modern style commercial building | 1964 | Determined ineligible for the NRHP by consensus through the Section 106 process |

CRHR = California Register of Historical Resources; NRHP = National Register of Historic Places

Resource 19-004278 consists of a brick storm drain remnant that was encountered during archaeological monitoring for Taxilane S. The resource was not observed in situ, but consisted of bricks, brick fragments, and concrete mortar observed in the back dirt pile left by excavations. The resource was originally located at a depth of approximately 40 feet below ground surface.

Resource 19-189869 is a nine-story commercial building located at 9800 Sepulveda Boulevard. The building is a rectangular concrete building in Modern style with a recurring arched motif. The building was evaluated and found not to be eligible for listing in the NRHP.

*California State Historic Resources Inventory*

Study of the California Office of Historic Preservation's Historic Resource Inventory (HRI) focused on properties within 0.5 mile of the project area that faced streets bordering the project area. The HRI lists no historic resources within 0.5 mile of the project site.

*California Historical Landmarks*

California Historical Landmarks are buildings, structures, sites, or places that have been determined to have statewide historical interest. A search of the California Historical Landmarks list revealed no California Historic Landmarks within 0.5 mile of the project area.

*Los Angeles Historic-Cultural Monuments*

LAHCMs are sites in Los Angeles that have been designated by the Los Angeles Cultural Heritage Commission as worthy of preservation based on their architectural, historic, and cultural merits. A search of the LAHCMs found two monuments within 0.5 mile of the project area (Table 3). Both are buildings associated with the Los Angeles Airport.

**Table 3. Los Angeles Historic-Cultural Monuments within 0.5 Mile of the Project Area**

| LAHCM Number | Historic Name/Description |
|---|---|
| 44 | Hangar No. 1 Building |
| 570 | Airport Theme Building (Exterior and Interior Lobby) |

*Caltrans Historic Highway Bridge Inventory*

A search of the Caltrans Historic Highway Bridge Inventory for both state and local agency bridges identified three previously recorded historic period bridges within the records search area (Table 4). All other state and local agency bridges within the records search area were identified as non-historic, constructed between 1982 and 1990, and ineligible for listing in the NRHP.

**Table 4. Historic Period State and Local Agency Bridges within 0.5 Mile of the Project Area**

| California Bridge Number | Description | Eligibility Evaluation |
|---|---|---|
| 53C1394 | Local Agency Bridge crossing World Way West over Pershing Drive, constructed 1973 | Category 5 – Ineligible for listing in the NRHP |
| 53 1834L | State Agency Bridge crossing Century Boulevard over Route 1, constructed 1966 | Category 5 – Ineligible for listing in the NRHP |
| 53 1834R | State Agency Bridge crossing Century Boulevard over Route 1, constructed 1966 | Category 5 – Ineligible for listing in the NRHP |

Local Agency

The bridge crossing World Way West over Pershing Drive (53C1394) was constructed in 1973. The box beam bridge has a cast-in-place concrete deck approximately 156 feet in length and is listed as Category 5 – Ineligible for listing in the NRHP.

State Agency

The two bridge spans that cross Century Boulevard over Route 1 (53 1834L and 53 1834R) were both constructed in 1966. The bridges are multi-beam bridges with cast-in-place concrete decks approximately 204 and 203 feet in length; both are listed as Category 5 – Ineligible for listing in the NRHP.

*Historic Maps*

Historic topographic maps were consulted to identify historic land uses of the project area.

The 1896 Redondo 1:62500 USGS map shows the project area entirely undeveloped. A few roads are located in the near vicinity, but the nearest structure is more than 0.5 mile away (USGS 1896).

The Venice 1923 1:24000 USGS map shows the project area undeveloped and covered in sand dunes (USGS 1923). The Inglewood 1924 map and 1930 map show Arizona Avenue within 0.5 mile to the east, with a few buildings scattered along its length (USGS 1924, 1930).

The Venice 1934 map and 1950 map and Inglewood 1948 map show a road that is now US 101 passing through or very near the project area (USGS 1934, 1948, 1950). The project area appears in these maps as an undeveloped area of Los Angeles Airport.

The Venice 1964 map shows the area developed much as it is today, with Terminal 6 occupying its current location (USGS 1964).

## Native American Consultation

Native American consultation in accordance with Assembly Bill 52 (AB 52) requires that a lead agency must consult with interested California Native American tribes who request formal consultation regarding impacts to tribal cultural resources. Pursuant to AB 52, LAWA formally provided a notification of an opportunity for consultation with an interested tribal party on December 17, 2019. As of the date of this document, a request for consultation has not been received by LAWA.

## Paleontological Research

The project area is mapped as having surficial deposits of Quaternary older sand dune deposits (Dibblee and Minch 2017). This formation consists of unconsolidated sand deposited during the Pleistocene. These dune deposits overlay Pleistocene sands of the Palos Verdes Sand formation, which was deposited when the LAX area was covered by a shallow sea. Studies conducted for the LAX Master Plan found that significant fossils have been recovered from Pleistocene deposits in the vicinity of LAX (LAWA 2004: 4.9.2). A records search conducted for the Master Plan by the Natural History Museum of Los Angeles County found that six fossil

localities were documented within or very near the LAX property. Species represented include probuscideans, mammoths, bison, horse, rabbit, rodents, marine mammals, fish, and marine invertebrates. All the fossils are Pleistocene and were encountered at depths ranging from 13 feet to 70 feet below surface.

## Cultural Resources Survey Results

The cultural resources survey identified one potential historical resource, the Terminal 6 building.

*Terminal 6 Architectural Description*

The LAX CTA has nine passenger terminals with associated contact gates arranged in a U-shape around a two-level roadway. The CTA is nestled between a northern and southern runway complex. Within LAX, Terminal 6 is located in between Terminal 5 to the west and Terminal 7 to the east, and bounded to the north by World Way, to the east by Taxiway C7, to the south by Taxiway C, and to the west by Taxiway C8. The surrounding area is characterized by LAX landside, central terminal, and airside uses, such as terminal buildings and gates, passenger support and processing facilities, and aircraft apron areas.

Terminal 6 is a multi-story, steel frame and reinforced concrete building with a roughly T-shaped/irregular plan. The building has a flat roof with parapets and is covered with composite material. Atop the roof of Terminal 6 is the original freestanding, steel pylon sign tower. The four-story tower consists of tube steel with concrete footings and includes boxed signage depicting the number 6. The terminal's exterior walls are primarily cement plaster. Fenestration arrangements consist of glazed aluminum storefront windows. There are some elements of original finishes including glazed ceramic and ceramic mosaic tile, aluminum curtain walls, porcelain enamel wall panels, and vertical strip windows (HRG 2016a). The interior of Terminal 6 has been significantly altered since its original construction; however, it continues to retain its circular, domed central lobby.

Terminal 6 extends south from the CTA in four sections: the Ticketing Building, Connector, Satellite, and Satellite Extension (Plate 4). The Ticketing Building (sometimes referred to as the Headhouse) is connected to the ticketing/baggage claim buildings for Terminals 4 through 8 to form a continuous unbroken façade along the south side of World Way. The Connector extends south perpendicularly from the Ticketing Building. The Connector is a two-story pier-supported structure that connects to the Ticketing Building and the Satellite via escalators and stairs, and underground passageways. The Satellite is the original oval-shaped terminal structure. The Satellite Extension is the southernmost component of the terminal and services five gates.

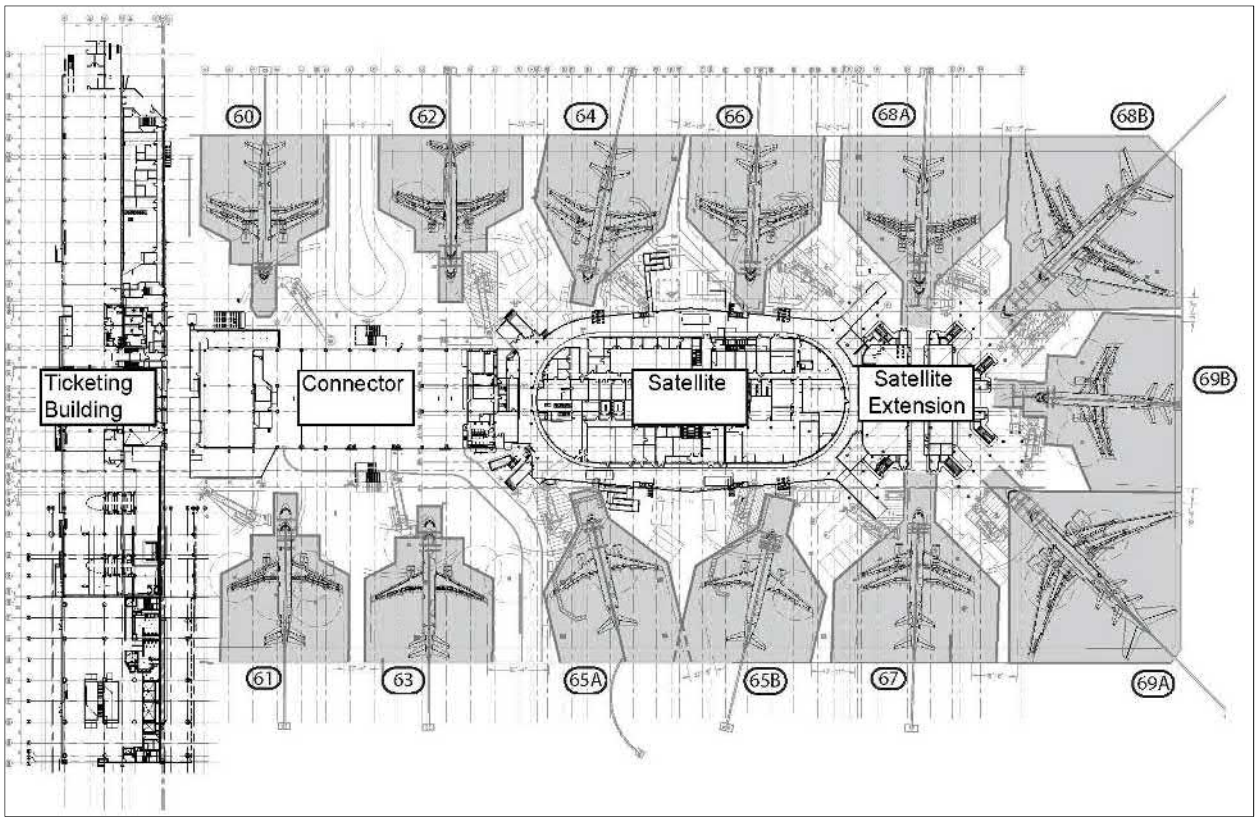



**Plate 4. Existing gate layout and building components (AECOM 2019).**

Currently, Terminal 6 supports the operation of several airlines, including Alaska Airlines, Air Canada, Boutique Air, Great Lakes, Mokulele Airlines, and Thomas Cook Airlines. There are currently 13 existing gates, with even-numbered gates located along the eastern side of the Concourse (closest to the Ticketing Building), starting with Gate 60 and then Gates 62, 64, 66, 68A, and 68B. Two of the existing gates (69A and 69B) allow for wide-body aircraft. The western side of the concourse (closest to the Ticketing Building) consists of the odd-numbered gates, starting with Gate 61 and then Gates 63, 65A, 65B, 67, 69A, and 69B.

## Regulatory setting

Cultural resources in California are protected by a number of federal, state, and local regulations, statutes, and ordinances. Cultural resources are defined as buildings, sites, structures, or objects, each of which may have historical, architectural, archaeological, cultural, and/or scientific importance. State and federal laws use different terms for cultural resources. California state law discusses significant cultural resources as “historical resources,” whereas federal law uses the terms “historic properties” and “historic resources.” In all instances where the term “resource” or “resources” is used, it is intended to convey the sense of both state and federal law.

*National Register of Historic Places*

The quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association and

A. that are associated with events that have made a significant contribution to the broad patterns of our history; or

B. that are associated with the lives of persons significant in our past; or

C. that embody the distinctive characteristics of a type, period, or method of construction or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or

D. that have yielded, or may be likely to yield, information important in prehistory or history.

All resources or properties nominated for listing in the NRHP must retain integrity, which is the authenticity of a historic resource's physical identity evidenced by the survival of characteristics that existed during the resource's period of significance. Resources, therefore, must retain enough of their historic character or appearance to be recognizable as historic resources and to convey the reasons for their significance. Integrity is evaluated with regard to the retention of location, design, setting, materials, workmanship, feeling, and association. It must also be judged with reference to the particular criteria under which a resource is proposed for nomination.

*California Register of Historical Resources*

The California Register was created to identify resources deemed worthy of preservation on a state level and was modeled closely after the National Register. The criteria are nearly identical to those of the National Register but focus on resources of statewide, rather than national, significance. The California Register consists of properties that are listed automatically as well as those that must be nominated through an application and public hearing process.

The criteria for eligibility of listing in the California Register are based on National Register criteria but are identified as 1 through 4 instead of A through D. To be eligible for listing in the California Register, a property must be at least 50 years of age and possess significance at the local, state, or national level, under one or more of the following four criteria:

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

In addition to meeting one or more of the above criteria, historical resources eligible for listing in the CRHR must retain enough of their historic character or appearance to be able to convey the reasons for their significance. Such integrity is evaluated with regard to the retention of location, design, setting, materials, workmanship, feeling, and association.

*Los Angeles Historic-Cultural Monuments*

City of Los Angeles, Administrative Code, Division 22, Chapter 9, Article 1 (Ordinance No. 178,402), 1962 Ordinance No. 178,402 established the Cultural Heritage Commission to identify and protect architectural, historical, and cultural buildings, structures, and sites that are important to the City of Los Angeles' history and cultural heritage. The Cultural Heritage Commission oversees the designation and protection of LAHCMs. LAHCMs are defined as any site (including significant trees or other plant life located on site), building, or structure of particular historic or cultural significance to the City of Los Angeles, including historic structures or sites, that:

- Reflect or exemplify the broad cultural, political, economic, or social history of the nation, state, or community; or
- Are identified with historic personages or important events in the main currents of national, state, or local history; or
- Embody the distinguishing characteristics of an architectural-type specimen, are inherently valuable for a study of a period, style, or method of construction; or
- Are notable works of a master builder, designer, or architect whose individual genius influenced his or her age.

*LAX Master Plan*

In 1995, LAWA began the LAX Master Plan Program. In 2004, a Final Environmental Impact Statement/Environmental Impact Report was produced. The report indicated that implementation of the Master Plan may have significant impacts to cultural resources, and proposed mitigation measures.

Among the agreed-upon mitigation measures is MM-HA-4, Discovery. This mitigation measure requires the preparation of an archaeological treatment plan (ATP) that ensures the long-term protection and proper treatment of those unexpected archaeological discoveries of federal, state, and/or local significance found within the APE of the selected alternative. In compliance with MM-HA-4, Federal Transit Administration prepared an ATP in consultation with the State Historic Preservation Officer that was completed in 2005 (Brian F. Smith and Associates 2005a).

In addition, MM-HA-5, Monitoring, states:

> Any grading and excavation activities within LAX proper or the acquisition areas that have not been identified as containing redeposited fill material or having 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. 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 in the affected area 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.

LAWA completed the ATP in 2005.

Another relevant mitigation measure is MM-PA-1, Paleontological Qualification and Treatment Plan. The mitigation measure requires LAWA to prepare a Paleontological Management Treatment Plan (PTMP) for construction-related activities that could disturb potential unique paleontological resources within the project area. Further, the mitigation measure requires that the plan be prepared by a qualified paleontologist and approved by the Vertebrate Paleontology Section of the Natural History Museum of Los Angeles County.

LAWA completed the PTMP in 2005 (Brian F. Smith and Associates 2005b). The PTMP states, "Areas of high potential for paleontological deposits are identified on the basis of the location of known paleontological localities and/or resources and the identification of areas in which no known disturbances have occurred. . . . Excavation and any other ground-disturbing activity in areas designated as high potential for subsurface paleontological deposits will be monitored full time when excavation levels reach a depth of six feet" (Brian F. Smith and Associates 2005b: 5.0-4–5.0-5.).

## Evaluation

In 2016, Historic Resources Group evaluated the LAX CTA, including terminal buildings 1, 2, 3, 4, 5, 6, 7, and 8; the Airport Theme Building; former (1961) ATCT; Clifton A. Moore Administration Building; and buildings and structures located within the World Way loop in the *LAX Terminal 1.5 Project Historic Resources Technical Report* (HRG 2016a). The 2016 evaluation concluded that the Terminal 6 Building was ineligible for listing as an individual historical resource or as a contributing element to a historic district under NRHP, CRHR, and local register criteria. The CTA, which includes a collection of buildings, structures, objects, and sites, was also evaluated under NRHP, CRHR, and local register criteria as a potential historic district. The CTA was found ineligible for listing as a historic district due to extensive of alterations and new construction outside of the period of significance, and lack of historic integrity. The Terminal 6 Sign Tower was found eligible for listing in the local register as an LAHCM due to its significance as the last terminal identification sign remaining from a period of significance (1957—1962) related to the initial construction and completion of the CTA.

Based on the integrity of Terminal 6, the current evaluation concurs with these findings. For more information see Attachment 3 (DPR Forms).

## Recommendations

The following section presents recommendations for further action regarding paleontological resources, archaeological resources, historical resources, and potential tribal cultural resources within the project area. These recommendations are based on information collected from archival research, which examined records kept at the SCCIC, local cultural resource listings, County Assessors' parcel records historic maps, contemporary archaeological literature, local prehistoric land use patterns and resource availability, information provided by Native American representatives, and the results of the field survey. All of these investigations and resource documentation serve to inform the recommendations provided for cultural resources in the project area.

*PALEONTOLOGICAL RECOMMENDATIONS*

As noted earlier, the project area is overlain by fill deposits. Fill soil at LAX has no potential to contain significant paleontological resources.

Beneath that fill, however, geologic maps indicate the sediments in the project area consist of older Quaternary dune deposits. These unconsolidated sands date to the Pleistocene. At unknown depths beneath the older Quaternary dune deposits are sands of the Pleistocene Palos Verdes Sand formation. Both older Quaternary dune deposits and the Palos Verdes Sand formation have high potential for subsurface paleontological deposits.

It is recommended that any project excavations within undisturbed Pleistocene deposits be monitored by a qualified Paleontological Monitor, in accordance with the existing PTMP. Project excavations within fill deposits or otherwise disturbed deposits need not be monitored.

*ARCHAEOLOGICAL RECOMMENDATIONS*

No archaeological sites were identified within the project APE.

Most of the soil that will be impacted by ground-disturbing activities for the proposed project consists of redeposited fill, placed at the project site for the construction of the airport runways and buildings. This soil has no sensitivity for cultural resources.

The LAX Master Plan Mitigation Monitoring & Reporting Program resulted in the creation of an ATP. The ATP specifies staff qualifications, monitoring procedures, and notification and decision-making protocols. If ground-disturbance activities extend beneath the redeposited fill and into native soils, compliance with LAWA's existing ATP would be required.

*CULTURAL HISTORY RECOMMENDATIONS*

The Terminal 6 Sign Tower is the only historical resource identified within the project APE. In accordance with the existing LAX Preservation Plan, any project that includes new construction adjacent to a historical resource identified for preservation will include an analysis of any potential impact to the historical resource as required per the necessary environmental review under CEQA. The proposed project will result in no impact to the Terminal 6 Sign Tower or any other historical resources.

*TRIBAL CULTURAL RESOURCE RECOMMENDATIONS*

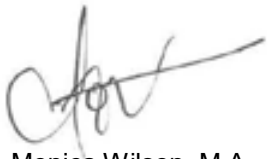
The sensitivity of the project area for tribal cultural resources appears low. The NAHC conducted an SLF search, which was positive. LAWA contacted the tribal representative identified by the NAHC, and consultation is in progress. No potential tribal cultural resources were identified during the archival research or the field survey. However, if any Native American cultural material is encountered within the project site, work will be temporarily halted and interested Native American parties identified in compliance with AB 52 will be notified. LAWA will determine during consultation if the resources constitute tribal cultural resources and solicit any comments the Native American parties may have regarding appropriate treatment and disposition of the resources in accordance with the existing ATP (Brian F. Smith and Associates 2005a).

If human remains are discovered, work in the immediate vicinity of the discovery will be suspended and the Los Angeles County Coroner contacted. If the remains are deemed Native American in origin, the Coroner will

contact the NAHC and identify a Most Likely Descendant pursuant to Public Resources Code Section 5097.98 and California Code of Regulations Section 15064.5. Work may be resumed at the landowner's discretion but will only commence after consultation and treatment have been concluded. Work may continue on other parts of the project site while consultation and treatment are conducted.

## Prepared by

Marc A. Beherec, Ph.D., RPA
Archaeologist



Monica Wilson, M.A.
Architectural Historian

Attachment 1 – Figures (Project Area Maps and APE Map)
Attachment 2 – DPR 523 Series Forms

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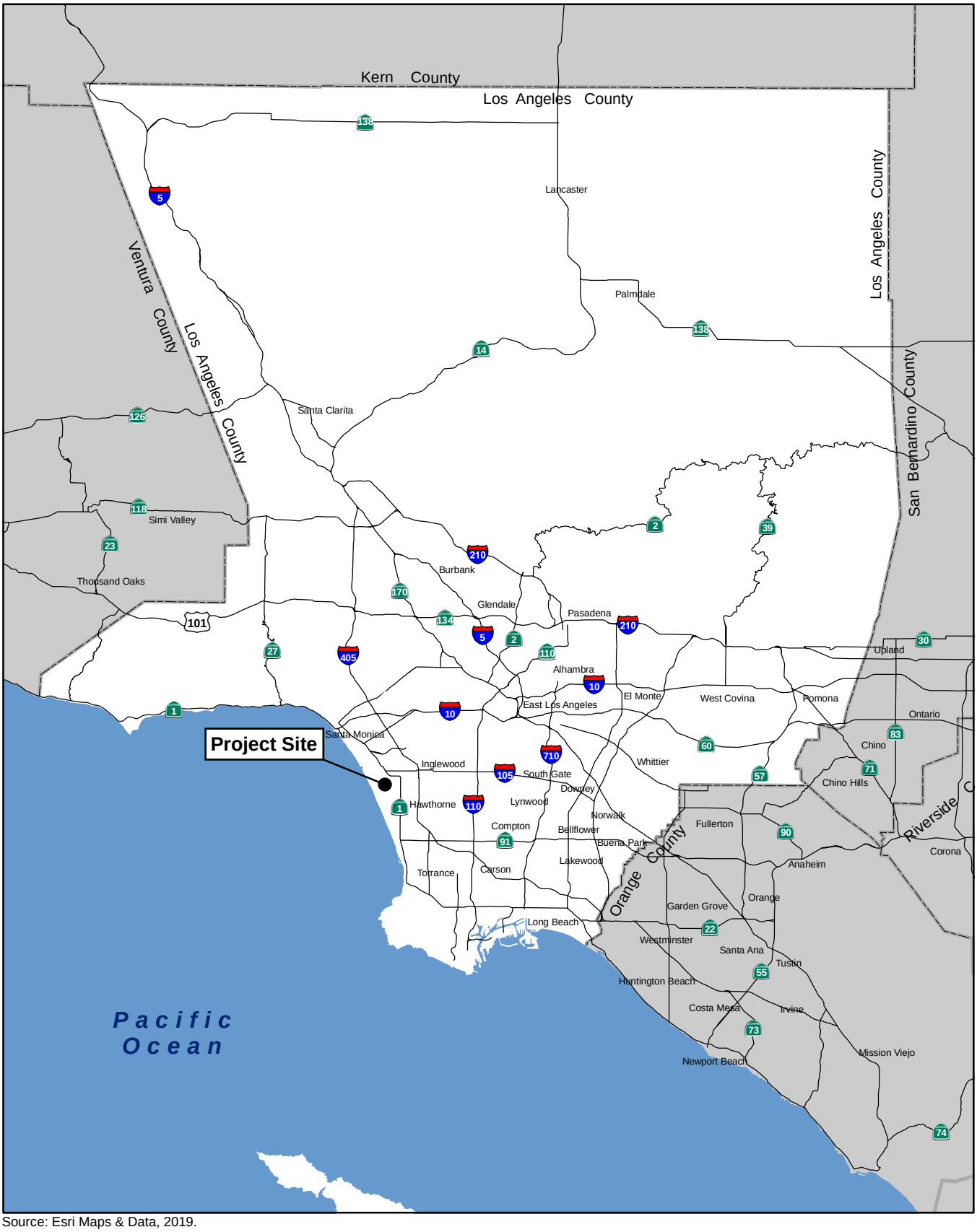
**Attachment 1**
**Figures (Project Area Maps and APE Map)**




Source: Esri Maps & Data, 2019.

**Figure 1**
**Regional Map**


Source: Esri 2019.

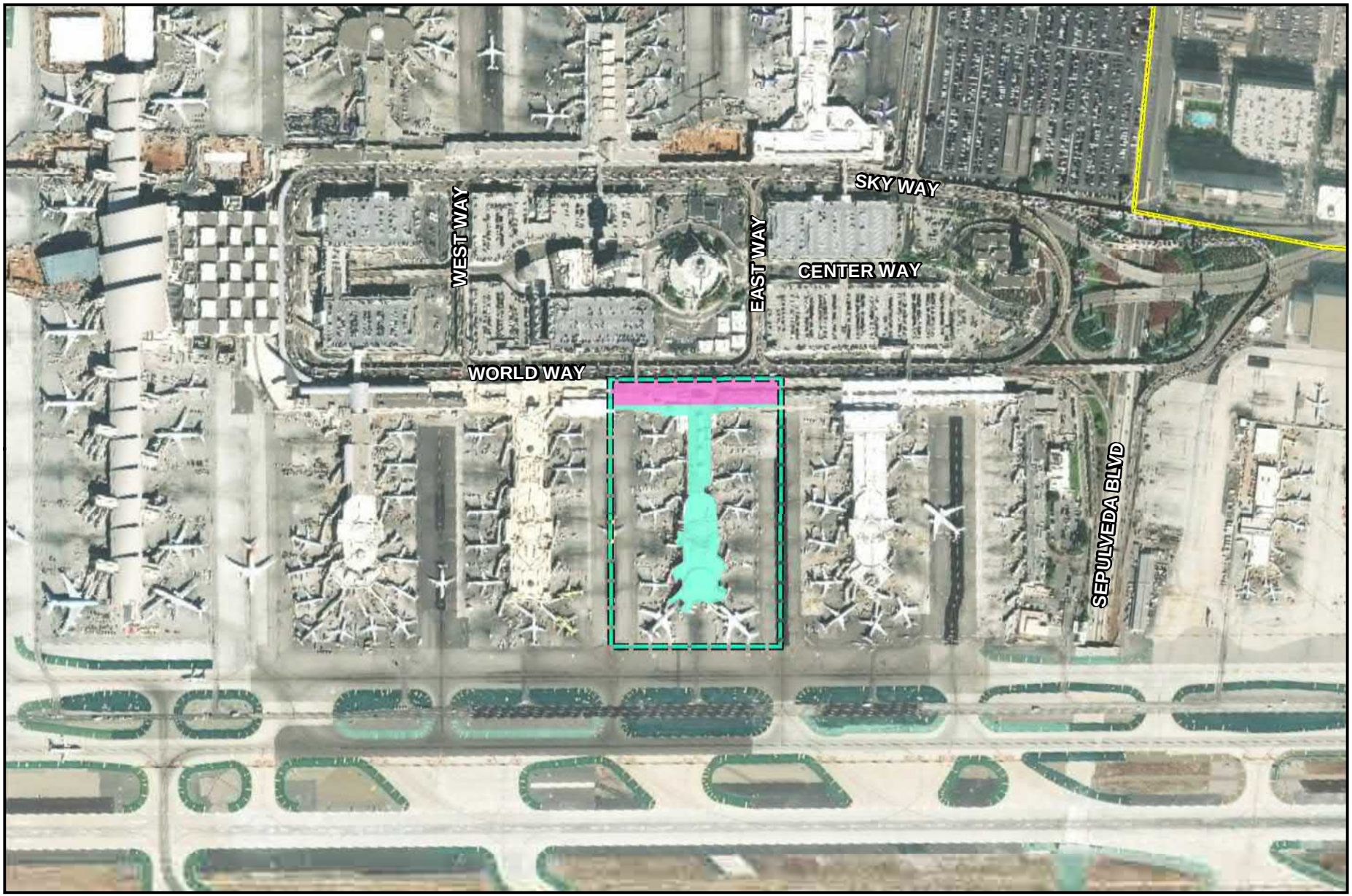
0 0.5 1 Miles

Project Site

LAX Boundary

**Figure 2**

**Location of Project Site**




Source: Esri 2019.

0 300 600 Feet

APE

LAX Boundary

Terminal 6 Ticketing Building

Terminal 6 Connector, Satellite, and Satellite Extension

**Figure 3**

**Area of Potential Effects (APE)**

**Attachment 2**
**DPR 523 Series Forms**

**State of California - The Resources Agency** **Primary#**_____
**DEPARTMENT OF PARKS AND RECREATION** **HRI#**_____

# PRIMARY RECORD

**Trinomial**_____
**NRHP Status Code** 6Z_____
Other Listings _____
Review Code Reviewer Date _____

 ***Resource Name or #:** (Assigned by recorder) LAX Terminal 6

P1. Other Identifier: Los Angeles Airport Satellite 6
*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: Venice Date: 1981 T 3S; R 14W; SW ¼ of NE ¼ unsectioned former Rancho Sausal Redondo; M.D. B.M.
c. Address: 600 World Way City: Los Angeles Zip: 90045
d. UTM: Zone: 11S; 370433.17 mE/ 3756513.37 mN (G.P.S.)
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Elevation: 119 feet amsl.
Regional roadway access to LAX is provided by Interstate 105 (I-105), which runs east-west and is located adjacent to LAX on the south, and the San Diego Freeway (Interstate 405, I-405), which runs north-south and is located adjacent to LAX on the east. Local roadway access to LAX is provided via Century Boulevard and Sepulveda Boulevard, both of which connect to the airport's two-level roadway, World Way. World Way segregates traffic onto a departures level and an arrivals level and provides curbside access to each terminal.

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
The LAX CTA has nine passenger terminals with associated contact gates arranged in a U-shape around a two-level roadway. The CTA is nestled between a northern and southern runway complex. Within LAX, Terminal 6 is located in between Terminal 5 to the west and Terminal 7 to the east, and bounded to the north by World Way, to the east by Taxiway C7, to the south by Taxiway C, and to the west by Taxiway C8. The surrounding area is characterized by LAX landside, central terminal, and airside uses, such as terminal buildings and gates, passenger support and processing facilities, and aircraft apron areas. (Photographs 1-5). (SEE CONTINUATION SHEET)

***P3b. Resource Attributes:** (List attributes and codes) HP39 – Other (Airport Terminal)

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

P5a. Photo or Drawing

P5b. Description of Photo: (view, date, accession #) Photograph 1. View of Terminal 6 and aircraft apron area, view northeast, October 7, 2019

***P6. Date Constructed/Age and Source:**
☒Historic ☐Prehistoric ☐Both
1963 (LAT 1963a)

***P7. Owner and Address:**
Los Angeles World Airports

***P8. Recorded by:** (Name, affiliation, address)
M. Wilson, AECOM, 401 West A Street, Suite 1200, San Diego, CA 92101

***P9. Date Recorded:** October 4, 2019

***P10. Survey Type:** Reconnaissance

***P11. Report Citation:** *Los Angeles Airport Terminal 6 Project: Cultural, Paleontological and Tribal Cultural Resources Technical Memorandum*. Prepared for Los Angeles World Airports, Prepared by AECOM (AECOM 2019).

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

# BUILDING, STRUCTURE, AND OBJECT RECORD



***NRHP Status Code** 6Z
***Resource Name or #** (Assigned by recorder) LAX Terminal 6

B1. Historic Name: Satellite 6
B2. Common Name: Terminal 6
B3. Original Use: Airport Passenger Terminal
B4. Present Use: Airport Passenger Terminal
***B5. Architectural Style:**
***B6. Construction History:** (Construction date, alterations, and date of alterations)
Terminal 6 was constructed in 1963. Originally, the satellite building was accessed by passengers via underground tunnels from their corresponding ticketing buildings, and passengers would board and depart from second story loading bridges. In 1970, the building was expanded. In 1982, Concourse Connector was added, connecting the ticketing building to the remnant of the airport's original oval-shaped Satellite 6 terminal. In 2012, the interior underwent an extensive renovation project that included: expansion of baggage claim and security areas and new interior finishes (Daily Breeze 2012).
***B7. Moved?** X **No** ____ **Yes** ____ **Unknown** **Date:** _____ **Original Location:**_____
***B8. Related Features:** Terminal 6 Sign Tower

B9a. Architect: Pereira & Luckman, Welton Becket & Associates, and Paul R. Williams b. Builder:

***B10. Significance: Theme** Air Travel **Area** Los Angeles

**Period of Significance** 1963-1970 **Property Type** Airport Terminal **Applicable Criteria** A1/C3
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Based on site investigations and historic research, LAX Terminal 6 is ineligible for listing in the NRHP, CRHR, or local register as an individual resource.

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

***B12. References:** SEE CONTINUATION SHEET

B13. Remarks:

***B14. Evaluator:** AECOM

***Date of Evaluation:** October 2019

(Sketch Map with north arrow required.)

See attachment

This space reserved for official comments.)

***P3a. Description (continued):**

Terminal 6 is a multi-story, steel frame and reinforced concrete building with a roughly T-shaped/irregular plan. The building has a flat roof with parapets and is covered with composite material. Atop the roof of Terminal 6 is the original freestanding, steel pylon sign tower. The four-story tower consists of tube steel with concrete footings and includes boxed signage depicting the number 6. The terminal's exterior walls are primarily cement plaster. Fenestration arrangements consist of glazed aluminum storefront windows. There are some elements of original finishes including glazed ceramic and ceramic mosaic tile, aluminum curtain walls, porcelain enamel wall panels, and vertical strip windows (HRG 2016a). The interior of Terminal 6 has been significantly altered since its original construction; however, it continues to retain its circular, domed central lobby.

Terminal 6 extends south from the CTA in four sections: the Ticketing Building, Connector, Satellite, and Satellite Extension (Photograph 5). The Ticketing Building (sometimes referred to as the Headhouse) is connected to the ticketing/baggage claim buildings for Terminals 4 through 8 to form a continuous unbroken façade along the south side of World Way. The Connector extends south perpendicularly from the Ticketing Building. The Connector is a two-story pier-supported structure that connects to the Ticketing Building and the Satellite via escalators and stairs, and underground passageways. The Satellite is the original oval-shaped terminal structure. The Satellite Extension is the southernmost component of the terminal and services five gates.

Currently, Terminal 6 supports the operation of several airlines, including Alaska Airlines, Air Canada, Boutique Air, Great Lakes, Mokulele Airlines, and Thomas Cook Airlines. There are currently 13 existing gates, with even-numbered gates located along the eastern side of the Concourse (closest to the Ticketing Building), starting with Gate 60 and then Gates 62, 64, 66, 68A, and 68B. Two of the existing gates (69A and 69B) allow for wide-body aircraft. The western side of the concourse (closest to the Ticketing Building) consists of the odd-numbered gates, starting with Gate 61 and then Gates 63, 65A, 65B, 67, 69A, and 69B.

***B10. Significance (continued):**

Historic Overview

*Los Angeles Airport Development 1928-Present*

The following information has been excerpted from the LAX Master Plan EIS/EIR Appendix I Section 106 Report, prepared by PCR Services Corporation in 2001 (PCR 2001), and the LAX Terminal 1.5 Project Historic Resources Technical Report prepared by the Historic Resources Group in 2016 (HRG 2016a).

Pioneering aviators began using a portion of the Bennett Rancho as a landing strip during the 1920s. In 1928, the Los Angeles Department of Airports was established to administer the airport. The airport constructed its first permanent building, Hangar One, in 1929 and development continued that year with the construction of administrative offices, a runway, and additional hangars.

By 1947, six major airlines were operating at the airport. In 1949, the airport was officially named "Los Angeles International Airport" after the Civil Aeronautics Administration determined the airport suitable for international, intercontinental, and non-stop domestic flights.

By 1950, all facilities were operating beyond their capacity. In 1951, architects William L. Pereira and Charles Luckman were hired to develop a master plan to guide upgrades and facilities expansion. Using airport revenue and some federal funding, the airport was able to make several upgrades including runway expansions, terminal building expansions, more parking facilities, and the Sepulveda Avenue tunnel under expanded runways.

Between 1955 and 1972, air passenger numbers more than quadrupled. Airports across the country began construction on new and upgraded facilities to accommodate the increase in passengers. Faced with a clearly inadequate infrastructure, in 1956 airport officials again hired Pereira & Luckman to master plan a facilities overhaul that would bring LAX into the Jet Age. This time, the effort was a joint venture with the firms of Welton Beckett and Associates and Paul R. Williams joining Pereira & Luckman.

The 1957 plan distributed ticketing/baggage handling buildings along a U-shaped access road which wrapped a central mall containing surface parking, a restaurant, an employee cafeteria, electrical and heating plants, and the airport administration building. Each ticketing building was connected via an underground passageway to lozenge-shaped satellite buildings with gates for boarding and deplaning. The satellite buildings

***B10. Significance (continued):**

contained passenger amenities including waiting areas, cocktail lounges, dining facilities, gift shops, and newsstands. The location of satellite terminals also maximized plane maneuverability and provided multiple points of access for boarding and deplaning.

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

The CTA remained essentially in its original form through the 1970s, with the only major alteration being the construction of multi-level parking structures in the central mall. Extension of the ticketing/baggage claim buildings and additions to the terminal satellites were conducted in a modular manner that was uniform throughout the CTA and continued the original design aesthetic. In 1981, the Airport embarked on a major expansion program that included a second deck of the U-shaped access road to separate arriving and departing passengers, expansion and remodeling of the existing terminal buildings, new parking structures, a new international terminal at the west end of the CTA, and a newly constructed Central Utility Plant. Alterations and wholesale replacement of terminal buildings would continue through the present day.

*Terminal 6*

Terminal 6 was originally known as "Satellite 6" when it was initially constructed in 1963. The construction of the $2,600,000 terminal was completed in phases with excavation for underground tunnels and construction of the building.

Satellite 6 was constructed between Terminal 5 (Satellite 5 constructed 1961–1962) to the west and Terminal 7 (Satellite 7 constructed 1961–1962) to the east. Originally, the satellite buildings were accessed by passengers via underground tunnels from their corresponding ticketing buildings, and passengers would board and depart from second-story loading bridges. All six terminals had a steel pylon sign tower; only the Terminal 6 sign tower remains intact.

In 1960, Architect Samuel E. Lunden designed plans for overhead transportation systems to carry people and baggage from place to place; however, his design for the "air-flyt carveyor" and speedwalk from the Theme Building to Satellite 6 was never realized (LAPL 1960).

The completion of Satellite 6 marked the conclusion of the initial phase of passenger terminal construction at the airport (LAT 1963a). When the terminal opened, it hosted 10 airplane gate positions and serviced aircraft from Continental, Delta, National, Pacific, and Pacific Southwest airlines (LAT 1963b).

Francis T. Fox, the Department of Airports general manager in 1963, conducted the ceremonies of the facility's dedication (LAT 1963b). Hired as Los Angeles' assistant airports manager in 1958, Fox became the general manager in 1959 and supervised the development and opening of Los Angeles International Airport in 1961 (LAT 1993). Fox was so appreciated by the City that the Airport Commission in 1961 authorized a $10,000 pay raise, boosting his annual salary from $25,000 to $35,000 when the Federal Aviation Agency threatened to lure him away (LAT 1993). Fox stayed, earning $10,000 more than Mayor Sam Yorty and vying for years with the head of the other self-sustaining city agency, the Department of Water and Power, for highest-paid city official (LAT 1993). He left his position in 1968, and later went on to work for Howard Hughes and the City of San Jose (LAT 1993).

In 1970, Satellite 6 was expanded with the Satellite Extension. The expansion allowed for the simultaneous operation of two Boeing 747s, four wide-bodied tri-jets, and two other planes such as 707s or 727s (LAT 1970). Prior, the terminal could only accommodate six smaller aircraft (LAT 1970). In 1982, the Connector was added, joining the Ticketing Building to the Satellite and the Satellite Extension. In 2012, the terminal interior underwent an extensive renovation project that included expansion of baggage claim and security areas and new interior finishes (*Daily Breeze* 2012).

***B10. Significance (continued):**

Evaluation

*NRHP Criterion A/CRHR Criterion 1 (Event)*
Built in 1963, Terminal 6 is associated with the mid-twentieth century expansion and upgrading of LAX to accommodate the new era of jet airplane travel and the increase in commercial air travel made possible by jet propulsion technology (HRG 2016). Planned and designed in direct response to the requirements of jet travel, the CTA dispensed with earlier models of airport design featuring centralized monumental terminal building in favor of a dispersed terminal pattern and minimalist design with efficiency and speed of circulation as the primary focus (HRG 2016). In both plan and design, the CTA expressed the optimism and possibilities of the Jet Age (HRG2016). The completion of satellite Terminal 6 marked the conclusion of the initial phase of passenger terminal construction at the airport. Therefore, Terminal 6 meets NRHP Criterion A and CRHR Criterion 1. The period of significance is 1963-1970, ranging from the date of construction, to when the building was expanded and modified in order to accommodate larger classes of aircraft.

*NRHP Criterion B/CRHR Criterion 2 (People)*
Research revealed no associations with historically significant individuals. Terminal 6 does not meet NRHP Criterion B or CRHR Criterion 2.

*NRHP Criterion C/CRHR Criterion 3 (Design/Construction)*
Terminal 6 exhibits Modern-style characteristics. Terminal 6 is a significant as a representation of Jet Age airport planning and design and is associated with the planning and design team of Pereira and Luckman, Welton Becket & Associates and Paul R. Williams. The team was created exclusively for the Jet Age LAX upgrade (HRG 2016). The period of significance is 1963. Therefore, Terminal 6 meets NRHP Criterion C and CRHR Criterion 3.

*NRHP Criterion D/CRHR Criterion 4 (Information Potential)*
Terminal 6 is not likely to yield additional information regarding history or prehistory. It does not meet NRHP Criterion D or CRHR Criterion 4.

*Integrity*

The essential physical features that enable Terminal 6 to convey its historic identity under NRHP Criterion A/CRHR Criterion 1 within the period of significance, 1963-1970, relate to its function as a passenger terminal constructed to meet the needs of the Jet Age. Under NRHP Criterion C/CRHR Criterion 3 within the period of significance, 1963, the essential physical features relate to its architectural characteristics a monumental mid-twentieth century satellite terminal.

Location – Terminal 6's location is unchanged, and it retains this aspect of integrity.

Design – Terminal 6's design is impacted. Major alterations from 1970-2012 have greatly diminished the building's original design. The original Terminal 6 sign tower remains intact. However, the overall building does not retain integrity of design.

Setting – Terminal 6 remains in its original setting at the geographic and operational center of LAX, flanked to north and south by the airport's main runways and taxiways. It therefore retains integrity of setting.

Materials – Terminal 6's materials are impacted. Interior and exterior upgrades and additions have diminished the original materials that compose the building. Terminal 6 does not retain this aspect of integrity.

Workmanship – Terminal 6's workmanship is impacted. Interior and exterior upgrades and alterations have diminished the workmanship evident in the building's construction and details. It does not retain this aspect of integrity.

Feeling – Terminal 6's feeling is changed. Changes to its setting, interior and exterior upgrades and alterations, the building does not evoke the feeling of a 1963 satellite passenger terminal with its current aesthetic and atmospheric qualities. Terminal 6 does not retain this aspect of integrity.

Association – Terminal 6's association is unchanged. It continues to operate as passenger terminal for LAX and retains this aspect of integrity.

*Eligibility Summary*

Although eligible under Criterion A/1 and C/3 it does not retain sufficient integrity, therefore Terminal 6 is not eligible for listing in the NRHP or CRHR.

***B12. References:**

AECOM
2019 Project Description Los Angeles International Airport (LAX) Terminal 6 Renovation Project. October 9, 2019.

*Daily Breeze*
2012 "Alaska Airlines unveils $238M Terminal 6 Makeover at LAX." March 28, 2012. Electronic document, https://www.dailybreeze.com/2012/03/28/alaska-airlines-unveils-238m-terminal-6-makeover-at-lax/, accessed September 12, 2019.

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2016 *LAX Terminal 1.5 Project Historic Resources Technical Report*. June 2016.

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1960 "Air-flyt carveyor station 6 & speedwalk, a drawing." Los Angeles Herald Examiner Photo Collection. Online: https://tessa.lapl.org/cdm/singleitem/collection/photos/id/11230/rec/117. Accessed September 10, 2019.
1964 "Aerial view of LAX and the Garrett Corporation." Security Pacific National Bank Photo Collection. Online: https://tessa.lapl.org/cdm/singleitem/collection/photos/id/100156/rec/235. Accessed September 10, 2019.

*Los Angeles Times* (LAT)
1963a "10 Students to Attend Dedication at Airport." October 30, 1963.
1963b "Last Air Terminal Section Dedicated." November 11, 1963.
1970 "Two Airlines Make Room for Jumbos." February 11, 1970
1993 "Francis T. Fox; Former L.A. Airports Chief." November 18, 1993.

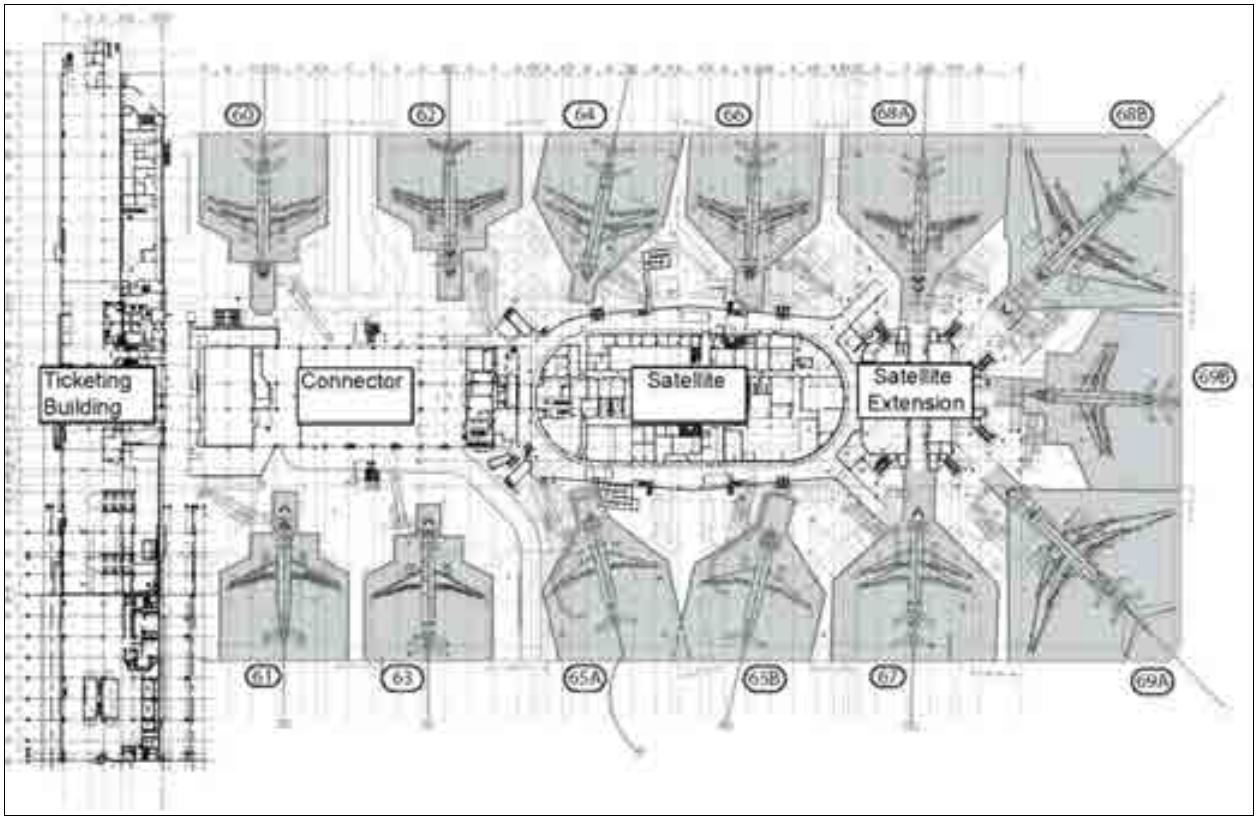
PCR Service Corporation (PCR)
2001 *LAX Master Plan EIS/EIR Appendix I Section 106 Report*, prepared by PCR Services Corporation. Prepared for Los Angeles World Airports.

Photographs Continued:

Photograph 2. Detail view of Terminal 6 exterior cladding and windows, October 7, 2019

Photograph 3. View of passenger gate and windows from tunnel, October 7, 2019

Photograph 4. View of Terminal 6 tunnel, October 7, 2019




Photograph 5. Existing gate layout and building components (AECOM 2019)

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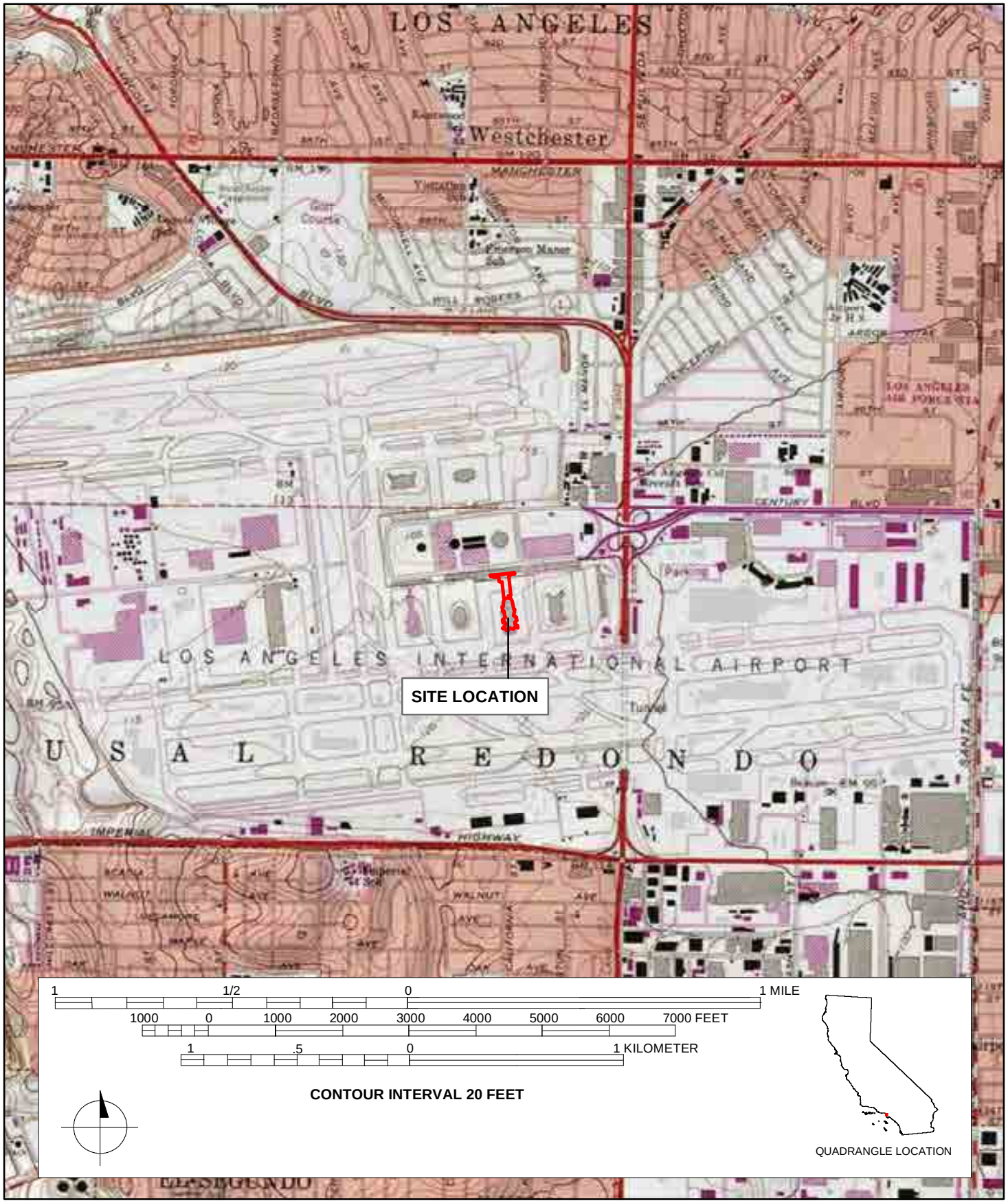
# LOCATION MAP

Primary #_____
HRI #_____
Trinomial_____



*** Resource Name or #** LAX Terminal 6

*** Map Name:** Venice, Calif. 7.5' Quadrangle *** Scale:** 1:24,000 *** Date of Map:** 1981






*Required Information

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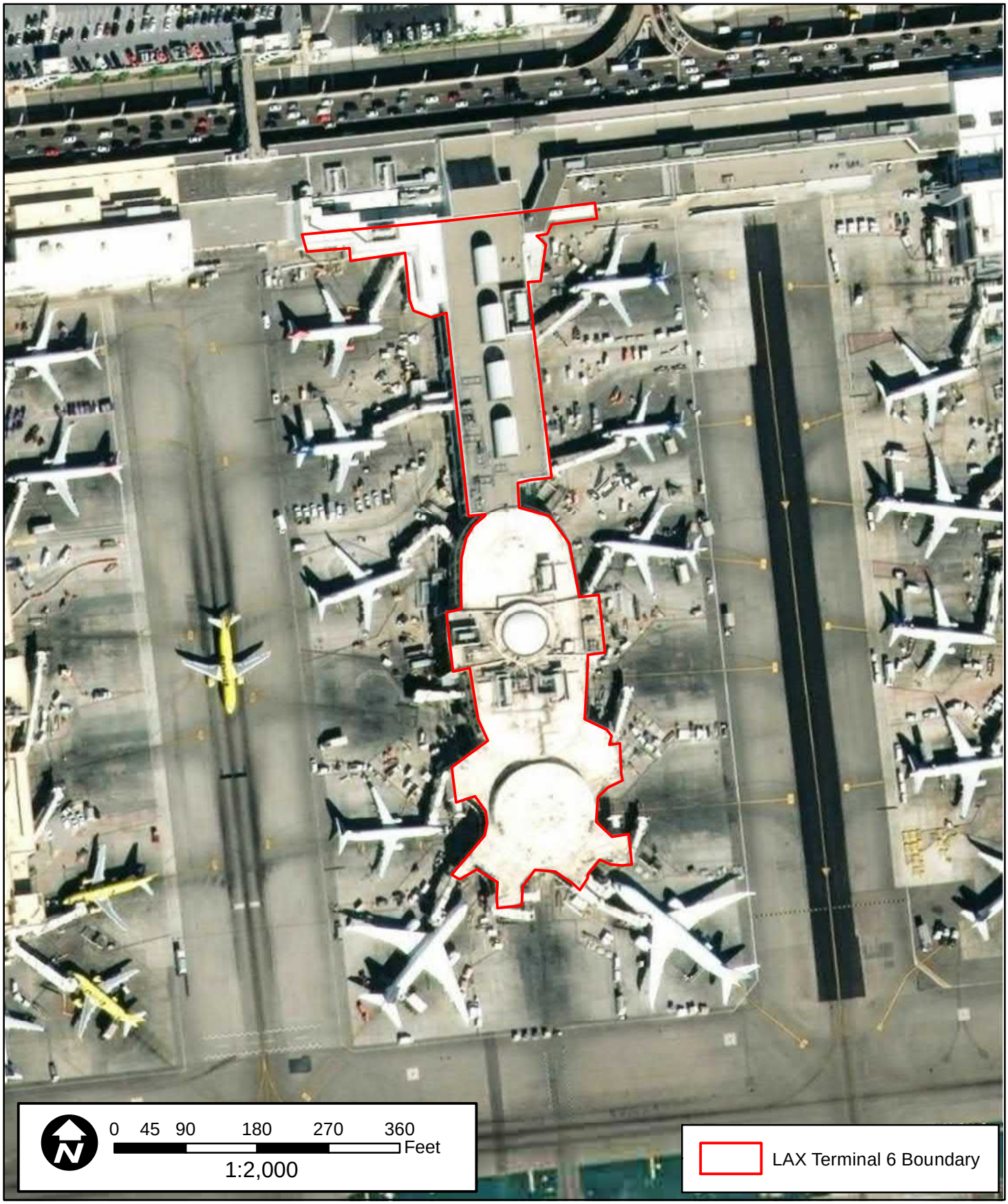
# SKETCH MAP

Primary #
HRI #
Trinomial

**Page** 10 of 10 *** Resource Name or #** (Assigned by recorder) LAX Terminal 6

*** Drawn By:** Tim Wolfe *** Date:** 10/7/2019






*Required Information