

SEPTEMBER 2016



Draft Environmental Impact Report

(DRAFT EIR)

[STATE CLEARINGHOUSE NO. 2015021014]

for Los Angeles International Airport (LAX)
Landside Access Modernization Program

City of Los Angeles
Los Angeles World Airports

Appendix J



*Los Angeles
World Airports*

Appendix J

LAX Preservation Plan





PRESERVATION PLAN

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Los Angeles World Airports
Environmental & Land Use Planning
Clifton Moore Administration Building
1 World Way
Los Angeles, CA 90045

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1.1 Overview

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

- Identify historic resources located on the LAX property;
- Ensure that the most important historic resources located on the LAX campus are preserved and their eligibility for listing as historic resources is maintained;
- Provide appropriate guidance for the rehabilitation¹ of historic buildings, structures, objects and sites located on the LAX campus;
- Create an appropriate process for environmental review of future projects with respect to historic resources, including review under the California Environmental Quality Act (CEQA), the National Environmental Protection Act (NEPA), and Section 106 of the National Historic Preservation Act (NHPA);
- See to it that all buildings, structures, objects and sites that have been identified as eligible for historic designation but have not been identified for preservation are given the appropriate review, consideration, documentation and/or commemoration prior to any substantial alteration or demolition.

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

1.2 Identification of Historic Resources

This preservation plan recognizes buildings and structures located on LAX property that have been designated as historic resources or identified as eligible for historic listing. The buildings and structures identified as eligible for historic listing include

¹ Rehabilitation is defined by the National Park Service as “the act or process of making possible a compatible use for a property through repair, alterations, and additions while preserving those portions or features which convey its historical, cultural, or architectural values.”

those that have been identified through historic resources surveys and assessments in conjunction with past environmental review for projects at LAX. In 2015, Historic Resources Group (HRG) provided historic resources analysis for the Landside Access Modernization Program (LAMP) which included investigation of the Central Terminal Area (CTA) at LAX and areas outside the CTA that would be affected by LAMP. HRG also conducted a survey of all property owned by LAX to confirm previous historic resources findings and identify any additional potential historical resources not previously identified. Fourteen (14) resources have been identified as individually eligible for designation as historic resources. This total includes two resources already designated. Two (2) small groupings of buildings and structures were also found eligible for designation as historic districts. A complete list of historic resources located on LAX property is provided in Appendix A. A map identifying the location of historic resources is provided in Appendix B. Results of the 2015-2016 investigation and survey efforts are included in Appendix C.

1.3 Preservation and Procedures for Implementation

LAWA has identified five (5) buildings, one (1) structure, and one (1) object that will be preserved. LAWA shall preserve, maintain, and rehabilitate these designated or eligible historic resources, in accordance with the recommended treatment measures for each contained in this report. The remaining resources identified as historically significant -- five (5) individually eligible resources, two (2) small historic districts, and one (1) contributor to an off-site historic district -- have not been identified for preservation. (Two of the five individually eligible resources not identified for preservation, the Sepulveda Underpass and Fire Station 95, are not controlled by LAWA and are not under LAWA's jurisdiction to be preserved.) LAWA has determined that commitment to the long-term preservation of the remaining potential historic resources under their jurisdiction has the potential to substantially interfere with continued airport operations due to issues such as their location, size, building type or type of construction.

This Preservation Plan establishes procedures for project implementation which reiterates the appropriate process for review of projects involving the rehabilitation, reuse, alteration or demolition of historically significant buildings and structures located on the LAX property. The process requires a thorough investigation and analysis to determine whether historic resources can be retained, rehabilitated, and re-used as part of any proposed new development project. New development projects that would potentially affect historic resources will need to demonstrate the infeasibility of rehabilitation of the existing building or structure for LAX's needs.

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2.0 IDENTIFICATION OF HISTORIC RESOURCES

2.1 Identification Process

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

In 2015, Historic Resources Group (HRG) provided CEQA historic resources analysis for LAMP. This analysis included a historic resources investigation of the LAX Central Terminal Area (CTA) and selected areas outside the CTA. In November and December of 2015, Historic Resources Group conducted a historic resources survey of property owned by LAX to confirm previous findings and identify any additional potential historical resources in areas not investigated for the LAMP analysis. As noted above, two (2) resources have been previously designated as historic resources. One (1) property owned by LAWA has been previously found eligible as a contributor to an off-site historic district through previous survey evaluation. Investigation of LAX-owned property by HRG has identified eleven (11) additional resources that are individually eligible for historic designation and two (2) small historic districts. These resources are discussed in the following pages.

2.2 Designated Historic Resources

Two buildings located on the LAX property have been formally designated as historic resources either locally, at the state level, at the national level or all three. These buildings and their designations are described below.

Hangar One (1929)

Hangar One is a two-story brick and concrete hangar building located at the southeastern edge of the LAX property off Imperial Highway. The building is rectangular in plan and consists of a large two-story volume with gable roof, and two shed-roofed one-story volumes on the north and south facades.

Designed by the Los Angeles architectural firm of Gable and Wyant in the Spanish Colonial Revival style, Hangar One features smooth cement plaster cladding, shaped parapets, arched windows, an arched colonnade and red tile roofs. Two engaged towers are located at the northwest and southwest corners of the building. Hangar One was originally constructed as the first of five similar buildings to house airport operations at

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Mines Field, and is the last remaining building representative of the early development of Mines Field as an airport.

Hangar One was designated as Los Angeles Cultural-Historical Monument #44 in 1966. It was determined eligible for the National Register under Criterion A as the first building constructed at Los Angeles Municipal Airport (known as Mines Field and later LAX) and for its association with early development of the aviation industry in southern California. Hangar One was listed in the National Register in 1992. Because Hangar One is listed in the National Register, it is also listed in the California Register.

Theme Building (1961)

The Theme Building is the geographic centerpiece and visual focus of the LAX Central Terminal Area. It was designed by Pereira and Luckman in an Expressionistic style to serve as the futuristic symbol of the new “jet age” airport.

The Theme Building is of reinforced concrete and steel frame construction, and its exterior surfaces are finished in concrete and cement plaster. It has a circular plan and is symmetrically composed. It consists of a one-story circular building at ground level, surrounded by a perforated concrete screen wall. The primary structure of the building is a central, cylindrical reinforced concrete tower that accommodates vertical circulation and utilities; and a pair of crossed parabolic arches supporting an observation deck with a cantilevered, circular restaurant space suspended below. The restaurant space is illuminated by a continuous, canted, aluminum-framed glass curtain wall at the perimeter. The building’s primary entrance is symmetrically located on the east façade and is reached through a wedge-shaped forecourt cut out of the circular ground floor building. The forecourt has terrazzo paving embedded with metal stars, walls and columns clad in ceramic mosaic tile similar to the original terminal buildings, and a textured plaster ceiling with a circular oculus to the terrace above. The entrance consists of two pairs of glass doors in a floor-to-ceiling, aluminum framed glass wall. The lobby is finished with terrazzo floor and base, curved wood-paneled screen walls, textured plaster ceiling, and recessed flush doors and transom panels. The lobby elevators provide access to the circular, glass-walled restaurant and the observation deck above. The restaurant interior, including dining room, bar, and toilets, was

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completely remodeled in the mid-1990s. A 2008 seismic retrofit of the building added five feet of height to the central reinforced concrete core.

The Theme Building was designated as City of Los Angeles Historic Cultural Monument #570 on December 18, 1993.² In 2001, the Theme Building was determined eligible for listing in the National Register by consensus through a Section 106 evaluation. It was found eligible under Criterion C for architectural significance and was determined to satisfy National Register Criterion Consideration G for exceptional significance in a building less than 50 years old (at the time of evaluation). Because the Theme Building was determined eligible for listing in the National Register by consensus, it is listed in the California Register.³

2.3 Resources Identified as Eligible for Historic Designation

World War II Munitions Storage Bunker (1942-43)

A World War II-era munitions storage bunker is located in the westernmost portion of the LAX property, overlooking Dockweiler Beach. Today referred to as the “dunes area,” this portion of the LAX property previously contained the residential community of “Surfridge” and was acquired by LAX through eminent domain during the 1970s.

The bunker is of reinforced board-formed concrete construction and utilitarian in design and function. It is rectangular in plan measuring 15’ by 34’ with an interior height of 6’-6”. The underground bunker contains three interior spaces: a central service area, a shell room and a powder room and a rectangular opening facing west. Shifting sand and surface soil have exposed the flat roof. Interior spaces are now filled with soil and sand.

The storage bunker was constructed soon after the 1942 Japanese attack on Pearl Harbor as part of the “El Segundo Battery,” one of many defense batteries installed under the auspices of Harbor Defenses of Los Angeles program through Fort MacArthur in San Pedro. The El Segundo Battery served to protect military operations located at LAX and consisted of two gun mounts, a base-end station, blast mats,

² *City of Los Angeles Historic Cultural Monument (HCM) List, City Declared Monuments*, City of Los Angeles Department of City Planning, July 31, 2014. (21)

³ *LAX Specific Plan Amendment Study Draft EIR*, Los Angeles International Airport, July 2012 (4-337)

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trench, and an underground munitions bunker. The bunker appears to be all that remains of the El Segundo Battery.

The munitions bunker was found eligible for listing in the National Register through Section 106 review in 2000 and was found historically significant as a particular military property type, and for its association with military history in southern California. It was evaluated as eligible for listing under criteria A and C as a “contributor to a thematic district that has not been fully documented.” The potential district referred to in the DPR form documentation would include “several other World War II Harbor Defenses of Los Angeles batteries with extant structures.” The 2000 Section 106 review also found the bunker “eligible for the California Register and for local designation as a contributor to a potential thematic grouping of coastal defense properties located along the southern California coastline.”⁴

Standard historic preservation practice today no longer evaluates related but non-contiguous resources as “thematic districts.” Instead, these resources are more often evaluated using the multiple property approach⁵ which serves as a basis for evaluating the National Register eligibility of related properties. It may be used to nominate and register thematically-related historic properties simultaneously or to establish the registration requirements for properties that may be nominated in the future. Under the multiple property approach, all thematically-related properties that meet the eligibility requirements are eligible for listing as individual resources. The El Segundo Battery munitions bunker would remain eligible for the National Register, California Register and for local listing using the multiple property approach.

Quonset Hut (ca. 1943)

The building located at 6030 Avion Drive is a rare surviving example of a World War II-era Quonset hut, an innovative and highly versatile prefabricated building type originally developed by the British Army during World War I. The design was adapted by the U.S. Navy during World War II as a standard building unit – inexpensive, easy to ship, easy to erect, and versatile in accommodation – ideal for use as troop housing

⁴ *LAX Specific Plan Amendment Study Appendix E Cultural Resources*, Los Angeles International Airport, July 2012.

⁵ *National Register Bulletin, How to Complete the Multiple Property Documentation Form*, National Park Service, Department of the Interior. http://www.nps.gov/nr/publications/bulletins/nrb16b/nrb16b_IIintroduction.htm

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and materials storage at remote new installations where building materials and skilled workers were not available.⁶ Named after the Navy base at Quonset Point, Rhode Island, the Quonset hut is a semi-cylindrical structure constructed of corrugated steel sheeting placed atop arched wood or metal rib framing. Typical features include oversized door and steel-frame industrial windows. Due to the portability and versatility of this building type, in the post-war years the Quonset hut was adapted for a wide variety of everyday peacetime uses and functioned as housing, churches, supermarkets, barns, retail spaces, restaurants, garages, and industrial factories.⁷

Over the course of World War II three primary versions of the hut were produced: the T-Rib Quonset, the Quonset Redesign, and the Stran-Steel Quonset. The example at 6030 Avion Drive appears to be a Stran-Steel Quonset constructed during the last years of the war. It retains a high level of integrity. Given the history and development of the Quonset hut as described above, it is presumed that most extant examples were moved to their present location; Sanborn maps indicate that the Quonset hut at 6030 Avion Drive was moved to its current location by 1950.

SurveyLA, the Los Angeles Historic Resources Survey, has identified the Quonset hut as significant, as representative of an important building type and method of construction developed during World War II. It is notable for its simple construction, distinctive shape, use of prefabricated materials, flexible interior plan, and portability. Intact examples represent the design and development by the U.S. Navy of a low-cost and highly versatile structure for military use during World War II, and its adaptive reuse for housing and other uses during the postwar years. An important symbol of mid-20th century utilitarian design and construction, the Quonset hut is a rapidly disappearing building type. Therefore, due to its historic significance, rarity of building type, and good level of integrity, the Quonset hut at 6030 Avion Drive is eligible for

⁶ “Camp Endicott, Davisville Construction Battalion Center,” National Register of Historic Places Nomination Form, available at http://www.preservation.ri.gov/pdfs_zips_downloads/national_pdfs/north_kingstown/noki_camp-endicott-hd.pdf (accessed March 2015).

⁷ “Quonset Huts, 829 Broadway, Santa Monica, California.” City Landmark Assessment Report. Prepared for the City of Santa Monica Planning Division by PCR Services Corporation, Santa Monica, California, November 2007.

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listing in the National Register under Criterion C, the California Register under Criterion 3, and as a City of Los Angeles Historic-Cultural Monument.

Intermediate Terminal Facility (1945-47)

The three buildings located at 6000-6016, 6020-6024, and 6040 Avion Drive are the last remaining buildings of the Intermediate Terminal Facility, constructed between 1945 and 1947 to temporarily house airport administration and airline offices, passenger terminals, hangars and aircraft service facilities. The Intermediate Terminal Facility buildings lined Avion Drive, which looped around a central surface parking lot south of Century Boulevard. The facility originally consisted of four wood frame buildings, one housing the airport administration, weather service and Civil Aeronautics Administration, and the other three serving as passenger terminals. Additional buildings were constructed by airlines for their own offices and hangars. The three surviving buildings are part of the latter group. Each originally consisted of two stories of airline administrative offices facing Avion Drive, with hangars behind.

Two of the buildings, 6000-6016 and 6020-6024 Avion Drive, have undergone some alterations but retain a good level of integrity. They were previously found eligible for listing in the California Register and for designation as a City of Los Angeles Historic Cultural Monument in 2001 as part of a Section 106 review for the LAX Master Plan.⁸ The third building, 6040 Avion Drive, which was used as the headquarters of Western Airlines, has been extensively altered with large additions at the rear and a complete reconstruction of its primary façade, and therefore no longer retains sufficient integrity to convey its historic significance.

The surviving Intermediate Terminal Facility buildings represent an important milestone in the evolution of Los Angeles International Airport. The grouping is therefore significant under National Register Criterion A, California Register Criterion 1, and Los Angeles Historic-Cultural Monument criteria for its association with events that have made a significant contribution to the broad patterns of Los Angeles history. However, because of the demolition of the majority of the Intermediate Terminal Facility buildings and alterations to the remaining buildings, including extensive

⁸ *LAX Master Plan Draft EIS/EIR Appendix I Section 106 Report*, 2001 (54)

alterations to 6040 Avion Drive, the surviving grouping does not retain sufficient integrity for listing in the National Register. The grouping of the two intact, surviving Intermediate Terminal Facility buildings at 6000-6016 and 6020-6024 Avion Drive, however, do retain sufficient integrity to be eligible for listing in the California Register and as a City of Los Angeles Historic-Cultural Monument.

10200 Aviation Boulevard (1951)

This one story utilitarian industrial building with Late Moderne details is located on the east side of Aviation Boulevard, at the southeast corner of the intersection of Aviation Boulevard and W 102nd Street, in the National Register-eligible Airport Industrial Tract Historic District first identified in a 2000 survey by PCR Services Corporation. Although a subsequent 2012 survey by PCR found the district no longer eligible due to loss of integrity, it was re-evaluated by SurveyLA in 2013 and found eligible for listing in the National Register. However, the Community Plan Area surveyed by SurveyLA did not include those portions of the District located within the LAX Specific Plan Area. This property is located within the LAX Specific Plan Area and therefore was not re-evaluated by SurveyLA.

The building was designed by Los Angeles architect S. Charles Lee who, with realtor Samuel Hayden, developed the Airport Industrial Tract. It was constructed in 1951. It is of concrete tilt-up construction with a rectangular plan and a bow truss roof. Its primary (west) façade is symmetrically composed with a recessed central entrance. The entrance is veneered in brick and is accessed by a wide flight of concrete steps framed by stone planters. To either side, rows of rectangular windows are screened by continuous bands of vertical louvers.

This property was identified in the 2000 survey as a contributor to the Airport Industrial Tract Historic District. Although it was not re-surveyed by SurveyLA, it retains a high degree of integrity and therefore remains eligible as a contributor to the Airport Industrial Tract Historic District.

Sepulveda Tunnel (1953)

The Sepulveda Tunnel is a 1,910-foot-long subterranean concrete tunnel that carries Sepulveda Boulevard under the south runway of LAX. The tunnel was constructed as part of the airport's post-World War II upgrades prior to construction of the "Jet Age" Central Terminal Area.

By the early 1950s the airport's existing runways were not long enough to accommodate the takeoffs and landings of the larger Pan American Clipper planes bound for Hawai'i and the Pacific. Sepulveda Boulevard was rerouted to the west but

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the Honolulu flights still needed more length. 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 while the runway fence swung open, providing the Clippers additional clearance. To eliminate this dangerous inconvenience, a massive construction project was initiated in 1951 to route auto traffic through a tunnel bored beneath the runway. Engineers designed an air conditioning system powerful enough to ventilate the tunnel, including two ventilation facilities constructed in 1952 flanking the runway, and a structural framework strong enough to support giant aircraft on the runway above. The \$3,400,000 tunnel opened to six lanes of traffic in April 1953, and the runway was soon expanded to 8,000 feet.⁹

The Sepulveda Tunnel, including the two surface ventilation buildings located at the north and south ends of the tunnel, represents an important milestone in the evolution of LAX, as the lengthening of the runways to accommodate larger jets was critical to the airport's long-term expansion and ability to service international travel during the "Jet Age." As such, the Sepulveda Tunnel is significant under National Register Criterion A, California Register Criterion 1, and as a City of Los Angeles Historic-Cultural Monument for its association with events that have made a significant contribution to the broad patterns of Los Angeles history.

Fire Station 95 (1958)

Fire Station 95 is located at 10010 International Road, at the southeast corner of the intersection of International Road and Century Boulevard. It was constructed in 1958 in the International Style. It is of concrete and brick construction and is one story in height, with a rectangular plan, flat roof, and steel sash windows. A canopy over the truck doors displays standing metal letters spelling the station's name. The truck doors have been replaced but the building otherwise retains a high degree of integrity. The station was originally constructed without a hose drying tower, for fear that the tower would interfere with airport navigation.¹⁰ A tower was added in 1969.

⁹ *LAX Master Plan Draft EIS/EIR Appendix I Section 106 Report*, 2001 (31).

¹⁰ "Fire Station to Be Built Near Airport," *Los Angeles Times*, March 30, 1958, CS4.

SurveyLA has identified fire stations constructed between 1947 and 1960 as eligible for listing as City of Los Angeles Historic Cultural Monuments. The City of Los Angeles issued municipal bond measures in 1947 and 1955 for the construction of fire stations as a result of the City's Post WWII growth and expansion. The stations were all constructed between 1947 and 1960, and were typically designed in the International or Late Moderne styles. Fire Station 95 was constructed in 1958 with funds from the 1955 bond measure. It was designed by Prescott and Whalley in the International Style. Based on the fire station context developed for SurveyLA, Fire Station 95 retains sufficient integrity and exhibits the identified character-defining features, and is therefore eligible for designation as a City of Los Angeles Historic-Cultural Monument.

Airport Traffic Control Tower (1961)

The 1961 Airport Traffic Control Tower and Administration Building (currently known as the Clifton A. Moore Administration Building) forms the eastern terminus of the central axis of the LAX Central Terminal Area. It sits on an isolated ovoid ringed by access roads, and is surrounded by landscaping and mature palm and ficus trees. The building is Mid-century Modern in style and is of steel frame and reinforced concrete construction. It is composed of two main parts: an office building forming a low base, and the control tower that rises above.

The Administration Building is two stories in height and has an irregular plan composed of interlocking square and rectangular volumes with two interior courtyards. It has a flat roof with membrane roofing. The exterior walls are composed of continuous bands of tinted, glazed aluminum frame windows at the ground floor and ribbon windows at the second, alternating with continuous spandrels of scored cement plaster.

The 1961 Airport Traffic Control Tower rises from the main interior courtyard. It has a compact square plan and is 13 stories in height. It is raised on four square concrete *piloti*, leaving the ground floor open except for the concrete stair and elevator tower. The exterior walls of the second through twelfth stories consist of continuous bands of aluminum-framed ribbon windows alternating with continuous spandrels of scored cement plaster. At each floor the tower is ringed by narrow cantilevered platforms. Attached to the original framing are metal grates, and metal railings with metal posts. The thirteenth story is the former control cab, set back from the tower perimeter and surrounded by a simple metal railing. The cab is square in plan with continuous bands of angled glass windows on all four sides and a flat roof.

The 1961 Administration Building and Airport Traffic Control Tower has been extensively altered, particularly the two-story Administration Building portion.

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Alterations to the Administration Building portion include enclosure of its ground floor, partial enclosure of the original interior courtyard, enclosure of the original glass-walled second-story bridges that connected the north and south office wings; the removal of the original exterior mosaic tile wall cladding and horizontal window canopies on the north and south façades; and the construction of a large two-story addition to the northwest.

The Tower portion has been altered by the removal of the original aluminum vertical louvers and the addition of metal railings at each floor but otherwise retains most of its original features including its square plan, 13 story height, and flat roof; control cab with angled, continuous, fixed aluminum-framed ribbon windows and surrounding roof deck; continuous, fixed, aluminum-framed ribbon windows; scored cement plaster spandrels; continuous aluminum grates; exposed concrete *piloti*, elevator/stair shaft, and screen wall at the ground floor; and its second-story bridge to the Administration Building with ceramic mosaic tile wall cladding and aluminum-framed clerestory window. The original immediate surroundings and landscape have also been completely altered.

Due to extensive alteration of the two-story Administration portion, and the very limited and reversible alterations to the Tower portion, the building as a whole (including both the Tower and Administration portions) no longer retains integrity of *design, setting, materials* or *workmanship* and therefore does not retain sufficient integrity to be eligible for listing in the National Register under Criteria A or C. The California Register criteria is somewhat more forgiving than the National Register criteria when it comes to integrity but given the overall alteration of its architectural design, the building is also not eligible for listing in the California Register under Criterion 1 or 3.

Because the Tower portion retains its vertical form, control cab, and its exterior envelope with the exception of the vertical louvers, it is still recognizable as a control tower from the period of significance and retains a majority of the fabric of its original exterior envelope. Despite alterations, the Tower portion continues to retain integrity of *location, design, materials, workmanship, feeling* and *association*. The Tower remains in its original location at the eastern entry into the CTA and retains its historic axial relationship with the Theme Building. It therefore continues to convey its historic association with the Jet Age redesign of LAX and the transformative effects of jet travel. For these reasons, the Tower is eligible for local listing as a City of Los Angeles HCM.

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Terminal 6 Sign Tower (1961)

The Terminal 6 Sign Tower is located adjacent to the north façade of the Terminal 6 ticketing/baggage claim building, on the south side of World Way in the Central Terminal Area of LAX. The Sign Tower was one of six free-standing pylon signs constructed as part of the 1961 upgrade of LAX that created a contemporary international airport for the “Jet Age.” The master plan and original buildings were designed by a joint venture of three prominent Los Angeles architectural firms, Pereira & Luckman, Welton Becket & Associates, and Paul R. Williams.

The towers were constructed of tube steel with concrete footings, and were approximately four stories in height. They were located on the landside of each ticketing building, to be visible from the central parking area, and rose through apertures in the overhanging flat roof canopies that sheltered the passenger drop-off/pickup areas.

The Terminal 6 sign tower is the only LAX terminal sign tower that remains intact and in its original location. SurveyLA has developed a methodology and eligibility standards for evaluating historic signs which may or may not be associated with historic buildings. Pylon signs represent one structural type of sign significant to the commercial, cultural, and urban development of Los Angeles, the development of the city in association with transportation, and the development of significant architectural styles and promotional and identification techniques oriented to mobile audiences.

The Terminal 6 sign tower was originally constructed as an integral, vertical architectural element of the ticketing building, to bear the building’s identity and be read from a distance by travelers arriving by automobile in the airport’s original central surface parking area. Much of the sign structure has been subsumed by additions and new construction to the Terminal 6 ticketing and baggage building and the sign structure can no longer be viewed as it was originally intended. This alteration in the immediate setting of the Terminal 6 sign tower has compromised its integrity such that it does not appear eligible for the National Register or California Register. The sign does remain in situ, however and continues to evoke associations with the original “Jet Age” master plan and design of LAX when it can be viewed. For these reasons, the Terminal 6 sign tower is individually eligible for designation as a City of Los Angeles Historic-Cultural Monument.

Continental Airlines General Office Building (1963)

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

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portion of the airport property. The General Office Building was designed by Los Angeles architect Edward Augustus Grenzbach and was constructed in 1963.

The building 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. 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*. There is a cafeteria and kitchen building attached to the southeast corner of the General Office Building.

The 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 distinctive characteristics of Mid-century Modern architecture, which reflects the period during which Los Angeles International Airport was developed. The building was designed and built for Continental Airlines and served as the company's national headquarters during the time it played a formative role in the development and growth of the Los Angeles International Airport and the airline industry. The development of the complex from 1963 through 1982 reflected the commercial success of Continental Airlines, and the building's Modern style, incorporating the company's yellow-and-black corporate colors, established Continental's corporate identity on the West Coast. The building does not appear to retain sufficient integrity for listing in the National Register; however, it 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. The General Office Building is also a contributor to a California Register-eligible historic district that includes the attached associated complex of hangars, shops, and storage facilities (7260 and 7300 World Way West) and the nearby Training Facility at 7320 World Way West.

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Continental Airlines Training Center Building (1966)

The Continental Airlines Training Center 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. It was designed by Los Angeles architect Edward Augustus Grenzbach and was constructed in 1966.

The building is Mid-century Modern in style with a rectilinear plan and a flat roof. There is a central penthouse at the rear (south) portion of the roof. The building is two stories in height and is composed of two volumes, a square volume to the west and a rectangular volume to the east. It sits on a concrete podium with a wide plaza accessed by concrete steps at the northwest corner. The steps are anchored on the west by a raised planter and on the east by a stone-veneered monument sign. The building's primary (north) façade is asymmetrically composed of three sections. The west portion consists of a metal colonnade with a recessed metal-framed glazed curtain wall behind. The colonnade has a cement plaster ceiling with large, round, recessed light fixtures and terminates in a solid projecting wall veneered in yellow glazed ceramic tile. The central portion of the north façade consists of a two-story metal-framed glazed curtain wall. The east portion is an unarticulated wall of painted concrete masonry units. The east, south, and west façades are of painted concrete masonry units.

The former flight simulator space is a large, two-story interior volume at the northwest corner of the building with one wall finished in yellow glazed ceramic tile continued from the exterior, large recessed circular light fixtures, and interior metal-framed glazed openings at the second floor level. A second two-story interior volume contains a portion of fuselage used for flight crew training.

The Training Center Building is significant under National Register Criterion A and California Register Criterion 1 as an aviation site associated with the rapid development of commercial aviation in the years after World War II. It is also significant under National Register Criterion C and California Register Criterion 3 as an aviation property that embodies the distinctive characteristics of Mid-century Modern architecture, which reflects the period during which Los Angeles International Airport was developed. The building was designed and built for Continental Airlines and served as the company's national training headquarters during the time it played a formative role in the development and growth of Los Angeles International Airport and the airline industry. The development of the complex reflected the commercial success of Continental Airlines; and the Training Center Building's Modern style, incorporating the company's yellow-and-black corporate colors, established Continental's corporate identity on the West Coast. The building is an airline-specific property type and two of its interior spaces, the flight simulator and the crew training space with its partial

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fuselage, represent rare and unique uses. It retains a high degree of integrity and therefore is eligible for listing in the National Register, the California Register, and as a City of Los Angeles Historic-Cultural Monument. The Training Center Building is also a contributor to a California Register-eligible historic district that includes the nearby General Office Building at 7270 World Way West and the attached associated complex of hangars, shops, and storage facilities at 7260 and 7300 World Way West.

Continental Airlines Complex (1963-1972)

The Continental Airlines complex of hangars, shops, and storage facilities is located at 7260 and 7300 World Way West, immediately south of, and attached to, the company's General Office Building. The complex consists of a very large hangar building with associated shops and storage facilities. The buildings are utilitarian structures with rectangular plans and flat roofs, developed through the 1960s and 1970s.

The hangar complex is a contributor to a California Register-eligible historic district that includes the attached associated General Office Building (7270 World Way West) and the nearby Training Facility at 7320 World Way West. The Continental complex is significant under 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. The complex was designed and built for Continental Airlines and served as the company's national headquarters during the time it played a formative role in the development and growth of the Los Angeles International Airport and the airline industry. Continental Airlines relocated its headquarters to Houston in 1982 after it merged with Texas International. The development of the complex from 1963 through 1982 reflected the commercial success of Continental Airlines during those years.

Because the facility's period of significance (1965-1982, reflecting Continental's occupancy) extends within the last 50 years, the facility does not appear eligible for listing in the National Register. However, it is eligible for listing in the California Register and as a City of Los Angeles Historic-Cultural Monument.

Flying Tiger Line World Headquarters (1965-1972)

The former Flying Tiger Line world headquarters facility is located west of the LAX Central Terminal Area, on the north side of World Way West in the west-central portion of the airport property. The facility was designed by architect Lewis A. Redgate and was constructed in 1965. It includes a two story office building and attached one story cafeteria (7303 and 7307 World Way West); a maintenance hangar (7401 World Way West); and a ten story addition to the office building, constructed in

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1972 (7301 World Way West). The office building is currently occupied by LAWA's Administration West offices, and the hangar is occupied by Federal Express.

The Flying Tiger Line was founded in 1945 when a group of veterans of the famed Flying Tigers fighter squadron purchased surplus government aircraft and formed an air freight company.¹¹ Originally it was called National Skyway Freight Corporation, but within a few years of its founding the company officially adopted the name by which it had become popularly known, the Flying Tiger Line.¹² In 1949 the company was awarded the first commercial all-cargo route in the United States, and in 1969 the first scheduled trans-Pacific all-cargo route.¹³ The company provided both commercial and military charter service; during the Korean and Vietnam wars Flying Tiger provided air transport services for personnel and cargo from the west coast of the United States to military bases throughout the Pacific.¹⁴ Flying Tiger grew into the world's largest air cargo carrier, with scheduled daily service spanning the globe and an especially strong foothold in the Pacific-Asia market. In the mid-1960s, as Flying Tiger prepared to upgrade its propeller-driven, piston engine fleet to one consisting exclusively of jet freighters, the company moved to a new headquarters at Los Angeles International Airport, where it remained until its purchase by Federal Express in 1989.¹⁵

The Flying Tiger facility, including the office building with cafeteria and addition, and the maintenance hangar, is significant under National Register Criterion A and California Register Criterion 1 as an aviation site associated with the rapid development of commercial aviation, in particular cargo air transport, in the years after World War II. The building was designed and built for Flying Tiger and served as the company's world headquarters during the time it dominated the air cargo industry and grew into the world's largest air cargo carrier. Because the facility's period of significance (1965-1989, reflecting Flying Tiger's occupancy) extends within the last 50

¹¹ Andrea Adelson, "Federal Express to Buy Flying Tiger," *New York Times*, December 17, 1988.

¹² Andrew R. Boone, "Trucking Anywhere by Air," *Popular Science*, July 1946; and "History of Flying Tiger Aircraft," *Flying Tiger Line Pilots Association*, <http://www.flyingtigerline.org/history.htm> (accessed February 10, 2016).

¹³ "In Memoriam: Robert W. Prescott 'Bob' May 5, 1913-March 3, 1978," *Flying Tiger Line Pilots Association*, http://www.flyingtigerline.org/Memoriam/Prescott_Robt.htm (accessed February 11, 2016).

¹⁴ "History of Flying Tiger Aircraft."

¹⁵ "History of Flying Tiger Aircraft."

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years, the facility does not appear eligible for listing in the National Register. However, it is eligible for listing in the California Register and as a City of Los Angeles Historic-Cultural Monument.

Regional Post Office Facility (1967)

The Regional Post Office Facility, also known as the Worldwide Postal Center, was constructed in 1967 as part of LAX's new air mail and freight facilities, an eight-and-one-half acre complex known as "Cargo City." The building, the first post office located at a major U.S. airport, was designed to handle air mail and cargo and thus relieve congestion at the downtown Terminal Annex.¹⁶ The two-story building is Late Modern in style. It is of expressed concrete frame construction with concrete masonry infill, and features a sculptural circular automobile ramp leading to a rooftop parking deck. It retains a high degree of integrity.

The building was designed by the prominent architecture and engineering firm of Daniel, Mann, Johnson, and Mendenhall (DMJM) under the firm's then-Director of Design, Cesar Pelli, FAIA, and Principal for Design, Anthony J. Lumsden, FAIA.¹⁷ Both architects had previously worked in the office of Eero Saarinen and Associates, and each later gained prominence as principal of his own firm. Pelli's firm, now known as Pelli Clarke Pelli, has designed many prestigious international commercial, civic, and institutional projects, including the World Financial Center in New York, the Petronas Towers in Malaysia, and the Pacific Design Center in West Hollywood. In 1995 the American Institute of Architects awarded Pelli its Gold Medal, the organization's highest honor for an individual.¹⁸

The Regional Post Office Facility is significant under National Register Criterion A and California Register Criterion 1 for its association with the dramatic increase in air mail and freight, and the growth of LAX, in the 1960s. It is also significant under National Register Criterion C and California Register Criterion 3 as an excellent example of Late Modern architecture by the prominent firm of DMJM, under the direction of Cesar Pelli

¹⁶ Los Angeles Conservancy, "It's a Mod, Mod, Mod, Mod City," (brochure), 2009, 7.

¹⁷ David Gebhard and Robert Winter, *An Architectural Guidebook to Los Angeles*, Revised Edition (Salt Lake City: Gibbs, Smith Publisher, 2003), 78.

¹⁸ Pelli Clarke Pelli Architects, "Firm Overview," *Pelli Clarke Pelli Architects*, <http://www.pcparch.com/firm/overview> (accessed January 13, 2016).

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and Anthony J. Lumsden. The building is not yet 50 years old and therefore is not eligible at this time for listing in the National Register of Historic Places. However, it is eligible for listing in the California Register, and as a City of Los Angeles Historic-Cultural Monument.

Proud Bird Restaurant (1967)

The Proud Bird Restaurant is located at the northeast corner of the intersection of Aviation Boulevard and West 111th Street in the LAX Specific Plan Area. The site is bounded on the west by Aviation Boulevard, on the north by the LAX south runway approach area, on the east by an LAX parking lot, and on the south by West 111th Street. The restaurant building is located in the middle of the site, set among patios, landscaping, a lawn, and a surface parking lot. The lawn and parking lot display replicas of historic aircraft.

The building has an irregular, roughly L-shaped plan. The north portion is predominantly one story in height, except for a partial second story, and is of wood frame construction. It has a moderately-pitched cross gable roof with open overhanging eaves and overhanging rakes supported on shaped wood outriggers. The roof is clad in composition shingles. The walls of the north façade, facing the runway approach, are primarily glass; the west and east façades are clad in wood board-and-batten siding, and the south façade in stone and heavily textured cement plaster. Fenestration consists primarily of fixed, wood sash windows, some with divided lights. Divided light wood French doors open to the various patios. The primary entrance is asymmetrically located on the south façade and consists of a pair of paneled wood doors with leaded glass lights, set in a deep recess with a plaster and stone fireplace. The south portion of the building houses the Tuskegee Room, a large banquet room of exposed slumpstone construction. The east portion of the building comprises the Grand Ballroom, a large rectangular mass of exposed split-face concrete block construction.

The Proud Bird was constructed by Specialty Restaurant Corporation (SRC) on a parcel leased from the Los Angeles International Airport, located immediately adjacent to the airport's south runway approach area. The restaurant was designed by Long

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Beach architect Kenneth L. Wing and opened in June 1967.¹⁹ It borrowed its name from a 1960s advertising campaign for Continental Airlines (“the proud bird with the golden tail”).²⁰ The restaurant was conceived as a tribute to the pioneers and heroes of aviation history. In addition to the view of approaching planes, the restaurant, lounge, and private dining rooms feature photos from SRC founder David Tallichet’s vast collection of aviation memorabilia, and headphones at each table allowed guests to listen in on communications between pilots and the LAX control tower. The Proud Bird quickly became popular not only with aviation enthusiasts, but with local businesses, organizations and residents, for lunch, dinner, and special events. It remains an important local venue for business and organizational functions, weddings, special events, and gatherings of aviation enthusiasts.

The Proud Bird has undergone numerous interior and exterior alterations since its initial completion in June 1967, beginning soon after the facility opened. Major alterations to the exterior of the building include the addition of a new banquet room (now called the Tuskegee Room) in 1970; the addition of a patio to the west side of building in 1996; a 550 square foot addition to west side of restaurant in 1997; a kitchen addition and division of the northeast banquet room in 1998; enclosure of the Tuskegee Room porch in 2000; the addition of dining terrace and ramp on the north façade in 2003; removal of the Grand Ballroom porte-cochère in 2011, and the removal of the main entrance porte-cochère in 2012. Overall integrity is poor given substantial alterations beginning in the 1990s.

The Proud Bird does not appear to be eligible under National Register Criterion A or California Register Criterion 1 as there are no known events important in the main currents of national, State or local history that occurred on the property or are associated with the property. The Proud Bird also does not appear eligible under National Register Criterion B or California Register Criterion 2 for associations with important persons. Although David Tallichet was a pioneer in the themed restaurant industry, the Proud Bird was one of over 100 restaurants he developed over the course of his long career. Although the Proud Bird building was originally designed by noted Long Beach architect Kenneth S. Wing, it has been extensively altered and no longer

¹⁹ Lois Dwan, “Roundabout,” *Los Angeles Times*, June 25, 1967, C44.

²⁰ Los Angeles Conservancy and Los Angeles Conservancy Modern Committee, *The Sixties Turn* 50, 6.

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reflects Wing's original design intent. Nor does it embody the distinguishing characteristics of a particular period, architectural style, or method of construction. Therefore, the Proud Bird is not eligible under National Register Criterion C or California Register Criterion 3.

The property does have local significance as the long-term location of the Proud Bird restaurant, a business important in local commercial history that has continuously occupied the property since its initial construction in 1967. The Proud Bird is a prominent local example of a post-World War II destination theme restaurant, and has been continuously operated since its opening by Specialty Restaurant Corporation, which has gained regional and national importance as a pioneer in the theme restaurant industry. The Proud Bird has contributed to the social and cultural history of the Westchester neighborhood of Los Angeles and surrounding communities as an important and popular local venue for dining, business and institutional gatherings, and special events including weddings and other private celebrations. The property exemplifies founder David Tallichet's original business model for themed restaurants, which was based on identifying unusual sites with panoramic vistas. The Proud Bird is associated with the Los Angeles International Airport and its most prominent feature is its dramatic location adjacent to, and unimpeded views of, the airport's south runway approach area. This location, together with the restaurant's large collection of historic photographs, aviation memorabilia and tributes to aviation pioneers, make the Proud Bird an important gathering place for local aviation enthusiasts.

The SurveyLA Commercial Development context includes a theme for Commercial Identity, which is used to evaluate examples of long-standing local businesses that contributed to an area's commercial development. The Proud Bird is significant under this context/theme, and eligible for designation as a Historic-Cultural Monument under Criterion 1, as the long-term location of a business significant in local commercial history, that contributed to the social and cultural history of Los Angeles, that is associated with a business/corporation that has gained regional or national importance, and that has particular significance for its association with a neighborhood or community in Los Angeles.

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3.0 PRESERVATION OF HISTORIC RESOURCES

3.1 Overview

LAWA has identified five (5) buildings, one (1) structure, and one (1) object that will be preserved on LAX property. These resources are as follows:

- Hangar One
- The Theme Building
- 1961 Airport Traffic Control Tower
- The Proud Bird Restaurant
- Quonset Hut
- World War II Munitions Bunker
- Terminal 6 Sign Tower

LAWA shall preserve, maintain, and rehabilitate these designated or eligible historic resources, in accordance with the accompanying recommended treatment measures for each. These measures include preparation of a Historic Structure Report for each resource; rehabilitation in compliance with the Secretary of the Interior's Standards for Rehabilitation; retention of a qualified historic architect or consulting historic architect (meeting the Secretary of the Interior's Professional Qualifications Standards, 36 CFR 61) for rehabilitation projects; and nomination of those resources that are not yet designated Historic-Cultural Monuments. In the event that preservation of any of these resources becomes infeasible due to presently unforeseen circumstances, LAWA will follow procedures outlined in Section 4.0.

The remaining resources identified as historically significant have not been identified for preservation. LAWA has determined that commitment to the long-term preservation of these resources has the potential to substantially interfere with continued airport operations due to issues such as their location, size, building type or construction. Future projects involving these resources will follow procedures outlined in Section 4.0.

3.2 Hangar One Preservation

Historic Structure Report

Prior to the commencement of any rehabilitation activities, a Historic Structure Report (HSR) shall be prepared to document Hangar One. The HSR shall provide complete documentary, graphic, and physical information about the building's history,

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significance, and existing condition. The report shall outline a recommended scope of work and include recommendations for appropriate treatment and maintenance of existing historic fabric. This report shall be prepared in accordance with the National Park Service's *Preservation Brief 43: The Preparation and Use of Historic Structures Reports*, by Deborah Slaton.

Rehabilitation

Hangar One shall be rehabilitated in compliance with the Secretary of the Interior's Standards for Rehabilitation and the Guidelines for Rehabilitating Historic Buildings. The general specifications for the rehabilitation project shall include specifications for the treatment of character-defining features as identified in the HSR. The specifications shall include, but are not limited to, sections for the treatment of historic fabric; quality control; substitution procedures; selective demolition; cutting and patching; removal and storage of historic materials; protection and cleaning; repair options; and potential replacement of severely deteriorated features. Materials conservation plans shall be incorporated into the plans and specifications as necessary.

Historic Architect

The rehabilitation project team shall include a qualified historic architect who meets the Secretary of the Interior's Professional Qualifications Standards for historic architecture. The historic architect shall work with the project team to review project alternatives and the impacts of the proposed rehabilitation, and shall monitor construction for compliance with the recommendations in the HSR.

3.3 Theme Building Preservation

Historic Structure Report

Prior to the commencement of any rehabilitation activities, a Historic Structure Report (HSR) shall be prepared to document the Theme Building. The HSR shall provide complete documentary, graphic, and physical information about the building's history, significance, and existing condition. The report shall outline a recommended scope of work and include recommendations for appropriate treatment and maintenance of existing historic fabric. This report shall be prepared in accordance with the National Park Service's *Preservation Brief 43: The Preparation and Use of Historic Structures Reports*, by Deborah Slaton.

Use and Public Access

The Theme Building shall be rehabilitated for a new use that maintains controlled public access to the building's atrium, lobby, former restaurant space, and observation

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deck. Potential new uses for the Theme Building include a restaurant, the relocated Flight Path Learning Center and Museum, or a meeting/event space.

Rehabilitation

The Theme Building shall be rehabilitated in compliance with the Secretary of the Interior's Standards for Rehabilitation and the Guidelines for Rehabilitating Historic Buildings. The general specifications for the rehabilitation project shall include specifications for the treatment of character-defining features as identified in the HSR. The specifications shall include, but are not limited to, sections for the treatment of historic fabric; quality control; substitution procedures; selective demolition; cutting and patching; removal and storage of historic materials; protection and cleaning; repair options; and potential replacement of severely deteriorated features. Materials conservation plans shall be incorporated into the plans and specifications as necessary.

Open Space Rehabilitation and Interpretive Program

The remaining open space around the Theme Building, bounded on the north and south by World Way and on the east by East Way, shall be preserved and retained as open space to recall the Theme Building's historic setting. The open space shall include an interpretive program that may include photographic exhibits, audio/visual presentations, and interactive displays to chronicle the history and design of the Theme Building and the 1961 Airport Traffic Control Tower, their context within the larger airport plan, the architects, and their historic significance. This exhibit shall be located in the plaza or within the Theme Building and shall be made accessible to the public.

Historic Architect

The rehabilitation project team shall include a qualified historic architect who meets the Secretary of the Interior's Professional Qualifications Standards for historic architecture. The historic architect shall work with the project team to review project alternatives and the impacts of the proposed rehabilitation, and shall monitor construction for compliance with the recommendations in the HSR.

3.4 1961 Airport Traffic Control Tower Preservation

Historic Structure Report

Prior to the commencement of any mothballing or rehabilitation activities, a Historic Structure Report (HSR) shall be prepared to document the 1961 Airport Traffic Control Tower. The HSR shall provide complete documentary, graphic, and physical information about the building's history, significance, and existing condition. The report shall outline a recommended scope of work for mothballing and exterior rehabilitation, and include recommendations for appropriate treatment and

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maintenance of existing historic fabric, and replication of missing exterior features. This report shall be prepared in accordance with the National Park Service's *Preservation Brief 43: The Preparation and Use of Historic Structures Reports*, by Deborah Slaton.

Mothballing

The 1961 Airport Traffic Control Tower will be partially rehabilitated although no permanent new use has been determined. If it will not be occupied, it will be necessary to mothball the building to protect it from the elements, secure it from vandalism and pest infestation, protect against failing utility services, and prevent deterioration until a new use is identified. To that end, the HSR shall include recommendations for mothballing the Tower in compliance with the National Park Service's *Preservation Brief 31: Mothballing Historic Buildings*, by Sharon C. Park, AIA.

Rehabilitation

The exterior of the 1961 Airport Traffic Control Tower shall be rehabilitated in compliance with the Secretary of the Interior's Standards for Rehabilitation and the Guidelines for Rehabilitating Historic Buildings. The general specifications for the rehabilitation project shall include specifications for the treatment of character-defining features as identified in the HSR. The specifications shall include, but are not limited to, sections for the treatment of historic fabric; quality control; substitution procedures; selective demolition; cutting and patching; removal and storage of historic materials; protection and cleaning; repair options; and potential replacement of severely deteriorated features. Materials conservation plans shall be incorporated into the plans and specifications as necessary. The rehabilitation shall include the restoration of the Tower's exterior metal louvers if feasible.

Historic Architect

The mothballing and rehabilitation project team shall include a qualified historic architect who meets the Secretary of the Interior's Professional Qualifications Standards for historic architecture. The historic architect shall work with the project team to review project alternatives, assess the impacts of the proposed rehabilitation, and monitor construction for compliance with the recommendations in the HSR.

Designation

LAWA will submit an application to the Office of Historic Resources to nominate the 1961 Airport Traffic Control Tower as a City of Los Angeles Historic-Cultural Monument prior to any alterations.

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3.5 Proud Bird Restaurant Preservation

Historic Structure Report

Prior to the commencement of any future rehabilitation activities, a Historic Structure Report (HSR) shall be prepared to document the Proud Bird Restaurant. The HSR shall provide complete documentary, graphic, and physical information about the building's history, significance, and existing condition. The report shall outline a recommended scope of work and include recommendations for appropriate treatment and maintenance of existing historic fabric. This report shall be prepared in accordance with the National Park Service's *Preservation Brief 43: The Preparation and Use of Historic Structures Reports*, by Deborah Slaton.

Rehabilitation

Any future rehabilitation of the Proud Bird Restaurant shall comply with the Secretary of the Interior's Standards for Rehabilitation and the Guidelines for Rehabilitating Historic Buildings. The general specifications for such a rehabilitation project shall include specifications for the treatment of character-defining features as identified in the HSR. The specifications shall include, but are not limited to, sections for the treatment of historic fabric; quality control; substitution procedures; selective demolition; cutting and patching; removal and storage of historic materials; protection and cleaning; repair options; and potential replacement of severely deteriorated features. Materials conservation plans shall be incorporated into the plans and specifications as necessary.

Historic Architect

The rehabilitation project team shall include a qualified historic architect who meets the Secretary of the Interior's Professional Qualifications Standards for historic architecture. The historic architect shall work with the project team to review project alternatives and the impacts of the proposed rehabilitation, and shall monitor construction for compliance with the recommendations in the HSR.

Designation

LAWA will submit an application to the Office of Historic Resources to nominate the Proud Bird property as a City of Los Angeles Historic-Cultural Monument prior to any future alterations.

3.6 Quonset Hut Preservation

Historic Structure Report

Prior to the commencement of any rehabilitation activities, a Historic Structure Report (HSR) shall be prepared to document the Quonset Hut. The HSR shall provide

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complete documentary, graphic, and physical information about the building's history, significance, and existing condition. The report shall outline a recommended scope of work and include recommendations for appropriate treatment and maintenance of existing historic fabric. This report shall be prepared in accordance with the National Park Service's *Preservation Brief 43: The Preparation and Use of Historic Structures Reports*, by Deborah Slaton.

Rehabilitation

The Quonset Hut shall be rehabilitated in compliance with the Secretary of the Interior's Standards for Rehabilitation and the Guidelines for Rehabilitating Historic Buildings. The rehabilitation may include the Hut's relocation to another portion of the LAX property. Because Quonset huts were designed for portability and most surviving examples are assumed to have been previously relocated, a future relocation of the Quonset Hut can be accomplished without compromising the building's integrity. The general specifications for the rehabilitation project shall include specifications for the treatment of character-defining features as identified in the HSR. The specifications shall include, but are not limited to, sections for the treatment of historic fabric; quality control; substitution procedures; selective demolition; cutting and patching; removal and storage of historic materials; protection and cleaning; repair options; and potential replacement of severely deteriorated features. Materials conservation plans shall be incorporated into the plans and specifications as necessary.

Historic Architect

The rehabilitation project team shall include a qualified historic architect who meets the Secretary of the Interior's Professional Qualifications Standards for historic architecture. The historic architect shall work with the project team to review project alternatives and the impacts of the proposed rehabilitation, and shall monitor construction for compliance with the recommendations in the HSR.

Designation

LAWA will submit an application to the Office of Historic Resources to nominate the Quonset Hut as a City of Los Angeles Historic-Cultural Monument prior to any alterations.

3.7 World War II Munitions Storage Bunker Preservation

Historic Structure Report

Prior to the commencement of any preservation activities, a Historic Structure Report (HSR) shall be prepared to document the World War II Munitions Storage Bunker. The HSR shall provide complete documentary, graphic, and physical information

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about the bunker's history, significance, and existing condition. The report shall outline a recommended scope of work and include recommendations for appropriate treatment and maintenance of existing historic fabric. This report shall be prepared in accordance with the National Park Service's *Preservation Brief 43: The Preparation and Use of Historic Structures Reports*, by Deborah Slaton.

Preservation

The World War II Munitions Storage Bunker shall be preserved in place in compliance with the Secretary of the Interior's Standards for Preservation and the Guidelines for Preserving Historic Buildings. The general specifications for the preservation project shall include specifications for the treatment of character-defining features as identified in the HSR. The specifications shall include, but are not limited to, sections for the treatment of historic fabric; quality control; substitution procedures; selective demolition; cutting and patching; removal and storage of historic materials; protection and cleaning; repair options; and potential replacement of severely deteriorated features. Materials conservation plans shall be incorporated into the plans and specifications as necessary.

Historic Architect

The preservation project team shall include a qualified historic architect who meets the Secretary of the Interior's Professional Qualifications Standards for historic architecture. The historic architect shall work with the project team to review project alternatives and the impacts of the proposed preservation, and shall monitor construction for compliance with the recommendations in the HSR.

Designation

LAWA will submit an application to the Office of Historic Resources to nominate the World War II Munitions Storage Bunker as a City of Los Angeles Historic-Cultural Monument prior to any alterations.

3.8 Terminal 6 Sign Tower Preservation

Historic Structure Report

Prior to the commencement of any rehabilitation activities, a Historic Structure Report (HSR) shall be prepared to document the Terminal 6 Sign Tower. The HSR shall provide complete documentary, graphic, and physical information about the building's history, significance, and existing condition. The report shall outline a recommended scope of work and include recommendations for appropriate treatment and maintenance of existing historic fabric. This report shall be prepared in accordance

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with the National Park Service's *Preservation Brief 43: The Preparation and Use of Historic Structures Reports*, by Deborah Slaton.

Rehabilitation

The Terminal 6 Sign Tower shall be rehabilitated in compliance with the Secretary of the Interior's Standards for Preservation and the Guidelines for Preserving Historic Buildings. This rehabilitation may include the relocation of the Tower to a new, compatible location at Terminal 6. The general specifications for the preservation project shall include specifications for the treatment of character-defining features as identified in the HSR. The specifications shall include, but are not limited to, sections for the treatment of historic fabric; quality control; substitution procedures; selective demolition; cutting and patching; removal and storage of historic materials; protection and cleaning; repair options; and potential replacement of severely deteriorated features. Materials conservation plans shall be incorporated into the plans and specifications as necessary.

Interpretive Program

If the Terminal 6 Sign Tower is relocated as part of a rehabilitation project, the work shall include an interpretive program that may include photographic exhibits, audio/visual presentations, and interactive displays to chronicle the original location of the Terminal 6 Sign Tower, the history and design of the sign towers, and their historic significance. This exhibit shall be made accessible to the public.

Historic Architect

The rehabilitation project team shall include a qualified historic architect who meets the Secretary of the Interior's Professional Qualifications Standards for historic architecture. The historic architect shall work with the project team to review project alternatives and the impacts of the proposed preservation, and shall monitor construction for compliance with the recommendations in the HSR.

Designation

LAWA will submit an application to the Office of Historic Resources to nominate the Terminal 6 Sign Tower as a City of Los Angeles Historic-Cultural Monument prior to any alterations.

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4.0 PROCEDURE FOR FUTURE PROJECT IMPLEMENTATION

In order to mitigate any future potential adverse impacts on historic resources located on the LAX campus, the proposed construction, alteration, addition, demolition, relocation, or removal of any of these resources will be required to go through the approval process outlined below. This process will include a qualified historic preservation consultant retained by LAWA to monitor and assist in the conception and design of projects that affect historic resources.

Five potential project categories have been defined:

- 1) Minor construction to an historic resource.
- 2) Rehabilitation of an historic resource that meets the Secretary of the Interior's Standards.
- 3) Rehabilitation of an historic resource that potentially conflicts with the Secretary of the Interior's Standards.
- 4) Extensive alteration or demolition of an historic resource.
- 5) New construction, either infill or replacement of an existing building adjacent to a historic resource.

4.1 Procedure

Minor Construction to an Historic Resource

Projects involving minor changes or alterations are assumed to have no permanent impact to the identified character-defining features of the resource and will not result in any visually discernable change in the appearance of the resource. Examples of such projects include routine maintenance, minor system upgrades, changes to secondary spaces (i.e. restrooms or storage spaces), or changes to spaces that as an existing condition contain no character-defining features.

In general, minor construction projects will follow the standard procedure for obtaining a building permit. For properties that are district contributors, individually significant resources, or both, the applicant can receive a ministerial permit provided the submitted plans demonstrate that no character-defining features will be removed, altered or changed. The application will include a memo from a qualified preservation consultant. If the project requires the temporary removal of character-defining features, the applicant must include a plan for the removal, storage, and reinstallation of the feature(s) with their permit application. No special consideration will apply to minor alterations or changes to district non-contributors.

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Rehabilitation of an Historic Resource per the Secretary of the Interior’s Standards

Rehabilitation projects that comply with the Secretary of the Interior’s Standards for Rehabilitation (“Standards”) will be reviewed by a qualified historic preservation consultant to ensure that the proposed rehabilitation conforms to the Standards. Examples of such projects include alterations to accommodate changes in use or additional new uses, and building additions.

Rehabilitation of properties per the Standards will require notification to the Office of Historic Preservation (OHR). Submitted plans must include a report from a qualified historic preservation professional demonstrating that the project meets the Standards. If the project requires the temporary removal of character-defining features, the applicant must include a plan for the removal, storage, and reinstallation of the feature(s) with their permit application. OHR shall review and submit any written comments within 15 working days from the date the documents were received.

If the rehabilitation conforms to the Standards, the project will proceed unless further environmental review is required for other reasons.

Rehabilitation of an Historic Resource That May Not Meet the Standards

Rehabilitation projects that as designed do not comply with the Standards will be reviewed by a qualified historic preservation consultant. The consultant will opine that the resource maintains sufficient integrity to retain its overall eligibility as a historic resource, even if the project does not strictly conform to the Standards. Examples of such projects might include major alterations of interior spaces that require the loss or removal of important character-defining features, and large building additions that alter a secondary facade.

Rehabilitation that may not meet the Standards will require notification to OHR. Submitted plans must include a report from a qualified historic preservation professional demonstrating that the project will not diminish the integrity of the resource such that the resource can no longer convey its historic significance. If the project requires the temporary removal of character-defining features, the applicant must include a plan for the removal, storage, and reinstallation of the feature(s) with their application. OHR shall review and submit any written comments within 15 working days from the date the documents were received.

If the resource will continue to convey its historic significance after the proposed project has been implemented, the project will proceed unless further environmental review is required for other reasons.

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Extensive Alteration or Demolition of an Historic Resource

Any project that requires either extensive alteration (such that the resource will no longer convey its historic significance) or demolition of a resource will require the necessary environmental review under CEQA, NEPA, etc., as necessary.

Extensive alteration or demolition of a historic resource will require notification to OHR. For a project involving extensive alteration or demolition, submitted plans must include a documentation plan to fully document the historic resource prior to alteration or demolition. OHR shall review and submit any written comments within 15 working days from the date the documents were received.

New Construction Adjacent to an Historic Resource

Any project that includes new construction adjacent to a historic resource identified for preservation will include an analysis of any potential impact to the historic resource as required per the necessary environmental review under CEQA, NEPA, etc., as necessary.

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5.0 REMNANT FEATURES

In addition to the buildings and structures that are either designated as historic resources or have been found eligible for listing as historic resources, the Central Terminal Area contains disparate features that remain from the initial establishment of the Central Terminal Area in 1961-62. These features are not eligible as individual historic resources but they do reflect aspects of the original design aesthetic and planning of the Central Terminal Area that may warrant special planning consideration when projects that may affect them are considered. Remaining remnant features include the following:

- The basic historic configuration of the World Way U-shaped access road;
- Two eastern bays of the Central Service Facility;
- Original underground tunnels with mosaic tile murals for terminals 3, 4, 5, 6, and 7.
- Original satellite lobby spaces/rotundas for terminals 3 and 7.
- Eleven eight-armed light poles.

When planning new projects that may involve these features LAWA will consider the following:

- Incorporating the remnant feature in its existing location into the design of the new project.
- Relocating the remnant feature or features either within the proposed project or elsewhere at LAX. Any relocation would include a relocation plan to ensure the feature or features are relocated and reinstalled appropriately. The feature would be thoroughly documented prior to relocation. Documentation will include a brief narrative history, photo documentation and copies of any archival drawings or photographs available. Interpretation will be included as part of any relocation to inform the public regarding the history and original location of the relocated feature.
- If preservation in place or relocation of the remnant feature is determined to be infeasible, the feature will be thoroughly documented. Documentation will include a brief narrative history, photo documentation and copies of any archival drawings or photographs available.

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APPENDIX A: LIST OF HISTORIC RESOURCES

BLDG # #	APN	ADDRESS	DATE	PROPERTY	STATUS
109	4129029900	5701 Imperial Hwy	1929	Hangar One	Property is listed in the National Register, the California Register, and as HCM #44. Significant under NR Criterion A as the first building constructed at Los Angeles Municipal Airport (known as Mines Field and later LAX) and for its association with early development of the aviation industry in southern California.
28	4129027902	201 World Way	1962	Theme Building	Property is listed in the California Register and locally designated as Historic Cultural Monument No. 570. It is also determined eligible for listing in the National Register by consensus. It is significant as an excellent example of Expressionistic architecture designed by master architects, Pereira and Luckman.
			1942-43	World War II Munitions Storage Bunker	Eligible for listing in the National Register, California Register, and as a local HCM as a particular military property type, and for its association with military history in southern California
142	4129029900	6030 Avion Drive	ca. 1943	Quonset hut	Eligible for listing in the National Register, the California Register, and as a local HCM as representative of an important building type and method of construction developed during World War II
133, 134	4129029900	6000-6016; 6020-6024 Avion Drive	1945-47	Intermediate Terminal Facility	Eligible for listing in the California Register and as a local HCM as a representative of an important milestone in the evolution of LAX
122	4129033900	10200 Aviation Blvd	1951	Industrial Building	Contributor to the National Register-eligible Airport Industrial Tract Historic District
		Sepulveda Blvd	1951-53	Sepulveda Tunnel (includes surface ventilation buildings at north and south ends)	Eligible for listing in the National Register, the California Register, and as a local HCM as an important infrastructural milestone in the evolution of LAX

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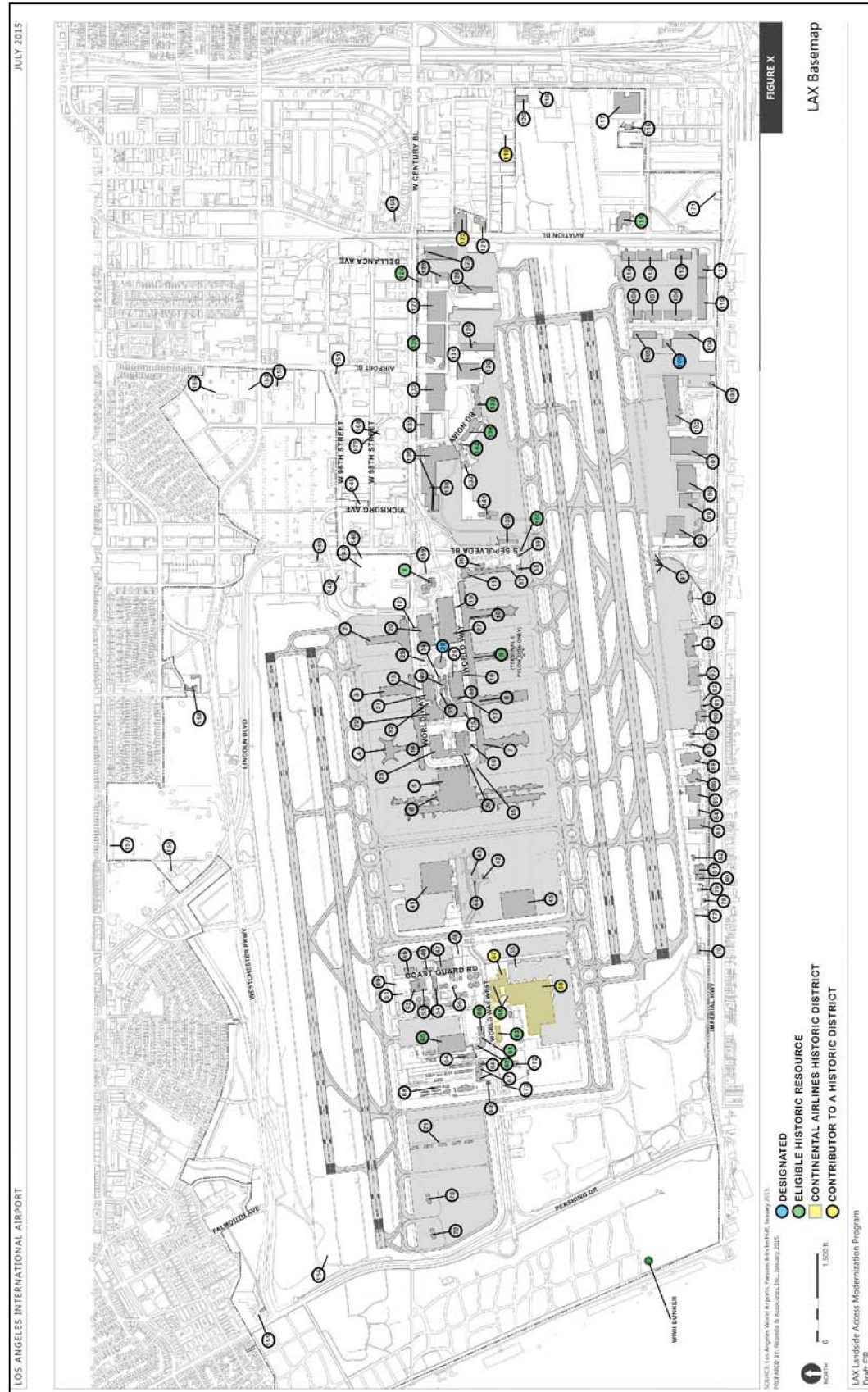
124	4129029900	10010 International Rd	1958	Fire Station 95	Eligible under the SurveyLA Fire Station Context for designation as a local HCM for its association with the city's post-World War II growth
1	4129027902	1 World Way	1961	Airport Traffic Control Tower	Eligible for designation as a local HCM for its association with the Jet Age master plan of LAX (Tower portion only)
9	4129027902	6000 World Way	1961	Terminal 6 Sign Tower	Eligible for designation under SurveyLA historic signage eligibility standards as a local HCM for its association with the Jet Age master plan of LAX
58	4129026903	7270 World Way West	1963	Continental Airlines General Office Building	Individually eligible for listing in the California Register and as a local HCM. Contributor to California Register-eligible Continental Airlines Historic District
57, 59	4129026903	7260 and 7300 World Way West	1963-1980	Continental Airlines Complex	Contributor to California Register-eligible Continental Airlines Historic District
60, 61, 62, 65	4129026903	7301, 7303, 7307, and 7401 World Way West	1965-1972	Flying Tiger Line World Headquarters Facility	Eligible for listing in the California Register and as a local HCM as an aviation site associated with the rapid development of commercial aviation, in particular cargo transport, in the years after World War II.
63	4129026903	7320 World Way West	1966	Continental Airlines Training Center	Individually eligible for listing in the National Register, the California Register and as a local HCM. Contributor to California Register-eligible Continental Airlines Historic District
128	4129028900	5800 Century Blvd	1967	Regional Post Office Facility	Eligible for listing in the California Register and as a local HCM for its association with the dramatic increase in air mail and freight, and the growth of LAX, in the 1960s, and as an excellent example of Late Modern architecture
115	4129036908	11022 Aviation Blvd	1967	Proud Bird Restaurant	Eligible for designation as a local HCM under the SurveyLA Commercial Development context/Commercial Identity theme, as the long-term location of a business significant in local commercial history

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APPENDIX C: SURVEY RESULTS REPORT

**SURVEY RESULTS DATA TABLE DELIVERED. FULL REPORT DELIVERY
PENDING**

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APPENDIX D: DESIGNATED HISTORIC RESOURCES



Hangar One (#109, 5701 W. Imperial Highway, 1929)



LAX Theme Building (#28, 201 World Way, 1962)

Photo Credit: Architectural Resources Group via Los Angeles Conservancy

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APPENDIX E: PHOTOS OF ELIGIBLE RESOURCES



World War II Munitons Storage Bunker (1942-1943)



Quonset Hut (#142, 6030 Avion Drive, c. 1943)

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Intermediate Terminal Facility (#133, 6000 Avion Drive, 1945-1947)



Intermediate Terminal Facility (#134, 6010-6024 Avion Drive, 1945-1947)

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10200 Aviation Boulevard. (#122, 1950)



Sepulveda Tunnel (#160, Sepulveda Boulevard, 1951-1953)

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Fire Station No. 95 (#240, 10010 International Road, 1958-1959)

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Airport Traffic Control Tower (#1, 1 World Way, 1961)

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Terminal 6 Pylon (600-650 World Way, 1961)



Continental Airlines General Office Building (#58, 7270 World Way West 1963)

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Continental Airlines Training Center Building (#58, 7227 World Way West 1963)



Continental Airlines Training Center Building (#63, 7320 World Way West 1966)

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Flying Tiger Line World Headquarters – Office building (#61, 7303 World Way West, 1965-1972)



Flying Tiger Line World Headquarters – Cafeteria (#62, 7307 World Way West, 1965-1972)

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Flying Tiger Line World Headquarters – Maintenance Hangar (#65, 7401 World Way West, 1965-1972)



Flying Tiger Line World Headquarters – 10-story Office Building Addition (#60, 7301 World Way West, 1965-1972)

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Regional Post Office Facility (#128, 5800 W Century Boulevard, 1967)



Proud Bird Restaurant (#115, 11022 Aviation Boulevard, 1967)

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APPENDIX F: PHOTOS OF REMNANT FEATURES



Overview of ceramic tile wall cladding and abstract ceramic mosaic tile mural in Tunnel to Baggage Claim.



Detail of the ceramic tile wall cladding and abstract ceramic mosaic tile mural.

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Detail of the eight-armed light poles



Overview of the rotunda in Terminal 3

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Detail of the rotunda ceiling in Terminal 3

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Overview of rotunda in Terminal 7

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Detail of the rotunda ceiling in Terminal 7

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