

APPENDIX H
HISTORICAL, ARCHITECTURAL,
ARCHEOLOGICAL AND CULTURAL
RESOURCES

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APPENDIX H-1
TRIBAL COORDINATION LETTERS



U.S. Department
of Transportation
**Federal Aviation
Administration**

Western-Pacific Region
Los Angeles Airports District Office

777 S. Aviation Blvd., Suite #150
El Segundo, CA 90245

Gabrieleno Band of Mission Indians – Kizh Nation
Mr. Andrew Salas, Chairperson
P.O. Box 393
Covina, CA 91723

January 10, 2019

**Re: Proposed Replacement Terminal Project at Bob Hope "Hollywood Burbank"
Airport, Burbank, Los Angeles County, California
Environmental Impact Statement (EIS) Scoping Meeting**

Dear Mr. Salas:

The Federal Aviation Administration (FAA) intends to prepare an Environmental Impact Statement (EIS) to identify potential environmental impacts associated with the Proposed Replacement Terminal Project at Bob Hope "Hollywood Burbank" Airport (BUR). A Notice of Intent to prepare the EIS appeared in the December 18, 2018 issue of the *Federal Register*.

The EIS will investigate actions proposed by the Burbank-Glendale-Pasadena Airport Authority (Authority), the sponsor of BUR, including the construction of the following: a replacement passenger terminal, an aircraft parking apron, an employee automobile parking lot, a public automobile parking structure, a new passenger terminal access road, a replacement airline cargo building, a replacement Aircraft Rescue and Firefighting station, a ground-service equipment (GSE) and passenger terminal maintenance building, a central utility plant, ground access vehicle storage and staging; the extension of Taxiway A and Taxiway C; the realignment of the Airport service road and Avenue A; and the demolition of the existing passenger terminal, the commercial aircraft ramp and adjacent taxilanes, the parking booth, the employee parking lot, Parking Lots A, B, and E, the existing public parking structure, the tenant lease area, the airline cargo and GSE maintenance building and associated pavement, and the shuttle bus dispatch office and staging area.

The FAA formally invites your agency to participate in an agency scoping meeting to be held **January 29, 2019** at 1:00pm PST at the Buena Vista Branch Library at 300 North Buena Vista Street, Burbank, California 91505. If you are unable to attend the scoping meeting, please submit written comments not later than 5:00pm PST on Friday, **March 1, 2019** to:

Mr. David F. Cushing
Manager, Los Angeles Airports District Office, LAX-600
777 S. Aviation Boulevard, Suite 150
El Segundo, California 90245

Should you have any questions regarding the EIS scoping process, please call me at 602.792.1066.

Sincerely,

Dee Phan

Dee Phan
Environmental Protection Specialist



GABRIELENO BAND OF MISSION INDIANS - KIZH NATION

Historically known as The San Gabriel Band of Mission Indians
recognized by the State of California as the aboriginal tribe of the Los Angeles basin

Project Name: Replacement Passenger Terminal Project located at the Hollywood Burbank”
Airport Burbank, Los Angeles County, CA

Dear Dave Kessler,

Thank you for your letter dated January 17, 2020 regarding AB52 consultation. The above proposed project location is within our Ancestral Tribal Territory; therefore, our Tribal Government requests to schedule a consultation with you as the lead agency, to discuss the project and the surrounding location in further detail.

Please contact us at your earliest convenience. ***Please Note:AB 52, “consultation” shall have the same meaning as provided in SB 18 (Govt. Code Section 65352.4).***

Thank you for your time,

Andrew Salas, Chairman
Gabrieleno Band of Mission Indians – Kizh Nation
1(844)390-0787

Andrew Salas, Chairman

Albert Perez, treasurer I

Nadine Salas, Vice-Chairman

Martha Gonzalez Lemos, treasurer II

Dr. Christina Swindall Martinez, secretary

Richard Gradias, Chairman of the council of Elders

PO Box 393 Covina, CA 91723

admin@gabrielenoindians.org

Local Government Tribal Consultation List Request

Native American Heritage Commission

1550 Harbor Blvd, Suite 100
West Sacramento, CA 95691
916-373-3710
916-373-5471 – Fax
nahc@nahc.ca.gov

Type of List Requested



CEQA Tribal Consultation List (AB 52) – *Per Public Resources Code § 21080.3.1, subs. (b), (d), (e) and 21080.3.2*

XX General Plan (SB 18) - *Per Government Code § 65352.3.*

Local Action Type:

☐ General Plan ☐ General Plan Element ☐ General Plan Amendment

☐ Specific Plan ☐ Specific Plan Amendment ☒ Pre-planning Outreach Activity

Required Information

Project Title: Bob Hope “Hollywood Burbank” Airport Replacement Terminal Project

Local Government/Lead Agency: Federal Aviation Administration

Contact Person: Victor Globa

Street Address: 777 S. Aviation Boulevard

City: El Segundo Zip: 90245

Phone: 424-405-7272 Fax: _____

Email: victor.globa@faa.gov

Specific Area Subject to Proposed Action

County: Los Angeles City/Community: Los Angeles/Los Angeles International Airport (LAX)

Project Description: The existing passenger terminal does not meet current FAA standards. The purpose is to provide a replacement terminal that meets FAA standards. Elements of the proposed project include: Construction of a 355,000-square-foot replacement airline passenger terminal with 14 gates and to meet FAA standards and construction of a 413,000-square-foot aircraft parking apron that would accommodate 14 aircraft. Numerous other connected actions include construction and development to support the Replacement Terminal Building and the demolition of the existing terminal and infrastructure.

Additional Request



Sacred Lands File Search - *Required Information:*

USGS Quadrangle Name(s): _____

Township: _____ Range: _____ Section(s): _____



U.S. Department
of Transportation
**Federal Aviation
Administration**

Western-Pacific Region
Los Angeles Airports District Office

777 S. Aviation Blvd., Suite #150
El Segundo, CA 90245

Gabrielino-Tongva Nation
Ms. Sandonne Goad, Chairperson
106 ½ Judge John Aiso St.
#231
Los Angeles, CA 90012

January 10, 2019

**Re: Proposed Replacement Terminal Project at Bob Hope "Hollywood Burbank"
Airport, Burbank, Los Angeles County, California
Environmental Impact Statement (EIS) Scoping Meeting**

Dear Ms. Goad:

The Federal Aviation Administration (FAA) intends to prepare an Environmental Impact Statement (EIS) to identify potential environmental impacts associated with the Proposed Replacement Terminal Project at Bob Hope "Hollywood Burbank" Airport (BUR). A Notice of Intent to prepare the EIS appeared in the December 18, 2018 issue of the *Federal Register*.

The EIS will investigate actions proposed by the Burbank-Glendale-Pasadena Airport Authority (Authority), the sponsor of BUR, including the construction of the following: a replacement passenger terminal, an aircraft parking apron, an employee automobile parking lot, a public automobile parking structure, a new passenger terminal access road, a replacement airline cargo building, a replacement Aircraft Rescue and Firefighting station, a ground-service equipment (GSE) and passenger terminal maintenance building, a central utility plant, ground access vehicle storage and staging; the extension of Taxiway A and Taxiway C; the realignment of the Airport service road and Avenue A; and the demolition of the existing passenger terminal, the commercial aircraft ramp and adjacent taxilanes, the parking booth, the employee parking lot, Parking Lots A, B, and E, the existing public parking structure, the tenant lease area, the airline cargo and GSE maintenance building and associated pavement, and the shuttle bus dispatch office and staging area.

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Mr. David F. Cushing
Manager, Los Angeles Airports District Office, LAX-600
777 S. Aviation Boulevard, Suite 150
El Segundo, California 90245

Should you have any questions regarding the EIS scoping process, please call me at 602.792.1066.

Sincerely,

Dee Phan

Dee Phan
Environmental Protection Specialist



U.S. Department
of Transportation
**Federal Aviation
Administration**

Western-Pacific Region
Los Angeles Airports District Office

777 S. Aviation Blvd., Suite #150
El Segundo, CA 90245

Gabrielino-Tongva Tribe
Mr. Charles Alvarez, Councilmember
23454 Vanowen St.
West Hills, CA 91307

January 10, 2019

**Re: Proposed Replacement Terminal Project at Bob Hope "Hollywood Burbank"
Airport, Burbank, Los Angeles County, California
Environmental Impact Statement (EIS) Scoping Meeting**

Dear Mr. Alvarez:

The Federal Aviation Administration (FAA) intends to prepare an Environmental Impact Statement (EIS) to identify potential environmental impacts associated with the Proposed Replacement Terminal Project at Bob Hope "Hollywood Burbank" Airport (BUR). A Notice of Intent to prepare the EIS appeared in the December 18, 2018 issue of the *Federal Register*.

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Mr. David F. Cushing
Manager, Los Angeles Airports District Office, LAX-600
777 S. Aviation Boulevard, Suite 150
El Segundo, California 90245

Should you have any questions regarding the EIS scoping process, please call me at 602.792.1066.

Sincerely,

Dee Phan

Dee Phan
Environmental Protection Specialist



U.S. Department
of Transportation
**Federal Aviation
Administration**

Western-Pacific Region
Los Angeles Airports District Office

777 S. Aviation Blvd., Suite #150
El Segundo, CA 90245

Gabrielino-Tongva Indians of California Tribal Council
Mr. Robert F. Dormane, Chairperson
P.O. Box 490
Bellflower, CA 90706

January 10, 2019

**Re: Proposed Replacement Terminal Project at Bob Hope "Hollywood Burbank"
Airport, Burbank, Los Angeles County, California
Environmental Impact Statement (EIS) Scoping Meeting**

Dear Mr. Dormane:

The Federal Aviation Administration (FAA) intends to prepare an Environmental Impact Statement (EIS) to identify potential environmental impacts associated with the Proposed Replacement Terminal Project at Bob Hope "Hollywood Burbank" Airport (BUR). A Notice of Intent to prepare the EIS appeared in the December 18, 2018 issue of the *Federal Register*.

The EIS will investigate actions proposed by the Burbank-Glendale-Pasadena Airport Authority (Authority), the sponsor of BUR, including the construction of the following: a replacement passenger terminal, an aircraft parking apron, an employee automobile parking lot, a public automobile parking structure, a new passenger terminal access road, a replacement airline cargo building, a replacement Aircraft Rescue and Firefighting station, a ground-service equipment (GSE) and passenger terminal maintenance building, a central utility plant, ground access vehicle storage and staging; the extension of Taxiway A and Taxiway C; the realignment of the Airport service road and Avenue A; and the demolition of the existing passenger terminal, the commercial aircraft ramp and adjacent taxilanes, the parking booth, the employee parking lot, Parking Lots A, B, and E, the existing public parking structure, the tenant lease area, the airline cargo and GSE maintenance building and associated pavement, and the shuttle bus dispatch office and staging area.

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Mr. David F. Cushing
Manager, Los Angeles Airports District Office, LAX-600
777 S. Aviation Boulevard, Suite 150
El Segundo, California 90245

Should you have any questions regarding the EIS scoping process, please call me at 602.792.1066.

Sincerely,

Dee Phan

Dee Phan
Environmental Protection Specialist



U.S. Department
of Transportation
**Federal Aviation
Administration**

Western-Pacific Region
Los Angeles Airports District Office

777 S. Aviation Blvd., Suite #150
El Segundo, CA 90245

Gabrielino-Tongva Tribe
Ms. Linda Candelaria, Chairperson
80839 Camino Santa Juliana
Indio, CA 92203

January 10, 2019

**Re: Proposed Replacement Terminal Project at Bob Hope "Hollywood Burbank"
Airport, Burbank, Los Angeles County, California
Environmental Impact Statement (EIS) Scoping Meeting**

Dear Ms. Candelaria:

The Federal Aviation Administration (FAA) intends to prepare an Environmental Impact Statement (EIS) to identify potential environmental impacts associated with the Proposed Replacement Terminal Project at Bob Hope "Hollywood Burbank" Airport (BUR). A Notice of Intent to prepare the EIS appeared in the December 18, 2018 issue of the *Federal Register*.

The EIS will investigate actions proposed by the Burbank-Glendale-Pasadena Airport Authority (Authority), the sponsor of BUR, including the construction of the following: a replacement passenger terminal, an aircraft parking apron, an employee automobile parking lot, a public automobile parking structure, a new passenger terminal access road, a replacement airline cargo building, a replacement Aircraft Rescue and Firefighting station, a ground-service equipment (GSE) and passenger terminal maintenance building, a central utility plant, ground access vehicle storage and staging; the extension of Taxiway A and Taxiway C; the realignment of the Airport service road and Avenue A; and the demolition of the existing passenger terminal, the commercial aircraft ramp and adjacent taxilanes, the parking booth, the employee parking lot, Parking Lots A, B, and E, the existing public parking structure, the tenant lease area, the airline cargo and GSE maintenance building and associated pavement, and the shuttle bus dispatch office and staging area.

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Mr. David F. Cushing
Manager, Los Angeles Airports District Office, LAX-600
777 S. Aviation Boulevard, Suite 150
El Segundo, California 90245

Should you have any questions regarding the EIS scoping process, please call me at 602.792.1066.

Sincerely,

Dee Phan

Dee Phan
Environmental Protection Specialist



U.S. Department
of Transportation
**Federal Aviation
Administration**

Western-Pacific Region
Los Angeles Airports District Office

777 S. Aviation Blvd., Suite #150
El Segundo, CA 90245

California Native American Heritage Commission
Mr. James Ramos, NAHC Chairperson
1550 Harbor Blvd.
Suite 100
West Sacramento, CA 95691

January 10, 2019

**Re: Proposed Replacement Terminal Project at Bob Hope "Hollywood Burbank"
Airport, Burbank, Los Angeles County, California
Environmental Impact Statement (EIS) Scoping Meeting**

Dear Mr. Ramos:

The Federal Aviation Administration (FAA) intends to prepare an Environmental Impact Statement (EIS) to identify potential environmental impacts associated with the Proposed Replacement Terminal Project at Bob Hope "Hollywood Burbank" Airport (BUR). A Notice of Intent to prepare the EIS appeared in the December 18, 2018 issue of the *Federal Register*.

The EIS will investigate actions proposed by the Burbank-Glendale-Pasadena Airport Authority (Authority), the sponsor of BUR, including the construction of the following: a replacement passenger terminal, an aircraft parking apron, an employee automobile parking lot, a public automobile parking structure, a new passenger terminal access road, a replacement airline cargo building, a replacement Aircraft Rescue and Firefighting station, a ground-service equipment (GSE) and passenger terminal maintenance building, a central utility plant, ground access vehicle storage and staging; the extension of Taxiway A and Taxiway C; the realignment of the Airport service road and Avenue A; and the demolition of the existing passenger terminal, the commercial aircraft ramp and adjacent taxilanes, the parking booth, the employee parking lot, Parking Lots A, B, and E, the existing public parking structure, the tenant lease area, the airline cargo and GSE maintenance building and associated pavement, and the shuttle bus dispatch office and staging area.

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Mr. David F. Cushing
Manager, Los Angeles Airports District Office, LAX-600
777 S. Aviation Boulevard, Suite 150
El Segundo, California 90245

Should you have any questions regarding the EIS scoping process, please call me at 602.792.1066.

Sincerely,

Dee Phan

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Environmental Protection Specialist



U.S. Department
of Transportation
**Federal Aviation
Administration**

Western-Pacific Region
Los Angeles Airports District Office

777 S. Aviation Blvd., Suite #150
El Segundo, CA 90245

Gabrieleno-Tongva San Gabriel Band of Mission Indians
Mr. Anthony Morales, Chairperson
P.O. Box 693
San Gabriel, CA 91778

January 10, 2019

**Re: Proposed Replacement Terminal Project at Bob Hope "Hollywood Burbank"
Airport, Burbank, Los Angeles County, California
Environmental Impact Statement (EIS) Scoping Meeting**

Dear Mr. Morales:

The Federal Aviation Administration (FAA) intends to prepare an Environmental Impact Statement (EIS) to identify potential environmental impacts associated with the Proposed Replacement Terminal Project at Bob Hope "Hollywood Burbank" Airport (BUR). A Notice of Intent to prepare the EIS appeared in the December 18, 2018 issue of the *Federal Register*.

The EIS will investigate actions proposed by the Burbank-Glendale-Pasadena Airport Authority (Authority), the sponsor of BUR, including the construction of the following: a replacement passenger terminal, an aircraft parking apron, an employee automobile parking lot, a public automobile parking structure, a new passenger terminal access road, a replacement airline cargo building, a replacement Aircraft Rescue and Firefighting station, a ground-service equipment (GSE) and passenger terminal maintenance building, a central utility plant, ground access vehicle storage and staging; the extension of Taxiway A and Taxiway C; the realignment of the Airport service road and Avenue A; and the demolition of the existing passenger terminal, the commercial aircraft ramp and adjacent taxilanes, the parking booth, the employee parking lot, Parking Lots A, B, and E, the existing public parking structure, the tenant lease area, the airline cargo and GSE maintenance building and associated pavement, and the shuttle bus dispatch office and staging area.

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Mr. David F. Cushing
Manager, Los Angeles Airports District Office, LAX-600
777 S. Aviation Boulevard, Suite 150
El Segundo, California 90245

Should you have any questions regarding the EIS scoping process, please call me at 602.792.1066.

Sincerely,

Dee Phan

Dee Phan
Environmental Protection Specialist



U.S Department
of Transportation
**Federal Aviation
Administration**

Western-Pacific Region
Office of Airports
Planning and Programming Branch

Federal Aviation Administration
777 So. Aviation Blvd, Suite 150
El Segundo, California 90245

January 17, 2020

Andrew Salas, Chairman
Gabrieleno Band of Mission Indians – Kizh Nation
P.O. Box 393
Covina, California 91723

Dear Chairman Salas:

**Proposed Replacement Passenger Terminal Project
Bob Hope “Hollywood Burbank” Airport
Burbank, Los Angeles County, California
Native American Consultation Initiation**

The Federal Aviation Administration (FAA) is preparing a federal Environmental Impact Statement under the National Environmental Policy Act (NEPA) of 1969, as amended, for the proposed Replacement Passenger Terminal project at Bob Hope “Hollywood Burbank” Airport (BUR). The Burbank-Glendale-Pasadena Airport Authority (BGPAA) is the sponsor for BUR. The BGPAA is proposing to replace the existing Passenger Terminal Building onto the eastern side of the airport which includes the following components:

1. **Construction of a replacement passenger terminal building:** The 355,000-square-foot replacement passenger terminal would have 14 gates and would meet FAA standards
2. **Construction of a 413,000-square-foot aircraft ramp:** The aircraft ramp would accommodate 14 aircraft.
3. **Construction of replacement employee automobile parking:** About 200 spaces would be provided for employee parking in a surface parking lot north of the proposed replacement passenger terminal. Additional employee parking would be provided by converting existing public parking facilities in the Southeast Quadrant to employee parking.
4. **Construction of a public automobile parking structure:** The public automobile parking structure would be at least five levels, but not more than seven levels, and would include a valet drop-off and pickup area. The total number of public parking spaces at the Airport would not exceed 6,637 spaces.
5. **Construction of a new passenger terminal access road:** A new multi-lane road extending from the intersection of North Hollywood Way and Winona Avenue would be constructed. This road would loop around the proposed parking structures to provide vehicle access to the replacement passenger terminal and parking structures, thus allowing curb-front access to the passenger terminal and recirculation around the Airport. A secondary point of access would connect the

passenger terminal access road with Cohasset Street and Lockheed Drive, providing access to San Fernando Road from both Cohasset Street and Lockheed Drive.

6. **Realignment of Avenue A:** Avenue A, the existing passenger terminal loop road in the southeast quadrant of the Airport would be realigned. The east-west segment of Avenue A would be shifted to the south to permit the extension of Taxiway C, and the north-south segment of Avenue A would be shifted to the east to permit the extension of Taxiway A. The realigned Avenue A would continue to provide access to the Regional Intermodal Transportation Center and long-term parking in the southeast quadrant of the Airport.
7. **Construction of replacement airline cargo building:** An 8,000-square-foot replacement airline cargo building would be constructed adjacent to the north of the replacement passenger terminal building.
8. **Construction of replacement Aircraft Rescue and Firefighting (ARFF) station:** The existing ARFF station is in a hangar in the northwest quadrant of the Airport. A new ARFF station would be constructed south of the replacement passenger terminal, and existing ARFF operations would be relocated. Vehicle access to the new ARFF station would be provided via the new passenger terminal access road. The existing ARFF hangar in the northwest quadrant of the Airport would become available for general aviation uses.
9. **Construction of a ground-service equipment (GSE) and passenger terminal maintenance building:** A new 8,000-square-foot GSE and passenger terminal maintenance building would be constructed adjacent to the north of the replacement passenger terminal building just south of Cohasset Street. About 2,000 square feet would be used for equipment and tool storage in addition to office space for maintenance staff.
10. **Construction of a central utility plant:** A new central utility plant would be constructed adjacent to the north of the replacement passenger terminal building in an area just south of Cohasset Street.
11. **Construction of ground access vehicle storage and staging:** A ground access vehicle storage and staging area for taxis, shared vans, and transportation network companies (e.g., Uber, Lyft, etc.) would be constructed on the north side of the new passenger terminal access road west of the North Hollywood Way / Winona Avenue entrance.
12. **Taxiway A and Taxiway C Extensions:** Taxiway A would be extended from Runway 08-26 south to the Runway 33 threshold, and Taxiway C would be extended between Taxiway G and the Runway 26 threshold. Thus, both Taxiways A and C would be extended to provide full-length parallel taxiways.
13. **Realignment of the Airport service road:** The Airport service road in the southeast quadrant of the Airport would be relocated.
14. **Demolition of passenger terminal building:** The existing 232,000-square-foot passenger terminal would be demolished.
15. **Removal of commercial aircraft ramp and adjacent taxilanes:** The existing commercial aircraft ramp and adjacent taxilanes would be demolished.

16. **Removal of parking booth:** The existing parking booth would be removed to allow for vehicle storage and staging.
17. **Removal of employee parking lot:** The existing employee surface parking in Parking Lot A and the employee parking lot in the southeast quadrant would be removed.
18. **Removal of Parking Lot A:** Existing Parking Lot A would be closed and all structures would be removed.
19. **Removal of Parking Lot B:** Existing Parking Lot B would be closed and all structures within Parking Lot B would be removed.
20. **Removal of Parking Lot E:** Existing Parking Lot E would be closed and all structures within Parking Lot E would be removed.
21. **Removal of public parking structure:** The existing public parking structure adjacent to the existing passenger terminal would be demolished.
22. **Removal of tenant lease area:** The existing pavement for the tenant-leased property would be removed to allow for the development of the replacement passenger terminal building.
23. **Demolition of airline cargo and GSE maintenance building and associated pavement:** The existing 16,000-square-foot airline cargo and GSE maintenance building would be demolished.
24. **Demolition of shuttle bus dispatch office and staging area:** The existing shuttle bus dispatch office and staging area would be demolished.

Each of these projects will result in disturbance of soil underneath existing pavement or in parts of the airport that previously were paved or where the former Lockheed-Martin aircraft design and assembly buildings were located. The BGPAA advises FAA the ground where the proposed Replacement Passenger Terminal is proposed to be built has been substantially disturbed since the early 1930s. This disturbance was from both previous construction and subsequent demolition of Lockheed's facilities and further disturbed by the subsequent soil remediation efforts to remove hazardous materials contamination. Anecdotal information indicates the remediation efforts at the project site occurred generally at a depth of 50 feet below the existing surface in the 1990s. BGPAA advises that documented remediation monitoring and remediation wells were drilled in 1993 to depths on average of 60 to 90 feet below the surface. BGPAA advises FAA that for the replacement terminal, the depth of soil disturbance would be down to about 25 feet below the surface to accommodate the basement, subbasement, foundation and drainage structures.

The FAA is the lead Federal Agency for Native American consultation for the proposed project. Your name and contact information was provided to us by the California Native American Heritage Commission Tribal sovereignty, culture, traditional values and customs will be respected at all times during the consultation process.

Consultation Initiation

With this letter, the FAA is seeking input on concerns that uniquely or significantly affect your Tribe related to proposed airport improvements. Early identification of Tribal concerns, or known properties of traditional, religious, and cultural importance, will allow the FAA to consider ways to avoid or minimize potential impacts to Tribal

resources as project planning and alternatives are developed and refined. We are available to discuss the details of the proposed project with you.

Project Information

The BGPAA, as owner and operator of BUR. The FAA and the Authority have discussed the need for a replacement passenger terminal building since January 1980 because its location does not comply with FAA Airport standards. Since 1981, the FAA and the Authority have prepared several planning and environmental documents to determine the specific location for a replacement passenger terminal that would meet those standards. These documents include a 1981 Draft Airport Master Plan Update prepared by the Authority, a 1984 Final EIS/Environmental Impact Report (EIS/EIR) jointly prepared by the FAA and the Authority, a 1987 Draft EIS/EIR jointly prepared by the FAA and the Authority, a 1993 Final EIR prepared by the Authority, and a 1995 Final EIS prepared by the FAA.

Although these documents were completed, development of the replacement passenger terminal was not pursued for various reasons. The 1995 Final EIS analyzed a replacement passenger terminal having initially 19 gates and expanding to 27 gates to accommodate 5.0 million annual forecasted enplanements. However, the replacement passenger terminal building was never constructed because the BGPAA lost litigation in State Court¹ that was based on a provision in state law² that requires the host city, City of Burbank, to approve of land acquisition for an airport.

In 2001, City of Burbank Ordinance No. 3541 was adopted to include a provision stating that any City approval or discretionary act, or agreement between the City and Authority related to the relocation or expansion of the Airport passenger terminal would require voter approval at a City election.³ This change in the Burbank Municipal Code is commonly referred to as Measure B.

In 2015, after decades of conflict between the Authority and the City of Burbank, the two parties developed a Conceptual Term Sheet⁴ for a replacement passenger terminal that stipulated the following:

1. The Authority would receive a vested right to build a replacement passenger terminal on an airport-zoned property, including the proposed former Lockheed B-6 Plant site.

¹ Superior Court of California County of Los Angeles. (1999). *City of Burbank v. Burbank-Glendale-Pasadena Airport Authority*. Second District, Division Seven, May 5, 1999. Retrieved October 2018, from Superior Court of California: <http://www.lacourt.org/casesummary/ui/index.aspx?casetype=civil>.

² State of California. (1979). California Code, Public Utilities Code, Article 3 – *Regulation of Airports*, Section 21661.6. Retrieved October 2018, from State of California: <http://www.search-california-law.com/research/ca/PUC/21669.6/Cal-Pub-Util-Code-Section-21669.6/text.html>.

³ City. (2001). Municipal Code, 2-3-112: *Airport Agreements*. Retrieved, October 2018, from City of Burbank: <https://www.codepublishing.com/CA/Burbank/?burbankcr.html&?f>.

⁴ City and Authority. (2015). *City of Burbank and Burbank-Glendale-Pasadena Airport Authority, Bob Hope Airport Replacement Terminal Conceptual Term Sheet*, December 16, 2015.

2. The City of Burbank would receive certain governance protections to be created and documented in a Joint Power Agreement (JPA) governing the Authority, and
3. A California Environmental Quality Act (CEQA) analysis must be completed by the Authority for the replacement passenger terminal.

The BGPAA prepared an EIR for the replacement passenger terminal and ancillary projects to comply with the requirements of CEQA and the JPA and issued a Notice of Determination certifying the EIR in July 2016. City of Burbank citizens then voted on the replacement passenger terminal, as required by Measure B, in the November 2016 election.⁵ Measure B passed in favor of the replacement passenger terminal by roughly 70 percent.

With the passage of Measure B, the provisions contained in the JPA between the Authority and the City of Burbank became effective. However, Measure B's passage in favor replacing the passenger terminal building will not become effective until the completion of this EIS and a positive decision made by the FAA.

Confidentiality

We understand that you may have concerns about the confidentiality of information on areas or resources of traditional, religious, and cultural importance to your Tribe. We are available to discuss these concerns and develop procedures to ensure the confidentiality of such information is maintained.

FAA Contact Information

Your timely response within 30-days of receipt of this correspondence will greatly assist us in incorporating your concerns into project planning. If you wish to provide comments related to this proposed project, please contact me at 424-405-7315 or by e-mail at dave.kessler@faa.gov.

Sincerely,



David B. Kessler, AICP
Regional Environmental Protection Specialist

Enclosures

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U.S Department
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**Federal Aviation
Administration**

Western-Pacific Region
Office of Airports
Planning and Programming Branch

Federal Aviation Administration
777 So. Aviation Blvd, Suite 150
El Segundo, California 90245

January 17, 2020

Anthony Morales, Chairman
Gabieleno Tongva
P.O. Box 693
San Gabriel, California 91778

Dear Chairman Morales:

**Proposed Replacement Passenger Terminal Project
Bob Hope "Hollywood Burbank" Airport
Burbank, Los Angeles County, California
Native American Consultation Initiation**

The Federal Aviation Administration (FAA) is preparing a federal Environmental Impact Statement under the National Environmental Policy Act (NEPA) of 1969, as amended, for the proposed Replacement Passenger Terminal project at Bob Hope "Hollywood Burbank" Airport (BUR). The Burbank-Glendale-Pasadena Airport Authority (BGPAA) is the sponsor for BUR. The BGPAA is proposing to replace the existing Passenger Terminal Building onto the eastern side of the airport which includes the following components:

1. **Construction of a replacement passenger terminal building:** The 355,000-square-foot replacement passenger terminal would have 14 gates and would meet FAA standards
2. **Construction of a 413,000-square-foot aircraft ramp:** The aircraft ramp would accommodate 14 aircraft.
3. **Construction of replacement employee automobile parking:** About 200 spaces would be provided for employee parking in a surface parking lot north of the proposed replacement passenger terminal. Additional employee parking would be provided by converting existing public parking facilities in the Southeast Quadrant to employee parking.
4. **Construction of a public automobile parking structure:** The public automobile parking structure would be at least five levels, but not more than seven levels, and would include a valet drop-off and pickup area. The total number of public parking spaces at the Airport would not exceed 6,637 spaces.
5. **Construction of a new passenger terminal access road:** A new multi-lane road extending from the intersection of North Hollywood Way and Winona Avenue would be constructed. This road would loop around the proposed parking structures to provide vehicle access to the replacement passenger terminal and parking structures, thus allowing curb-front access to the passenger terminal and recirculation around the Airport. A secondary point of access would connect the

passenger terminal access road with Cohasset Street and Lockheed Drive, providing access to San Fernando Road from both Cohasset Street and Lockheed Drive.

6. **Realignment of Avenue A:** Avenue A, the existing passenger terminal loop road in the southeast quadrant of the Airport would be realigned. The east-west segment of Avenue A would be shifted to the south to permit the extension of Taxiway C, and the north-south segment of Avenue A would be shifted to the east to permit the extension of Taxiway A. The realigned Avenue A would continue to provide access to the Regional Intermodal Transportation Center and long-term parking in the southeast quadrant of the Airport.
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9. **Construction of a ground-service equipment (GSE) and passenger terminal maintenance building:** A new 8,000-square-foot GSE and passenger terminal maintenance building would be constructed adjacent to the north of the replacement passenger terminal building just south of Cohasset Street. About 2,000 square feet would be used for equipment and tool storage in addition to office space for maintenance staff.
10. **Construction of a central utility plant:** A new central utility plant would be constructed adjacent to the north of the replacement passenger terminal building in an area just south of Cohasset Street.
11. **Construction of ground access vehicle storage and staging:** A ground access vehicle storage and staging area for taxis, shared vans, and transportation network companies (e.g., Uber, Lyft, etc.) would be constructed on the north side of the new passenger terminal access road west of the North Hollywood Way / Winona Avenue entrance.
12. **Taxiway A and Taxiway C Extensions:** Taxiway A would be extended from Runway 08-26 south to the Runway 33 threshold, and Taxiway C would be extended between Taxiway G and the Runway 26 threshold. Thus, both Taxiways A and C would be extended to provide full-length parallel taxiways.
13. **Realignment of the Airport service road:** The Airport service road in the southeast quadrant of the Airport would be relocated.
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21. **Removal of public parking structure:** The existing public parking structure adjacent to the existing passenger terminal would be demolished.
22. **Removal of tenant lease area:** The existing pavement for the tenant-leased property would be removed to allow for the development of the replacement passenger terminal building.
23. **Demolition of airline cargo and GSE maintenance building and associated pavement:** The existing 16,000-square-foot airline cargo and GSE maintenance building would be demolished.
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Each of these projects will result in disturbance of soil underneath existing pavement or in parts of the airport that previously were paved or where the former Lockheed-Martin aircraft design and assembly buildings were located. The BGPAA advises FAA the ground where the proposed Replacement Passenger Terminal is proposed to be built has been substantially disturbed since the early 1930s. This disturbance was from both previous construction and subsequent demolition of Lockheed's facilities and further disturbed by the subsequent soil remediation efforts to remove hazardous materials contamination. Anecdotal information indicates the remediation efforts at the project site occurred generally at a depth of 50 feet below the existing surface in the 1990s. BGPAA advises that documented remediation monitoring and remediation wells were drilled in 1993 to depths on average of 60 to 90 feet below the surface. BPGAA advises FAA that for the replacement terminal, the depth of soil disturbance would be down to about 25 feet below the surface to accommodate the basement, subbasement, foundation and drainage structures.

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resources as project planning and alternatives are developed and refined. We are available to discuss the details of the proposed project with you.

Project Information

The BGPAA, as owner and operator of BUR. The FAA and the Authority have discussed the need for a replacement passenger terminal building since January 1980 because its location does not comply with FAA Airport standards. Since 1981, the FAA and the Authority have prepared several planning and environmental documents to determine the specific location for a replacement passenger terminal that would meet those standards. These documents include a 1981 Draft Airport Master Plan Update prepared by the Authority, a 1984 Final EIS/Environmental Impact Report (EIS/EIR) jointly prepared by the FAA and the Authority, a 1987 Draft EIS/EIR jointly prepared by the FAA and the Authority, a 1993 Final EIR prepared by the Authority, and a 1995 Final EIS prepared by the FAA.

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In 2001, City of Burbank Ordinance No. 3541 was adopted to include a provision stating that any City approval or discretionary act, or agreement between the City and Authority related to the relocation or expansion of the Airport passenger terminal would require voter approval at a City election.³ This change in the Burbank Municipal Code is commonly referred to as Measure B.

In 2015, after decades of conflict between the Authority and the City of Burbank, the two parties developed a Conceptual Term Sheet⁴ for a replacement passenger terminal that stipulated the following:

1. The Authority would receive a vested right to build a replacement passenger terminal on an airport-zoned property, including the proposed former Lockheed B-6 Plant site.

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Sincerely,



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January 17, 2020

Sandonne Goad, Chairperson
Gabrieleno Tongva
106 ½ Judge John Aiso Street, #231
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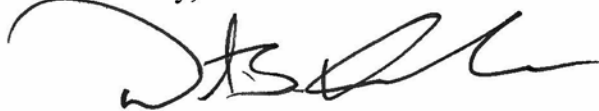
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Robert F. Dorame, Chairman
Gabrieleno Tongva
P.O. Box 490
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Sincerely,



David B. Kessler, AICP
Regional Environmental Protection Specialist

Enclosures

⁵ The text for this measure is as follows: "Shall Ordinance No. 16-3,882 be approved allowing no more than a 14-gate, 355,000 square foot replacement terminal and ancillary improvements to be built at the Bob Hope Airport meeting current safety, seismic standards and improving disabled access; demolishing the existing terminal; and modifying Adjacent Property easement and authorizing future agreements necessary to implement the project; in exchange for governance changes that provide Burbank a greater voice in the future of the airport?"



U.S Department
of Transportation
**Federal Aviation
Administration**

Western-Pacific Region
Office of Airports
Planning and Programming Branch

Federal Aviation Administration
777 So. Aviation Blvd, Suite 150
El Segundo, California 90245

January 17, 2020

Linda Candelaria, Chairperson
Gabieleno-Tongva Tribe
80839 Camino Santa Juliana
Indio, California 92203

Dear Chairperson Candelaria:

**Proposed Replacement Passenger Terminal Project
Bob Hope “Hollywood Burbank” Airport
Burbank, Los Angeles County, California
Native American Consultation Initiation**

The Federal Aviation Administration (FAA) is preparing a federal Environmental Impact Statement under the National Environmental Policy Act (NEPA) of 1969, as amended, for the proposed Replacement Passenger Terminal project at Bob Hope “Hollywood Burbank” Airport (BUR). The Burbank-Glendale-Pasadena Airport Authority (BGPAA) is the sponsor for BUR. The BGPAA is proposing to replace the existing Passenger Terminal Building onto the eastern side of the airport which includes the following components:

1. **Construction of a replacement passenger terminal building:** The 355,000-square-foot replacement passenger terminal would have 14 gates and would meet FAA standards
2. **Construction of a 413,000-square-foot aircraft ramp:** The aircraft ramp would accommodate 14 aircraft.
3. **Construction of replacement employee automobile parking:** About 200 spaces would be provided for employee parking in a surface parking lot north of the proposed replacement passenger terminal. Additional employee parking would be provided by converting existing public parking facilities in the Southeast Quadrant to employee parking.
4. **Construction of a public automobile parking structure:** The public automobile parking structure would be at least five levels, but not more than seven levels, and would include a valet drop-off and pickup area. The total number of public parking spaces at the Airport would not exceed 6,637 spaces.
5. **Construction of a new passenger terminal access road:** A new multi-lane road extending from the intersection of North Hollywood Way and Winona Avenue would be constructed. This road would loop around the proposed parking structures to provide vehicle access to the replacement passenger terminal and parking structures, thus allowing curb-front access to the passenger terminal and recirculation around the Airport. A secondary point of access would connect the

passenger terminal access road with Cohasset Street and Lockheed Drive, providing access to San Fernando Road from both Cohasset Street and Lockheed Drive.

6. **Realignment of Avenue A:** Avenue A, the existing passenger terminal loop road in the southeast quadrant of the Airport would be realigned. The east-west segment of Avenue A would be shifted to the south to permit the extension of Taxiway C, and the north-south segment of Avenue A would be shifted to the east to permit the extension of Taxiway A. The realigned Avenue A would continue to provide access to the Regional Intermodal Transportation Center and long-term parking in the southeast quadrant of the Airport.
7. **Construction of replacement airline cargo building:** An 8,000-square-foot replacement airline cargo building would be constructed adjacent to the north of the replacement passenger terminal building.
8. **Construction of replacement Aircraft Rescue and Firefighting (ARFF) station:** The existing ARFF station is in a hangar in the northwest quadrant of the Airport. A new ARFF station would be constructed south of the replacement passenger terminal, and existing ARFF operations would be relocated. Vehicle access to the new ARFF station would be provided via the new passenger terminal access road. The existing ARFF hangar in the northwest quadrant of the Airport would become available for general aviation uses.
9. **Construction of a ground-service equipment (GSE) and passenger terminal maintenance building:** A new 8,000-square-foot GSE and passenger terminal maintenance building would be constructed adjacent to the north of the replacement passenger terminal building just south of Cohasset Street. About 2,000 square feet would be used for equipment and tool storage in addition to office space for maintenance staff.
10. **Construction of a central utility plant:** A new central utility plant would be constructed adjacent to the north of the replacement passenger terminal building in an area just south of Cohasset Street.
11. **Construction of ground access vehicle storage and staging:** A ground access vehicle storage and staging area for taxis, shared vans, and transportation network companies (e.g., Uber, Lyft, etc.) would be constructed on the north side of the new passenger terminal access road west of the North Hollywood Way / Winona Avenue entrance.
12. **Taxiway A and Taxiway C Extensions:** Taxiway A would be extended from Runway 08-26 south to the Runway 33 threshold, and Taxiway C would be extended between Taxiway G and the Runway 26 threshold. Thus, both Taxiways A and C would be extended to provide full-length parallel taxiways.
13. **Realignment of the Airport service road:** The Airport service road in the southeast quadrant of the Airport would be relocated.
14. **Demolition of passenger terminal building:** The existing 232,000-square-foot passenger terminal would be demolished.
15. **Removal of commercial aircraft ramp and adjacent taxilanes:** The existing commercial aircraft ramp and adjacent taxilanes would be demolished.

16. **Removal of parking booth:** The existing parking booth would be removed to allow for vehicle storage and staging.
17. **Removal of employee parking lot:** The existing employee surface parking in Parking Lot A and the employee parking lot in the southeast quadrant would be removed.
18. **Removal of Parking Lot A:** Existing Parking Lot A would be closed and all structures would be removed.
19. **Removal of Parking Lot B:** Existing Parking Lot B would be closed and all structures within Parking Lot B would be removed.
20. **Removal of Parking Lot E:** Existing Parking Lot E would be closed and all structures within Parking Lot E would be removed.
21. **Removal of public parking structure:** The existing public parking structure adjacent to the existing passenger terminal would be demolished.
22. **Removal of tenant lease area:** The existing pavement for the tenant-leased property would be removed to allow for the development of the replacement passenger terminal building.
23. **Demolition of airline cargo and GSE maintenance building and associated pavement:** The existing 16,000-square-foot airline cargo and GSE maintenance building would be demolished.
24. **Demolition of shuttle bus dispatch office and staging area:** The existing shuttle bus dispatch office and staging area would be demolished.

Each of these projects will result in disturbance of soil underneath existing pavement or in parts of the airport that previously were paved or where the former Lockheed-Martin aircraft design and assembly buildings were located. The BGPAA advises FAA the ground where the proposed Replacement Passenger Terminal is proposed to be built has been substantially disturbed since the early 1930s. This disturbance was from both previous construction and subsequent demolition of Lockheed's facilities and further disturbed by the subsequent soil remediation efforts to remove hazardous materials contamination. Anecdotal information indicates the remediation efforts at the project site occurred generally at a depth of 50 feet below the existing surface in the 1990s. BGPAA advises that documented remediation monitoring and remediation wells were drilled in 1993 to depths on average of 60 to 90 feet below the surface. BGPAA advises FAA that for the replacement terminal, the depth of soil disturbance would be down to about 25 feet below the surface to accommodate the basement, subbasement, foundation and drainage structures.

The FAA is the lead Federal Agency for Native American consultation for the proposed project. Your name and contact information was provided to us by the California Native American Heritage Commission Tribal sovereignty, culture, traditional values and customs will be respected at all times during the consultation process.

Consultation Initiation

With this letter, the FAA is seeking input on concerns that uniquely or significantly affect your Tribe related to proposed airport improvements. Early identification of Tribal concerns, or known properties of traditional, religious, and cultural importance, will allow the FAA to consider ways to avoid or minimize potential impacts to Tribal

resources as project planning and alternatives are developed and refined. We are available to discuss the details of the proposed project with you.

Project Information

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January 17, 2020

Charles Alvarez, Councilmember
Gabrieleno-Tongva Tribe
23454 Vanowen Street
West Hills, California 91307

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Bob Hope “Hollywood Burbank” Airport
Burbank, Los Angeles County, California
Native American Consultation Initiation**

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Sincerely,



David B. Kessler, AICP
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Environmental Impact Statement
Bob Hope "Hollywood Burbank" Airport

Figure 1
Area of Potential Effect (APE)







U.S Department
of Transportation

**Federal Aviation
Administration**

Western-Pacific Region
Office of Airports
Los Angeles Airports District Office

Federal Aviation Administration
777 So. Aviation Blvd. Suite 150
El Segundo, CA 90245

April 10, 2020

Ms. Julianne Polanco
State of California
State Historic Preservation Officer
Office of Historic Preservation
1725 23rd Street, Suite 100
Sacramento, California 95816

Attention: Mr. Tristan Tozer

Dear Ms. Polanco:

**Proposed Replacement Passenger Terminal Project
Hollywood Burbank Airport, Burbank,
Los Angeles County, California
Section 106 Coordination
Reference: FAA_2019_0226-001**

The Federal Aviation Administration (FAA) is preparing federal environmental documentation to comply with the *National Environmental Policy Act of 1969* (NEPA) for the proposed Replacement Passenger Terminal Project at Bob Hope “Hollywood-Burbank” Airport (BUR). BUR is located primarily within the City of Burbank with the northern portion of the airport within the City of Los Angeles. The proposed Federal actions are approval of the Airport Layout Plan Burbank-Glendale-Pasadena Airport Authority submitted to FAA depicting the proposed undertaking, and approval of further processing of an application for federal financial assistance to construct the proposed project.

The BGPAA proposes the following components of a new replacement passenger terminal at BUR including:

1. **Construction of a replacement passenger terminal building:** The 355,000-square-foot replacement passenger terminal would have 14 gates and would meet FAA standards. The replacement passenger terminal would be developed in accordance with modern passenger terminal design standards to provide enhanced passenger amenities, security screening facilities that meet the latest Transportation Security Administration (TSA) requirements and adequate space for other airport facilities including holdrooms, baggage claim areas, and public areas that are designed for the aircraft that airlines routinely operate.

- Additionally, the replacement passenger terminal would be designed to meet California Building Code seismic design standards for a new building.¹
2. **Construction of a 413,000-square-foot aircraft ramp:** The aircraft ramp would accommodate 14 aircraft.
 3. **Construction of replacement employee automobile parking:** About 200 spaces would be provided for employee parking in a surface parking lot north of the proposed replacement passenger terminal. Additional employee parking would be provided by converting existing public parking facilities in the Southeast Quadrant to employee parking.
 4. **Construction of a public automobile parking structure:** The public automobile parking structure would be at least five levels, but not more than seven levels, and would include a valet drop-off and pickup area. The total number of public parking spaces at the Airport would not exceed 6,637 spaces.
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¹ International Code Council. (2016). California Building Code, Chapter 16 – *Structural Design*. Retrieved October 2018, from International Code Council:
https://codes.iccsafe.org/content/chapter/1832/?site_type=public.

9. **Construction of a ground-service equipment (GSE) and passenger terminal maintenance building:** A new 8,000-square-foot GSE and passenger terminal maintenance building would be constructed adjacent to the north of the replacement passenger terminal building just south of Cohasset Street. About 2,000 square feet would be used for equipment and tool storage in addition to office space for maintenance staff.
10. **Construction of a central utility plant:** A new central utility plant would be constructed adjacent to the north of the replacement passenger terminal building in an area just south of Cohasset Street.
11. **Construction of ground access vehicle storage and staging:** A ground access vehicle storage and staging area for taxis, shared vans, and transportation network companies (e.g., Uber, Lyft, etc.) would be constructed on the north side of the new passenger terminal access road west of the North Hollywood Way / Winona Avenue entrance.
12. **Taxiway A and Taxiway C Extensions:** Taxiway A would be extended from Runway 08-26 south to the Runway 33 threshold, and Taxiway C would be extended between Taxiway G and the Runway 26 threshold. Thus, both Taxiways A and C would be extended to provide full-length parallel taxiways.
13. **Realignment of the Airport service road:** The Airport service road in the southeast quadrant of the Airport would be relocated.
14. **Demolition of passenger terminal building:** The existing 232,000-square-foot passenger terminal would be demolished.
15. **Removal of commercial aircraft ramp and adjacent taxilanes:** The existing commercial aircraft ramp and adjacent taxilanes would be demolished.
16. **Removal of parking booth:** The existing parking booth would be removed to allow for vehicle storage and staging.
17. **Removal of employee parking lot:** The existing employee surface parking in Parking Lot A and the employee parking lot in the southeast quadrant would be removed.
18. **Removal of Parking Lot A:** Existing Parking Lot A would be closed and all structures would be removed.
19. **Removal of Parking Lot B:** Existing Parking Lot B would be closed and all structures within Parking Lot B would be removed.
20. **Removal of Parking Lot E:** Existing Parking Lot E would be closed and all structures within Parking Lot E would be removed.
21. **Removal of public parking structure:** The existing public parking structure adjacent to the existing passenger terminal would be demolished.
22. **Removal of tenant lease area:** The existing pavement for the tenant-leased property would be removed to allow for the development of the replacement passenger terminal building.
23. **Demolition of airline cargo and GSE maintenance building and associated pavement:** The existing 16,000-square-foot airline cargo and GSE maintenance building would be demolished.

24. **Demolition of shuttle bus dispatch office and staging area:** The existing shuttle bus dispatch office and staging area would be demolished.

Your office previously concurred with FAA's delineation of both a Direct and Indirect Area of Potential Effects (APE) for the proposed undertaking by letter dated March 19, 2019.

FAA is providing the following background information to assist you in reviewing FAA's determinations of eligibility and findings of effect related to the proposed undertaking.

1. Background Information.

The BGPAA, as owner and operator of BUR, and the FAA have discussed the need for a replacement passenger terminal building since January 1980 because its location does not comply with FAA standards. Since 1981, the FAA and the Authority have prepared several planning and environmental documents to determine the specific location for a replacement passenger terminal that would meet those standards. These documents include a 1981 Draft Airport Master Plan Update prepared by the Authority, a 1984 Final EIS/Environmental Impact Report (EIS/EIR) to comply with both NEPA and the California Environmental Quality Act (CEQA) jointly prepared by the FAA and the Authority, a 1987 Draft EIS/EIR jointly prepared by the FAA and the Authority, a 1993 Final EIR prepared by the Authority, and a 1995 Final EIS prepared by the FAA.

Although these documents were completed, development of the replacement passenger terminal was not pursued for various reasons. The project addressed in the 1984 Final EIS/EIR did not proceed because in 1985 the landowner of the property the Authority had planned to acquire to build the replacement passenger terminal, Lockheed Corporation, determined that this property was no longer available. The 1987 Draft EIS/EIR addressed a split terminal concept that was abandoned when Lockheed announced on May 8, 1990, that it planned to sell its various holdings and move out of Burbank, which eliminated the need for a split terminal concept. Thus, the pursuit of this development proposal addressed by the 1987 Draft EIS /EIR was abandoned. The split terminal concept is no longer a reasonable alternative due to subsequent aircraft hangar and fixed base operator development west of Runway 15-33 at the Airport.

In July 1990, the FAA and the Authority initiated the preparation of a new EIR/EIS for the replacement passenger terminal building, which resulted in the 1993 Final EIR and 1995 Final EIS. The 1995 Final EIS analyzed a replacement passenger terminal having initially 19 gates and expanding to 27 gates to accommodate 5.0 million annual forecasted enplanements. However, the replacement passenger terminal building was never constructed because the Authority lost litigation in State Court² that was based on a

² Superior Court of California County of Los Angeles. (1999). *City of Burbank v. Burbank-Glendale-Pasadena Airport Authority*. Second District, Division Seven, May 5, 1999. Retrieved October 2018, from Superior Court of California: <http://www.lacourt.org/casesummary/ui/index.aspx?casetype=civil>.

provision in state law³ that requires the host city, City of Burbank, to approve of land acquisition for an airport.

In 2001, City of Burbank Ordinance No. 3541 was adopted to include a provision stating that any City approval or discretionary act, or agreement between the City and Authority related to the relocation or expansion of the Airport passenger terminal would require voter approval at a City election.⁴ This change in the Burbank Municipal Code is commonly referred to as Measure B.

In 2015, after decades of conflict between the Authority and the City of Burbank, the two parties developed a Conceptual Term Sheet⁵ for a replacement passenger terminal that stipulated the following:

1. The Authority would receive a vested right to build a replacement passenger terminal on an airport-zoned property, including the proposed former Lockheed B-6 Plant site.
2. The City of Burbank would receive certain governance protections to be created and documented in a Joint Power Agreement (JPA) governing the Authority, and
3. A California Environmental Quality Act (CEQA) analysis must be completed by the Authority for the replacement passenger terminal.

The Authority prepared an EIR for the replacement passenger terminal and ancillary projects to comply with the requirements of CEQA and the JPA and issued a Notice of Determination certifying the EIR in July 2016. City of Burbank citizens then voted on the replacement passenger terminal, as required by Measure B, in the November 2016 election.⁶ Measure B passed in favor of the replacement passenger terminal by roughly 70 percent.

With the passage of Measure B, the provisions contained in the JPA between the Authority and the City of Burbank became effective. However, Measure B's passage in favor replacing the passenger terminal building will not become effective until the completion of this EIS and a positive decision made by the FAA.

³ State of California. (1979). California Code, Public Utilities Code, Article 3 – *Regulation of Airports*, Section 21661.6. Retrieved October 2018, from State of California: <http://www.search-california-law.com/research/ca/PUC/21669.6/Cal-Pub-Util-Code-Section-21669.6/text.html>.

⁴ City. (2001). Municipal Code, 2-3-112: *Airport Agreements*. Retrieved, October 2018, from City of Burbank: <https://www.codepublishing.com/CA/Burbank/?burbankcr.html&?f>.

⁵ City and Authority. (2015). City of Burbank and Burbank-Glendale-Pasadena Airport Authority, *Bob Hope Airport Replacement Terminal Conceptual Term Sheet*, December 16, 2015.

⁶ The text for this measure is as follows: "Shall Ordinance No. 16-3,882 be approved allowing no more than a 14-gate, 355,000 square foot replacement terminal and ancillary improvements to be built at the Bob Hope Airport meeting current safety, seismic standards and improving disabled access; demolishing the existing terminal; and modifying Adjacent Property easement and authorizing future agreements necessary to implement the project; in exchange for governance changes that provide Burbank a greater voice in the future of the airport?"

2. Native American Consultation. FAA received a listing of Native American contacts for the proposed undertaking from the State of California Native American Heritage Commission for the proposed Replacement Terminal Project at BUR. The commission recommended FAA contact the following tribes: Gabrieleno Band of Mission Indians – Kizh Nation, Gabrielino Tongva - San Gabriel Band of Mission Indians, Gabrielino/Tongva Nation, Gabrielino Tongva Indians of California Tribal Council, and the Gabrielino-Tongva.

On January 17, 2020, FAA provided detailed information about the proposed undertaking to the tribal contacts provided by the California Native American Heritage Commission using the U.S. Mail. FAA received one response. That response requested a discussion of the proposed project. That discussion occurred on February 7, 2020 with the Gabrieleno Band of Mission Indians – Kizh Nation. The results of the discussion revealed that due to the significant disturbance of soil during the initial construction of the various buildings on the former B-6 Property by Lockheed in the 1930s and subsequent hazardous materials remediation in the late 1990s and early 2000s, the possibility of finding intact Native American resources is very low.

Consistent with the requirements of 36 C.F.R. §800.13(b), FAA will include in the Draft Environmental Impact Statement the following unanticipated discovery plan:

- *If human remains or funerary objects are encountered during the undertaking, all work shall cease within 100 feet of the find and the Los Angeles County Coroner shall be contacted pursuant to State Health and Safety Code §7050.5;*
- *If any Native American cultural resources are discovered, all work shall cease within a 60-foot buffer so that a qualified archaeologist can be retained to assess the find, and the Gabrielino-Tongva – Kizh Nation will be contacted;*
- *If significant Native American cultural resources are discovered and avoidance cannot be ensured, a treatment plan shall be developed by a qualified archaeologist, followed by further consultation with the Gabrielino-Tongva – Kizh Nation.*

3. National Register Eligibility Determinations. Environmental Science Associates (ESA), from Pasadena, California, the FAA’s cultural resources sub-consultant prepared a Historic Resources Assessment dated March 2020. ESA conducted the historical/archaeological resources records search at the South Central Coastal Information Center (SCCIC) at California State University, Fullerton. ESA also used the other environmental documentation including earlier site surveys and an Environmental Impact Report prepared under the California Environmental Quality Act for the proposed undertaking as well as other on-line resources. ESA’s archival investigations revealed that there were several other investigations within the Direct Effects and Indirect Effects APE (See Figure 2 of the Cultural Resources Survey – page 7). The Cultural Resources Survey also states that the SCCIC records show more than 50 other previous studies on various tracts within a one-mile radius of the Direct Effects APE.

The Cultural Resources Survey states the Direct Effects APE and the adjacent ground around it has been greatly disturbed by past activities associated with the operation of the

former Lockheed-Martin facilities on the B-6 Property adjacent to BUR. This property was previously surveyed for FAA's 1995 EIS while Lockheed-Martin was demolishing their facilities in anticipation of the sale of the B-6 property to the BGPAA. FAA had previously determined there were no historic properties within the APE at that time. As described above, the proposed Replacement Passenger Terminal Building that was evaluated in the mid-1990s was not built. For this new EIS, FAA is taking a fresh look at the various properties affected by the proposed undertaking.

Table 1 of the Historic Resources Assessment identifies ten previously recorded architectural resources within a half mile of the direct effects APE. The only historic-period architectural resource listed on the National Register of Historic Places (NRHP) is the Portal of the Folded Wings Shrine to Aviation which is outside of the direct effects APE. This property is located about 1,700 feet south of the direct effects APE at the entrance of the Pierce Brothers Valhalla Memorial Park Cemetery. No other properties listed or determined eligible were found within a half mile of the vicinity of the direct effects APE.

The Historic Resources Assessment evaluated 12 buildings on the airport for eligibility for inclusion into the NRHP. Eleven of the 12 buildings are aircraft hangars. Building 10 – the existing Passenger Terminal Building which this proposed project plans to replace – was evaluated in detail and determined to not be eligible for inclusion into the NRHP because it lacks historic integrity due to substantial physical changes that building has undergone since its initial construction in 1929 including substantial damage from a fire in 1966 and modifications to the building as a result of the events of September 11, 2001. **FAA has determined the existing Passenger Terminal Building is not eligible for inclusion into the NRHP.**

Hangar Number 1 was originally built near the Passenger Terminal Building, but was relocated in 1968. Figure 29 of the Historic Resources Assessment shows the original location of Hangars 1 and 2 near the Passenger Terminal Building. Hangar Number 2 was relocated to its current position a year earlier in 1967. Figure 32 shows the original location of Hangar Number 2.

Hangars 1 and 2 were relocated and the Historic Resources Assessment evaluated both for their integrity and significance under National Register Criteria Consideration B for Moved Properties. FAA understands both Hangars have lost the integrity of location due to their relocation in the 1960s. Hangars 1 and 2 retain their significance for architectural value as examples of a rare building type – an early commercial hangar.

Based on the information contained within the Historic Resources Assessment, the FAA has determined there are no historic properties listed or eligible for listing on the National Register of Historic Places within the Direct and Indirect Effects APE for the proposed undertaking. **Thus, FAA has determined these hangars are eligible for inclusion into the NRHP under Criterion C as excellent examples of late 1920s aircraft hangars.** They also meet Criteria Consideration B for Moved properties as discussed in the Historic Resources Assessment.

Based on the information in the Historic Resources Assessment FAA has determined the remaining nine structures are not eligible for inclusion into the NRHP.

FAA seeks the California SHPO's concurrence with this determination.

4. Assessment of Adverse Effects on Historic Properties. Based on the information in the Historic Resources Assessment, and that the proposed undertaking will not be in the immediate vicinity of Hangars 1 and 2 that are eligible for inclusion into the NRHP, **the FAA finds the proposed undertaking will not affect any properties listed or eligible for listing on the National Register of Historic Places under 36 CFR Part 800.4(d)(1).**

FAA seeks the California SHPO's concurrence with this finding.

If you have any further questions about this matter, please call me at 424-405-7283 or email me at edvige.b.mbakoup@faa.gov.

Respectfully,

Edvige B. Mbakoup
Environmental Protection Specialist

Enclosure: Historic Resources Assessment
Cc: AWP-610.1; APP-400

APPENDIX H-2
SECTION 106 CONCURRENCE LETTER



**DEPARTMENT OF PARKS AND RECREATION
OFFICE OF HISTORIC PRESERVATION**

Julianne Polanco, State Historic Preservation Officer

1725 23rd Street, Suite 100, Sacramento, CA 95816-7100

Telephone: (916) 445-7000

FAX: (916) 445-7053

calshpo.ohp@parks.ca.gov

www.ohp.parks.ca.gov

Lisa Ann L. Mangat, Director

July 20, 2020

Reply in Reference To: FAA_2019_0226_001

Edvige B. Mbakoup
Environmental Protection Specialist
Federal Aviation Administration
777 So. Aviation Boulevard, Suite 150
El Segundo, CA 90245

Sent Via Electronic Mail

Re: Replacement Passenger Terminal Project, Hollywood Burbank Airport, Los Angeles County, California

Dear Ms. Mbakoup:

The Federal Aviation Administration (FAA) is consulting with the State Historic Preservation Officer (SHPO) in order to comply with Section 106 of the National Historic Preservation Act of 1966 (54 U.S.C. § 306108), as amended, and its implementing regulations at 36 CFR Part 800. The FAA are requesting concurrence with a finding of no historic properties affected.

The Burbank-Glendale-Pasadena Airport Authority plan to build a replacement terminal for the current terminal building and build numerous associated improvements. Project components include the following:

- 1. Construction of a replacement passenger terminal building:** The 355,000- square-foot replacement passenger terminal would have 14 gates and would meet FAA standards. The replacement passenger terminal would be developed in accordance with modern passenger terminal design standards to provide enhanced passenger amenities, security screening facilities that meet the latest Transportation Security Administration (TSA) requirements and adequate space for other airport facilities including holdrooms, baggage claim areas, and public areas that are designed for the aircraft that airlines routinely operate.
- 2. Construction of a 413,000 square-foot aircraft ramp:** ramp will accommodate 14 aircraft.
- 3. Construction of replacement employee automobile parking:** About 200 spaces would be provided for employee parking in a surface parking lot north of the proposed replacement passenger terminal. Additional employee parking would be provided by converting existing public parking facilities in the Southeast Quadrant to employee parking.

4. **Construction of a public automobile parking structure:** The public automobile parking structure would be at least five levels, but not more than seven levels, and would include a valet drop-off and pickup area. The total number of public parking spaces at the Airport would not exceed 6,637 spaces.
5. **Construction of a new passenger terminal access road:** A new multi-lane road extending from the intersection of North Hollywood Way and Winona Avenue would be constructed. This road would loop around the proposed parking structures to provide vehicle access to the replacement passenger terminal and parking structures, thus allowing curb-front access to the passenger terminal and recirculation around the Airport. A secondary point of access would connect the passenger terminal access road with Cohasset Street and Lockheed Drive, providing access to San Fernando Road from both Cohasset Street and Lockheed Drive.
6. **Realignment of Avenue A:** Avenue A, the existing passenger terminal loop road in the southeast quadrant of the Airport would be realigned. The east-west segment of Avenue A would be shifted to the south to permit the extension of Taxiway C, and the north-south segment of Avenue A would be shifted to the east to permit the extension of Taxiway A. The realigned Avenue A would continue to provide access to the Regional Intermodal Transportation Center and long-term parking in the southeast quadrant of the Airport.
7. **Construction of replacement airline cargo building:** An 8,000-square-foot replacement airline cargo building would be constructed adjacent to the north of the replacement passenger terminal building.
8. **Construction of replacement Aircraft Rescue and Firefighting (ARFF) station:** The existing ARFF station is in a hangar in the northwest quadrant of the Airport. A new ARFF station would be constructed south of the replacement passenger terminal, and existing ARFF operations would be relocated. Vehicle access to the new ARFF station would be provided via the new passenger terminal access road. The existing ARFF hangar in the northwest quadrant of the Airport would become available for general aviation uses.
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13. **Realignment of the Airport service road:** The Airport service road in the southeast quadrant of the Airport would be relocated.
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24. **Demolition of shuttle bus dispatch office and staging area:** The existing shuttle bus dispatch office and staging area would be demolished.

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In an effort to identify historic properties in the APE, Environmental Science Associates (ESA) prepared a Historic Resources Assessment dated March 2020. ESA conducted the historical/archaeological resources records search at the South Central Coastal Information Center (SCCIC) at California State University, Fullerton. ESA also used the other environmental documentation including earlier site surveys and an Environmental Impact Report prepared under the California Environmental Quality Act for the proposed undertaking as well as other on-line resources. ESA's archival investigations revealed that there were

several other investigations within the Direct Effects and Indirect Effects APE (See Figure 2 of the Cultural Resources Survey – page 7). The Cultural Resources Survey also states that the SCCIC records show more than 50 other previous studies on various tracts within a one-mile radius of the Direct Effects APE. The Cultural Resources Survey states the Direct Effects APE and the adjacent ground around it has been greatly disturbed by past activities associated with the operation of the former Lockheed-Martin facilities on the B-6 Property adjacent to BUR. This property was previously surveyed for FAA's 1995 EIS while Lockheed-Martin was demolishing their facilities in anticipation of the sale of the B-6 property to the BGPAA. FAA had previously determined there were no historic properties within the APE at that time. As described above, the proposed Replacement Passenger Terminal Building that was evaluated in the mid-1990s was not built.

Table 1 of the Historic Resources Assessment identifies ten previously recorded architectural resources within a half mile of the direct effects APE. The only historic- period architectural resource listed on the National Register of Historic Places (NRHP) is the Portal of the Folded Wings Shrine to Aviation which is outside of the direct effects APE. This property is located about 1,700 feet south of the direct effects APE at the entrance of the Pierce Brothers Valhalla Memorial Park Cemetery. No other properties listed or determined eligible were found within a half mile of the vicinity of the direct effects APE.

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Hangars 1 and 2 were relocated and the Historic Resources Assessment evaluated both for their integrity and significance under National Register Criteria Consideration B for Moved Properties. FAA understands both Hangars have lost the integrity of location due to their relocation in the 1960s. Hangars 1 and 2 retain their significance for architectural value as examples of a rare building type – an early commercial hangar.

Based on the information contained within the Historic Resources Assessment, the FAA has determined there are no historic properties listed or eligible for listing on the National Register of Historic Places within the Direct and Indirect Effects APE for the proposed undertaking. **Thus, FAA has determined these hangars are eligible for inclusion into the NRHP under Criterion C as excellent examples of late 1920s aircraft hangars.** They also meet Criteria Consideration B for Moved properties as discussed in the Historic Resources Assessment.

Based on the information in the Historic Resources Assessment FAA has determined the remaining nine structures are not eligible for inclusion into the NRHP. FAA seeks the California SHPO's concurrence with this determination.

FAA received a listing of Native American contacts for the proposed undertaking from the State of California Native American Heritage Commission for the proposed Replacement Terminal Project at BUR. The commission recommended FAA contact the following tribes: Gabrieleno Band of Mission Indians – Kizh Nation, Gabrielino Tongva - San Gabriel Band of Mission Indians, Gabrielino/Tongva Nation, Gabrielino Tongva Indians of California Tribal Council, and the Gabrielino-Tongva.

On January 17, 2020, FAA provided detailed information about the proposed undertaking to the tribal contacts provided by the California Native American Heritage Commission using the U.S. Mail. FAA received one response. That response requested a discussion of the proposed project. That discussion occurred on February 7, 2020 with the Gabrieleno Band of Mission Indians – Kizh Nation. The results of the discussion revealed that due to the significant disturbance of soil during the initial construction of the various buildings on the former B-6 Property by Lockheed in the 1930s and subsequent hazardous materials remediation in the late 1990s and early 2000s, the possibility of finding intact Native American resources is very low.

Having reviewed your submittal, SHPO has the following comments:

- 1) SHPO concurs that Hangars 1 and 2 are eligible for listing on the NRHP under Criterion C;
- 2) SHPO concurs that the terminal building is ineligible for listing on the NRHP;
- 3) SHPO concurs that the remaining nine hangars in the APE are ineligible for listing on the NRHP;
- 4) SHPO concurs that the undertaking will not affect historic properties.

Please be reminded that in the event of an inadvertent discovery or a change and the scale or scope of the undertaking, the FAA may have further consultation responsibilities under 36 CFR Part 800. If the FAA has any questions or comments, please contact state historian Tristan Tozer at (916) 445-7027 or Tristan.Tozer@parks.ca.gov.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Julianne Polanco', with a long horizontal line extending to the right.

Julianne Polanco
State Historic Preservation Officer



U.S Department
of Transportation

**Federal Aviation
Administration**

Western-Pacific Region
Office of Airports
Los Angeles Airports District Office

Federal Aviation Administration
777 So. Aviation Blvd. Suite 150
El Segundo, CA 90245

April 10, 2020

Ms. Julianne Polanco
State of California
State Historic Preservation Officer
Office of Historic Preservation
1725 23rd Street, Suite 100
Sacramento, California 95816

Attention: Mr. Tristan Tozer

Dear Ms. Polanco:

**Proposed Replacement Passenger Terminal Project
Hollywood Burbank Airport, Burbank,
Los Angeles County, California
Section 106 Coordination
Reference: FAA_2019_0226-001**

The Federal Aviation Administration (FAA) is preparing federal environmental documentation to comply with the *National Environmental Policy Act of 1969* (NEPA) for the proposed Replacement Passenger Terminal Project at Bob Hope “Hollywood-Burbank” Airport (BUR). BUR is located primarily within the City of Burbank with the northern portion of the airport within the City of Los Angeles. The proposed Federal actions are approval of the Airport Layout Plan Burbank-Glendale-Pasadena Airport Authority submitted to FAA depicting the proposed undertaking, and approval of further processing of an application for federal financial assistance to construct the proposed project.

The BGPAA proposes the following components of a new replacement passenger terminal at BUR including:

1. **Construction of a replacement passenger terminal building:** The 355,000-square-foot replacement passenger terminal would have 14 gates and would meet FAA standards. The replacement passenger terminal would be developed in accordance with modern passenger terminal design standards to provide enhanced passenger amenities, security screening facilities that meet the latest Transportation Security Administration (TSA) requirements and adequate space for other airport facilities including holdrooms, baggage claim areas, and public areas that are designed for the aircraft that airlines routinely operate.

- Additionally, the replacement passenger terminal would be designed to meet California Building Code seismic design standards for a new building.¹
2. **Construction of a 413,000-square-foot aircraft ramp:** The aircraft ramp would accommodate 14 aircraft.
 3. **Construction of replacement employee automobile parking:** About 200 spaces would be provided for employee parking in a surface parking lot north of the proposed replacement passenger terminal. Additional employee parking would be provided by converting existing public parking facilities in the Southeast Quadrant to employee parking.
 4. **Construction of a public automobile parking structure:** The public automobile parking structure would be at least five levels, but not more than seven levels, and would include a valet drop-off and pickup area. The total number of public parking spaces at the Airport would not exceed 6,637 spaces.
 5. **Construction of a new passenger terminal access road:** A new multi-lane road extending from the intersection of North Hollywood Way and Winona Avenue would be constructed. This road would loop around the proposed parking structures to provide vehicle access to the replacement passenger terminal and parking structures, thus allowing curb-front access to the passenger terminal and recirculation around the Airport. A secondary point of access would connect the passenger terminal access road with Cohasset Street and Lockheed Drive, providing access to San Fernando Road from both Cohasset Street and Lockheed Drive.
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¹ International Code Council. (2016). California Building Code, Chapter 16 – *Structural Design*. Retrieved October 2018, from International Code Council: https://codes.iccsafe.org/content/chapter/1832/?site_type=public.

9. **Construction of a ground-service equipment (GSE) and passenger terminal maintenance building:** A new 8,000-square-foot GSE and passenger terminal maintenance building would be constructed adjacent to the north of the replacement passenger terminal building just south of Cohasset Street. About 2,000 square feet would be used for equipment and tool storage in addition to office space for maintenance staff.
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19. **Removal of Parking Lot B:** Existing Parking Lot B would be closed and all structures within Parking Lot B would be removed.
20. **Removal of Parking Lot E:** Existing Parking Lot E would be closed and all structures within Parking Lot E would be removed.
21. **Removal of public parking structure:** The existing public parking structure adjacent to the existing passenger terminal would be demolished.
22. **Removal of tenant lease area:** The existing pavement for the tenant-leased property would be removed to allow for the development of the replacement passenger terminal building.
23. **Demolition of airline cargo and GSE maintenance building and associated pavement:** The existing 16,000-square-foot airline cargo and GSE maintenance building would be demolished.

24. **Demolition of shuttle bus dispatch office and staging area:** The existing shuttle bus dispatch office and staging area would be demolished.

Your office previously concurred with FAA's delineation of both a Direct and Indirect Area of Potential Effects (APE) for the proposed undertaking by letter dated March 19, 2019.

FAA is providing the following background information to assist you in reviewing FAA's determinations of eligibility and findings of effect related to the proposed undertaking.

1. Background Information.

The BGPAA, as owner and operator of BUR, and the FAA have discussed the need for a replacement passenger terminal building since January 1980 because its location does not comply with FAA standards. Since 1981, the FAA and the Authority have prepared several planning and environmental documents to determine the specific location for a replacement passenger terminal that would meet those standards. These documents include a 1981 Draft Airport Master Plan Update prepared by the Authority, a 1984 Final EIS/Environmental Impact Report (EIS/EIR) to comply with both NEPA and the California Environmental Quality Act (CEQA) jointly prepared by the FAA and the Authority, a 1987 Draft EIS/EIR jointly prepared by the FAA and the Authority, a 1993 Final EIR prepared by the Authority, and a 1995 Final EIS prepared by the FAA.

Although these documents were completed, development of the replacement passenger terminal was not pursued for various reasons. The project addressed in the 1984 Final EIS/EIR did not proceed because in 1985 the landowner of the property the Authority had planned to acquire to build the replacement passenger terminal, Lockheed Corporation, determined that this property was no longer available. The 1987 Draft EIS/EIR addressed a split terminal concept that was abandoned when Lockheed announced on May 8, 1990, that it planned to sell its various holdings and move out of Burbank, which eliminated the need for a split terminal concept. Thus, the pursuit of this development proposal addressed by the 1987 Draft EIS /EIR was abandoned. The split terminal concept is no longer a reasonable alternative due to subsequent aircraft hangar and fixed base operator development west of Runway 15-33 at the Airport.

In July 1990, the FAA and the Authority initiated the preparation of a new EIR/EIS for the replacement passenger terminal building, which resulted in the 1993 Final EIR and 1995 Final EIS. The 1995 Final EIS analyzed a replacement passenger terminal having initially 19 gates and expanding to 27 gates to accommodate 5.0 million annual forecasted enplanements. However, the replacement passenger terminal building was never constructed because the Authority lost litigation in State Court² that was based on a

²

Burbank-Glendale-Pasadena Airport Authority.

City of Burbank v.

provision in state law³ that requires the host city, City of Burbank, to approve of land acquisition for an airport.

In 2001, City of Burbank Ordinance No. 3541 was adopted to include a provision stating that any City approval or discretionary act, or agreement between the City and Authority related to the relocation or expansion of the Airport passenger terminal would require voter approval at a City election.⁴ This change in the Burbank Municipal Code is commonly referred to as Measure B.

In 2015, after decades of conflict between the Authority and the City of Burbank, the two parties developed a Conceptual Term Sheet⁵ for a replacement passenger terminal that stipulated the following:

1. The Authority would receive a vested right to build a replacement passenger terminal on an airport-zoned property, including the proposed former Lockheed B-6 Plant site.
2. The City of Burbank would receive certain governance protections to be created and documented in a Joint Power Agreement (JPA) governing the Authority, and
3. A California Environmental Quality Act (CEQA) analysis must be completed by the Authority for the replacement passenger terminal.

The Authority prepared an EIR for the replacement passenger terminal and ancillary projects to comply with the requirements of CEQA and the JPA and issued a Notice of Determination certifying the EIR in July 2016. City of Burbank citizens then voted on the replacement passenger terminal, as required by Measure B, in the November 2016 election.⁶ Measure B passed in favor of the replacement passenger terminal by roughly 70 percent.

With the passage of Measure B, the provisions contained in the JPA between the Authority and the City of Burbank became effective. However, Measure B's passage in favor replacing the passenger terminal building will not become effective until the completion of this EIS and a positive decision made by the FAA.

³ State of California. (1979). California Code, Public Utilities Code, Article 3 – *Regulation of Airports*, Section 21661.6. Retrieved October 2018, from State of California: <http://www.search-california-law.com/research/ca/PUC/21669.6./Cal-Pub-Util-Code-Section-21669.6/text.html>.

⁴ City. (2001). Municipal Code, 2-3-112: *Airport Agreements*. Retrieved, October 2018, from City of Burbank: <https://www.codepublishing.com/CA/Burbank/?burbankcr.html&?f>.

⁵ City and Authority. (2015). City of Burbank and Burbank-Glendale-Pasadena Airport Authority, *Bob Hope Airport Replacement Terminal Conceptual Term Sheet*, December 16, 2015.

⁶ The text for this measure is as follows: “

voice in the future of the airport?”

2. Native American Consultation. FAA received a listing of Native American contacts for the proposed undertaking from the State of California Native American Heritage Commission for the proposed Replacement Terminal Project at BUR. The commission recommended FAA contact the following tribes: Gabrieleno Band of Mission Indians – Kizh Nation, Gabrielino Tongva - San Gabriel Band of Mission Indians, Gabrielino/Tongva Nation, Gabrielino Tongva Indians of California Tribal Council, and the Gabrielino-Tongva.

On January 17, 2020, FAA provided detailed information about the proposed undertaking to the tribal contacts provided by the California Native American Heritage Commission using the U.S. Mail. FAA received one response. That response requested a discussion of the proposed project. That discussion occurred on February 7, 2020 with the Gabrieleno Band of Mission Indians – Kizh Nation. The results of the discussion revealed that due to the significant disturbance of soil during the initial construction of the various buildings on the former B-6 Property by Lockheed in the 1930s and subsequent hazardous materials remediation in the late 1990s and early 2000s, the possibility of finding intact Native American resources is very low.

Consistent with the requirements of 36 C.F.R. §800.13(b), FAA will include in the Draft Environmental Impact Statement the following unanticipated discovery plan:

- *If human remains or funerary objects are encountered during the undertaking, all work shall cease within 100 feet of the find and the Los Angeles County Coroner shall be contacted pursuant to State Health and Safety Code §7050.5;*
- *If any Native American cultural resources are discovered, all work shall cease within a 60-foot buffer so that a qualified archaeologist can be retained to assess the find, and the Gabrielino-Tongva – Kizh Nation will be contacted;*
- *If significant Native American cultural resources are discovered and avoidance cannot be ensured, a treatment plan shall be developed by a qualified archaeologist, followed by further consultation with the Gabrielino-Tongva – Kizh Nation.*

3. National Register Eligibility Determinations. Environmental Science Associates (ESA), from Pasadena, California, the FAA's cultural resources sub-consultant prepared a Historic Resources Assessment dated March 2020. ESA conducted the historical/archaeological resources records search at the South Central Coastal Information Center (SCCIC) at California State University, Fullerton. ESA also used the other environmental documentation including earlier site surveys and an Environmental Impact Report prepared under the California Environmental Quality Act for the proposed undertaking as well as other on-line resources. ESA's archival investigations revealed that there were several other investigations within the Direct Effects and Indirect Effects APE (See Figure 2 of the Cultural Resources Survey – page 7). The Cultural Resources Survey also states that the SCCIC records show more than 50 other previous studies on various tracts within a one-mile radius of the Direct Effects APE.

The Cultural Resources Survey states the Direct Effects APE and the adjacent ground around it has been greatly disturbed by past activities associated with the operation of the

former Lockheed-Martin facilities on the B-6 Property adjacent to BUR. This property was previously surveyed for FAA's 1995 EIS while Lockheed-Martin was demolishing their facilities in anticipation of the sale of the B-6 property to the BGPAA. FAA had previously determined there were no historic properties within the APE at that time. As described above, the proposed Replacement Passenger Terminal Building that was evaluated in the mid-1990s was not built. For this new EIS, FAA is taking a fresh look at the various properties affected by the proposed undertaking.

Table 1 of the Historic Resources Assessment identifies ten previously recorded architectural resources within a half mile of the direct effects APE. The only historic-period architectural resource listed on the National Register of Historic Places (NRHP) is the Portal of the Folded Wings Shrine to Aviation which is outside of the direct effects APE. This property is located about 1,700 feet south of the direct effects APE at the entrance of the Pierce Brothers Valhalla Memorial Park Cemetery. No other properties listed or determined eligible were found within a half mile of the vicinity of the direct effects APE.

The Historic Resources Assessment evaluated 12 buildings on the airport for eligibility for inclusion into the NRHP. Eleven of the 12 buildings are aircraft hangars. Building 10 – the existing Passenger Terminal Building which this proposed project plans to replace – was evaluated in detail and determined to not be eligible for inclusion into the NRHP because it lacks historic integrity due to substantial physical changes that building has undergone since its initial construction in 1929 including substantial damage from a fire in 1966 and modifications to the building as a result of the events of September 11, 2001. **FAA has determined the existing Passenger Terminal Building is not eligible for inclusion into the NRHP.**

Hangar Number 1 was originally built near the Passenger Terminal Building, but was relocated in 1968. Figure 29 of the Historic Resources Assessment shows the original location of Hangars 1 and 2 near the Passenger Terminal Building. Hangar Number 2 was relocated to its current position a year earlier in 1967. Figure 32 shows the original location of Hangar Number 2.

Hangars 1 and 2 were relocated and the Historic Resources Assessment evaluated both for their integrity and significance under National Register Criteria Consideration B for Moved Properties. FAA understands both Hangars have lost the integrity of location due to their relocation in the 1960s. Hangars 1 and 2 retain their significance for architectural value as examples of a rare building type – an early commercial hangar.

Based on the information contained within the Historic Resources Assessment, the FAA has determined there are no historic properties listed or eligible for listing on the National Register of Historic Places within the Direct and Indirect Effects APE for the proposed undertaking. **Thus, FAA has determined these hangars are eligible for inclusion into the NRHP under Criterion C as excellent examples of late 1920s aircraft hangars.** They also meet Criteria Consideration B for Moved properties as discussed in the Historic Resources Assessment.

Based on the information in the Historic Resources Assessment FAA has determined the remaining nine structures are not eligible for inclusion into the NRHP.

FAA seeks the California SHPO's concurrence with this determination.

4. Assessment of Adverse Effects on Historic Properties. Based on the information in the Historic Resources Assessment, and that the proposed undertaking will not be in the immediate vicinity of Hangars 1 and 2 that are eligible for inclusion into the NRHP, **the FAA finds the proposed undertaking will not affect any properties listed or eligible for listing on the National Register of Historic Places under 36 CFR Part 800.4(d)(1).**

FAA seeks the California SHPO's concurrence with this finding.

If you have any further questions about this matter, please call me at 424-405-7283 or email me at edvige.b.mbakoup@faa.gov.

Respectfully,

**EDVIGE BONJE
MBAKOU**

Digitally signed by EDVIGE
BONJE MBAKOU
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-07'00'

Edvige B. Mbakoup
Environmental Protection Specialist

Enclosure: Historic Resources Assessment
Cc: AWP-610.1; APP-400

APPENDIX H-3
HISTORICAL RESOURCES ASSESSMENT

Revised Draft

BOB HOPE "HOLLYWOOD BURBANK" AIRPORT TERMINAL REPLACEMENT PROJECT BURBANK, CALIFORNIA

Historical Resources Assessment

Prepared for

RS&H
369 Pine Street, Suite 610
San Francisco, CA

March 2020



Revised Draft

BOB HOPE "HOLLYWOOD BURBANK" AIRPORT TERMINAL REPLACEMENT PROJECT BURBANK, CALIFORNIA

Historical Resources Assessment

Prepared for

RS&H
369 Pine Street, Suite 610
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March 2020

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Project Location:

Burbank (CA) USGS 7.5-minute Topographic Quad
Township 1 and 2 North, Range 14 West, Sections 3, 4, 5, 9, 32, and 33
Approximately 555 acres

80 South Lake Avenue
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BOB HOPE “HOLLYWOOD BURBANK” AIRPORT PROJECT

Historical Resources Assessment

Introduction

Executive Summary

Environmental Science Associates (ESA) has been retained by RS&H to prepare a Historical Resources Assessment (Report) in support of an Environmental Impact Statement (EIS) for the proposed Bob Hope “Hollywood Burbank” Airport Replacement Terminal Project (Proposed Undertaking). The Burbank-Glendale-Pasadena Airport Authority (Authority), the owner of Bob Hope “Hollywood Burbank” Airport (Airport or BUR), proposes to replace the existing 14-gate passenger terminal located in the southeast quadrant of the Airport property with a new 14-gate passenger terminal in the northeast quadrant (also known as the former Lockheed-Martin B-6 Plant site) of the Airport property. As part of the Proposed Undertaking, the existing passenger terminal would be demolished and parallel Taxiways A and C would be extended full length to the ends of Runways 15-33 and 08-26, respectively. The Federal Aviation Administration (FAA) is the lead federal agency and thereby charged with conducting Section 106 of the National Historic Preservation Act (NHPA), 16 United States Code (USC) 470(f), and its implementing regulations under 36 Code of Federal Regulations [CFR] Part 800 (Section 106). This report has been prepared in compliance with Section 106 to determine whether the Proposed Undertaking would cause adverse effects to historic properties.

Survey and research were conducted to evaluate the eligibility of the Terminal Building (also known as Building 10) because of its association with early commercial air travel. The Terminal Building (built in 1929) served as the main hub for arriving and departing flights when originally constructed; in addition, the building provided space for administrative functions with offices for airport staff. The Terminal Building also served as the Airport’s Traffic Control Tower until a new replacement Airport Traffic Control Tower was constructed in 1992. The existing Terminal Building remains in its original location and has a similar footprint and overall form and massing to the original building; however, the building is substantially changed from the

original as a result of extensive remodeling, reconstruction and alterations over the course of its ninety-year history so that it no longer retains integrity to convey its significance in the history of early commercial air travel in order to be eligible for the National Register of Historic Places (National Register) as an individual resource. Extensive remodeling during the 1950s changed the Terminal Building's style from Spanish Colonial Revival to Modern. Substantial fire damage in 1966 destroyed the control tower and second floor; after the fire, the Terminal Building was substantially reconstructed, and many later alterations have since been completed. As a result, the existing Terminal Building does not retain any integrity from its original construction and is not eligible for the National Register as an individual resource.

This Report also considered whether the Terminal Building and other buildings associated with it retained enough integrity to constitute a National Register district. This potential district would be comprised not only of the Terminal Building but also the support facilities that were associated with its operation, such as hangars/aircraft shelters, passenger terminals, airport traffic control towers, ground service facilities, administration facilities, and flight training facilities. The period of significance for the potential historic district (district) was identified in this report as 1929-1949, beginning with the time that the original Terminal Building was first completed in 1929 and extending until 1949, the year that marked a precipitous decline in the number of annual passengers served as the newly-constructed Los Angeles Municipal Airport (now known as Los Angeles International Airport) began to draw passengers to it.

However, due to the extensive alterations to the Terminal Building, this Report concludes that it lacks enough integrity to be considered a contributor to a potential district. Moreover, in regard to the other buildings that would support the establishment of a district, only buildings constructed for use as hangars remain from the period of significance (Hangars 1, 2, 4, 5, 6, 7, 7A, 34, and 35). While these retain a high enough level of integrity to be considered contributors to a potential district, other types of buildings associated with early airports no longer remain extant. Based on the lack of integrity of the Terminal Building as well as the absence of extant early airport-related building types other than hangars, the Airport property was found to lack a sufficient degree of integrity to adequately convey the significance as a district. Finally, this Report also considered whether a potential district existed at the Airport property based upon the Lockheed Aircraft company's long ownership and occupancy there. The company owned the Airport property for a 38-year period of time, from 1940 to 1978, and the company's occupancy of a portion of the property extended beyond its period of ownership by another eleven years, until 1989. However, the

majority of the facilities related to that context have been demolished. Therefore, based on these findings, ESA has concluded that the Airport does not qualify as a district associated with early commercial air travel or events related to Lockheed Aircraft's history.

While the Airport property does not appear eligible as a district, it was also necessary to evaluate all existing buildings over 50 years in age on the airport property for eligibility as individual resources. To this end, ESA evaluated eleven (11) buildings and structures (airplane hangars)—in addition to the aforementioned Terminal Building—in order to ascertain whether they might be individually eligible to the National Register, as follows:

- Building 3;
- Hangar 1;
- Hangar 2;
- Hangar 4;
- Hangar 5;
- Hangar 6;
- Hangar 7;
- Hangar 7A;
- Hangar 22
- Hangar 34;
- Hangar 35.

Based upon our evaluation, ESA found that Building 3, Hangars 4 and 5, Hangars 6, 7, and 7A, Hangar 22, and Hangars 34 and 35 do not meet the threshold of significance as individual resources and appear ineligible to the National Register. This finding was largely consistent with previous evaluations from 1987 and 2002, which found the Terminal Building (Building 10), Building 3, Hangars 4 and 5, and Hangars 6, 7, and 7A ineligible to the National Register. Hangars 1 and 2, which are relocated and have not been previously evaluated, are largely intact from their original construction and appear eligible to the National Register by ESA through survey evaluation under Criterion C and Criteria Consideration B for their architectural significance and value as rare examples of similar early commercial aviation hangars constructed in 1929.

The Proposed Undertaking would include the demolition of the airline cargo building and Terminal Building (Building 10) by the Authority. The Terminal Building (Building 10) has been identified in this Report as ineligible to the National Register either individually or as a contributor to a district. The

airline cargo building was constructed between 1980 and 1989 and does not meet the 50-year age threshold to qualify as a historical property.

Therefore, ESA concludes that the Proposed Undertaking would not affect historic properties since neither of the buildings to be demolished are eligible to the National Register, and no eligible historic district was identified on the airport property. Furthermore, the Proposed Undertaking would not demolish or alter Hangars 1 or 2, which are considered eligible to the National Register as the result of survey evaluation by ESA. Thus, no further evaluation of historical resources is required for compliance with Section 106.

Project Location

The Proposed Undertaking would be located within the City of Burbank (**Figure 1**). Specifically, the Proposed Undertaking is located within the Burbank USGS 7.5-minute topographic quadrangle; Sections 3, 4, 5, 9, 32, and 33; Township 1 and 2 North and Range 14 West (**Figure 2**). Land uses surrounding the Proposed Undertaking consist primarily of residential and commercial development to the north, south, east, and west, a cemetery to the south, and Interstate 5 (I-5) to the east.

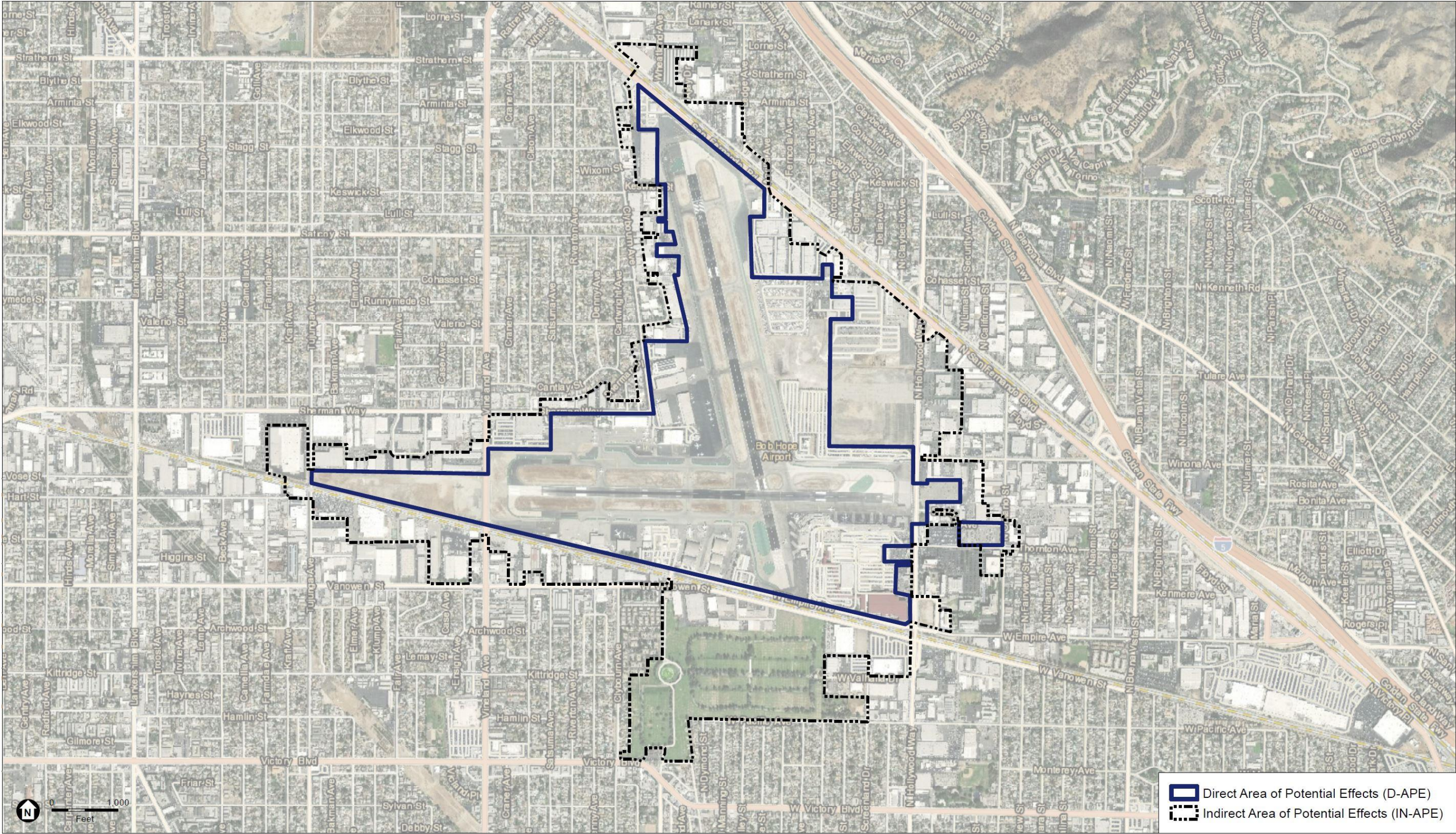
The Airport property is divided into quadrants by the intersecting runways, commonly referred to as the northeast, southeast, southwest, and northwest quadrants (**Figure 3**). The northeast quadrant of the Airport property contains a 152-acre portion of the former Lockheed B-6 Plant site. This currently undeveloped property is used for airport passenger and employee automobile parking, movie equipment staging, and truck/recreational vehicle parking. The northeast quadrant is the preferred location for the 14-gate replacement passenger terminal. The existing 14-gate passenger terminal building complex is in the southeast quadrant of the Airport property. The passenger Terminal Building complex is about 78 acres in size, and it also contains the Regional Intermodal Transportation Center (RITC), structured parking, and surface parking. The approximately 118-acre southwest quadrant is used for general aviation hangars and aircraft parking aprons. The northwest quadrant of the Airport property is about 161 acres and contains the Aircraft Rescue and Firefighting (ARFF) building, aircraft hangars, and fixed-base operators.

Figure 1 Regional Location



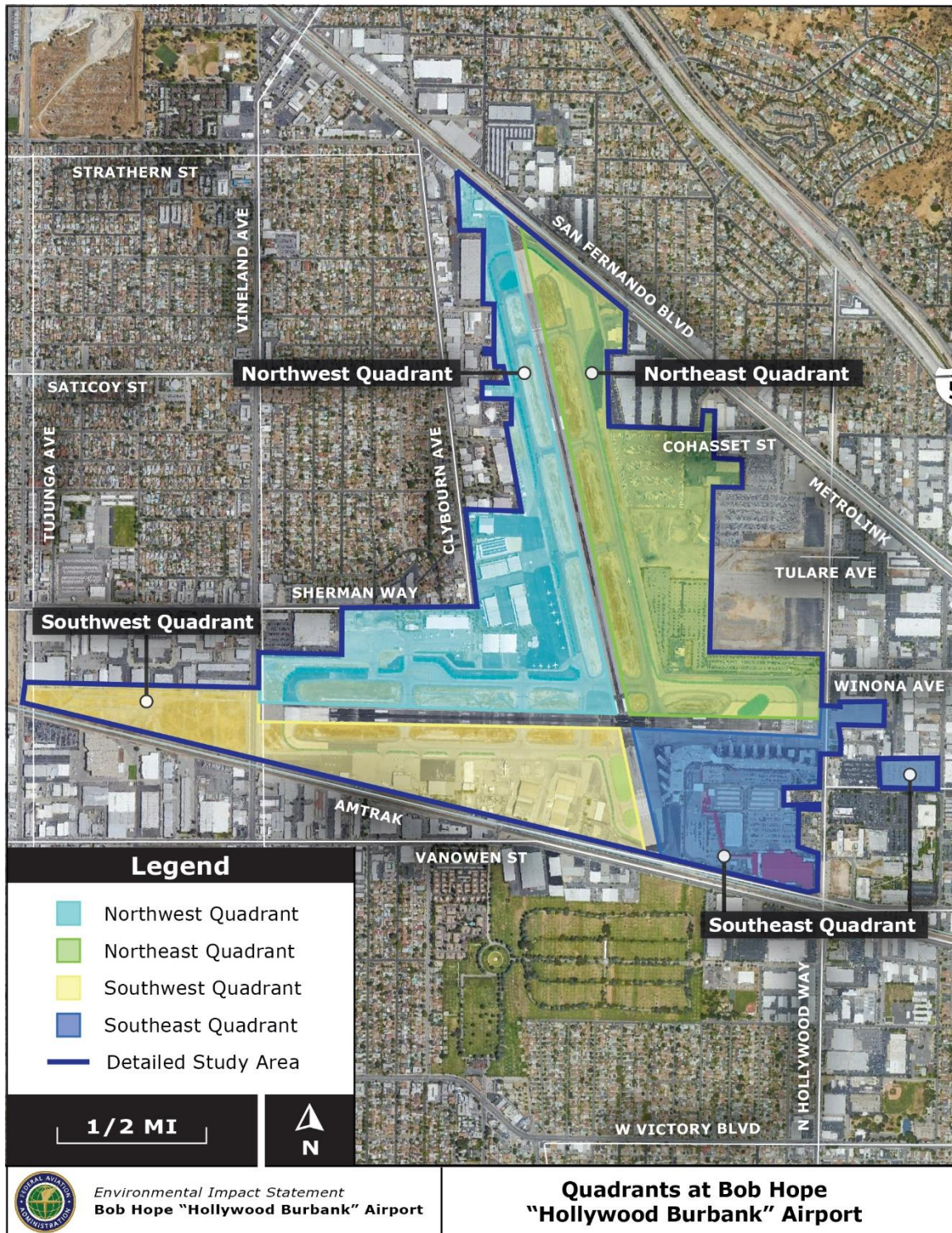
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Figure 2 Area of Potential Effect



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Figure 3 Airport Quadrants



Project Description

The Proposed Undertaking includes replacement of the existing 14-gate passenger terminal located in the southeast quadrant of the Airport with a new 14-gate passenger terminal in the northeast quadrant (also known as the former Lockheed B-6 Plant site) of the Airport. The existing passenger terminal would be demolished and parallel Taxiways A and C would be extended full length to the ends of Runways 15-33 and 08-26, respectively. Specifically, the Proposed Undertaking is as described below:

- **Construction of a replacement passenger terminal:** The 355,000-square-foot replacement passenger terminal would have 14 gates and would meet FAA airport standards. The replacement passenger terminal would be developed in accordance with modern passenger terminal design standards to provide enhanced passenger amenities, security screening facilities that meet the latest Transportation Security Administration (TSA) requirements and adequate space for other airport facilities including hold rooms, baggage claim areas, and public areas that are designed for the aircraft that airlines routinely operate. Additionally, the replacement passenger terminal would be designed to meet California Building Code seismic design standards for a new building.¹
- **Construction of a 413,000-square-foot aircraft parking apron:** The aircraft parking apron would accommodate 14 aircraft.
- **Construction of an employee automobile parking lot:** About 200 spaces would be provided for employee parking in a surface parking lot north of the proposed replacement passenger terminal. Additional employee parking would be provided by converting existing public parking facilities in the Southeast Quadrant to employee parking.
- **Construction of a public automobile parking structure:** The public automobile parking structure would be at least five levels, but not more than seven levels, and would include a valet drop-off and pickup area. The total number of public parking spaces at the Airport would not exceed 6,637 spaces, per the Conceptual Term Sheet agreed upon by the Airport and the City of Burbank.² The 6,637 parking spaces is consistent with the current number of public parking spaces that currently exist at the Airport.

¹ International Code Council. (2016). California Building Code, Chapter 16 – *Structural Design*. Retrieved October 2018, from International Code Council: https://codes.iccsafe.org/content/chapter/1832/?site_type=public.

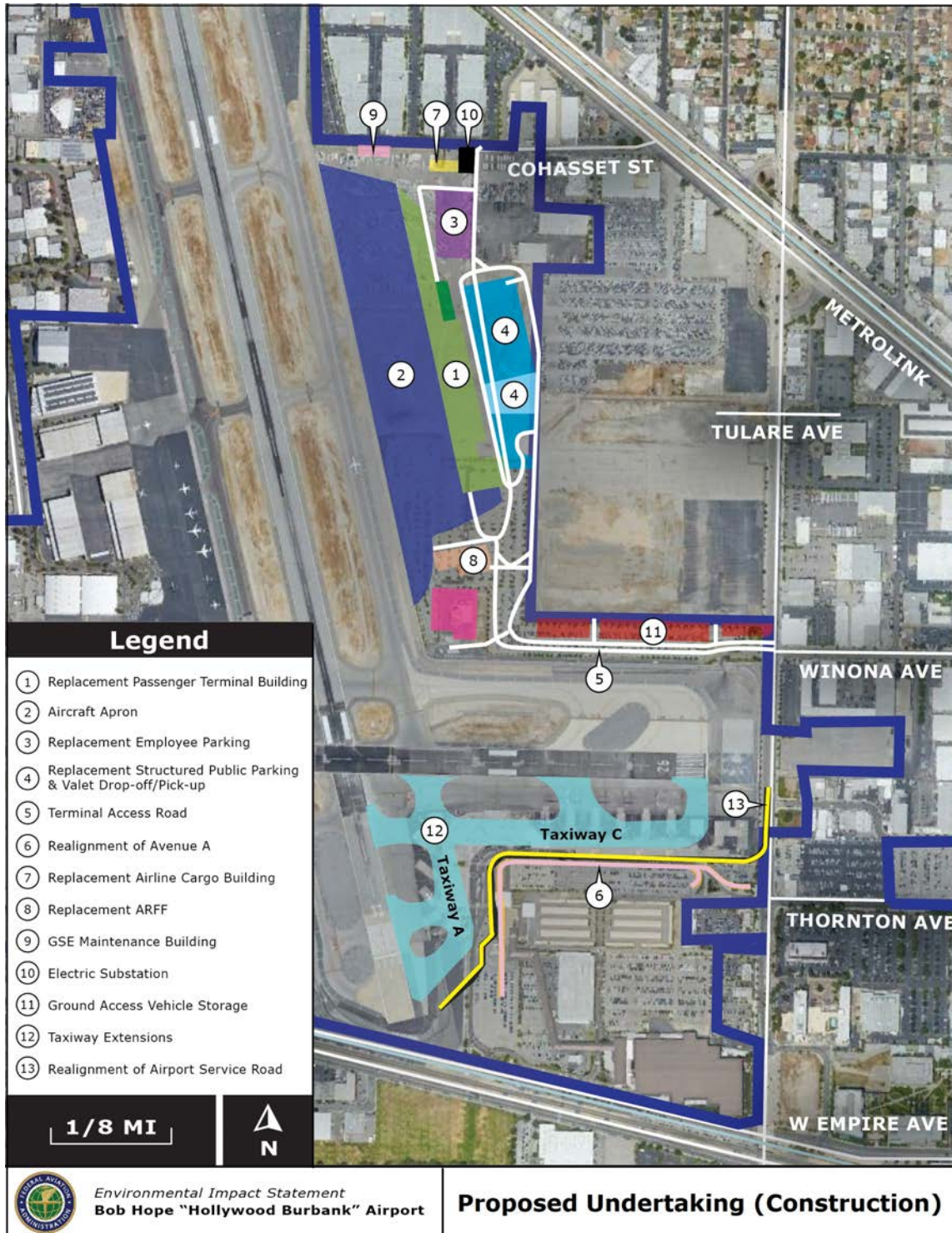
² City of Burbank, Bob Hope Airport Replacement Terminal Conceptual Term Sheet, November 8, 2016.

- **Construction of a new passenger terminal access road:** A new multi-lane road extending from the intersection of North Hollywood Way and Winona Avenue would be constructed. This road would loop around the proposed parking structure to provide vehicle access to the replacement passenger terminal and parking structure, thus allowing curb-front access to the passenger terminal and recirculation around the Airport. A secondary point of access would connect the passenger terminal access road with Cohasset Street and Lockheed Drive, providing access to San Fernando Road from both Cohasset Street and Lockheed Drive.
- **Realignment of Avenue A:** Avenue A, the existing passenger terminal loop road in the southeast quadrant of the Airport would be realigned. The east-west segment of Avenue A would be shifted to the south to permit the extension of Taxiway C, and the north-south segment of Avenue A would be shifted to the east to permit the extension of Taxiway A. The realigned Avenue A would continue to provide access to the Regional Intermodal Transportation Center and long-term parking in the southeast quadrant of the Airport.
- **Construction of replacement airline cargo building:** An 8,000-square-foot replacement airline cargo building would be constructed adjacent to the north of the replacement passenger terminal building.
- **Construction of replacement Aircraft Rescue and Firefighting (ARFF) station:** The existing ARFF station is in a hangar in the northwest quadrant of the Airport. A new ARFF station would be constructed south of the replacement passenger terminal, and existing ARFF operations would be relocated. Vehicle access to the new ARFF station would be provided via the new passenger terminal access road. The existing ARFF hangar in the northwest quadrant of the Airport would become available for general aviation uses.
- **Construction of ground support equipment (GSE) and passenger terminal maintenance building:** A new 8,000-square-foot GSE and passenger terminal maintenance building would be constructed adjacent to the north of the replacement passenger terminal building just south of Cohasset Street. About 2,000 square feet would be used for equipment and tool storage in addition to office space for maintenance staff.
- **Construction of a central utility plant:** A new central utility plant would be constructed adjacent to the north of the replacement passenger terminal building in an area just south of Cohasset Street.
- **Construction of ground access vehicle storage and staging:** A ground access vehicle storage and staging area for taxis, shared vans, and transportation network companies (e.g., Uber, Lyft, etc.) would be constructed on the north side of the new passenger terminal access road west of the North Hollywood Way / Winona Avenue entrance.

- **Taxiway A and Taxiway C Extensions:** Taxiway A would be extended from Runway 08-26 south to the Runway 33 threshold, and Taxiway C would be extended between Taxiway G and the Runway 26 threshold. Thus, both Taxiways A and C would be extended to provide full-length parallel taxiways.
- **Realignment of the Airport service road:** The Airport service road in the southeast quadrant of the Airport would be relocated.
- **Demolition of passenger terminal:** The existing 232,000-square-foot passenger terminal would be demolished.
- **Removal of commercial aircraft ramp and adjacent taxilanes:** The existing commercial aircraft ramp and adjacent taxilanes would be demolished.
- **Removal of parking booth:** The existing parking booth would be removed to allow for vehicle storage and staging.
- **Removal of employee parking lot:** The existing employee surface parking located on the western portion of Parking Lot A and the employee parking lot in the southeast quadrant would be removed.
- **Removal of Parking Lot A:** The existing public parking portion of Parking Lot A would be closed and all structures would be removed.
- **Removal of Parking Lot B:** Existing Parking Lot B would be closed and all structures within Parking Lot B would be removed.
- **Removal of Parking Lot E:** Existing Parking Lot E would be closed and all structures within Parking Lot E would be removed.
- **Removal of public parking structure:** The existing public parking structure adjacent to the existing passenger terminal would be demolished.
- **Removal of tenant lease area:** The existing pavement for the tenant-leased property would be removed to allow for the development of the replacement passenger terminal building.
- **Demolition of airline cargo and GSE maintenance building and associated pavement:** The existing 16,000-square-foot airline cargo and GSE maintenance building would be demolished.
- **Demolition of shuttle bus dispatch office and staging area:** The existing shuttle bus dispatch office and staging area would be demolished.

The two figures that follow illustrate the scope of both construction and demolition that is encompassed in the Proposed Undertaking, as described above (see **Figure 4** and **Figure 5**).

Figure 4 Proposed Undertaking Construction



Sources: Authority, 2016; RS&H, 2018.

Figure 5 Proposed Undertaking Demolition



Sources: Authority, 2016; RS&H, 2018.

Regulatory Context

Federal

National Environmental Policy Act

The National Environmental Policy Act (NEPA) establishes national policy for the protection and enhancement of the environment. Part of the function of the federal government in protecting the environment under NEPA is to “preserve important historic, cultural and natural aspects of our national heritage” (42 United States Code [USC] Section 4331(b)) and to provide for public participation in the consideration of cultural resource issues, among others, during agency decision making. Under NEPA, in determining whether a federal action “significantly” affects the quality of the human environment federal lead agencies consider the unique characteristics of the affected geographic area, such as proximity to “historic or cultural resources, park lands, prime farmlands, wetlands, wild and scenic rivers, or ecologically critical areas” (40 Code of Federal Regulations [CFR] 1508.27(b)(3)), or the degree to which the action may adversely affect “districts, sites, highways, structures, or objects listed in or eligible for listing in the National Register of Historic Places” or may cause loss or destruction of “significant scientific, cultural, or historical resources” (40 CFR 1508.27(b)(8)).

National Historic Preservation Act

The principal federal law addressing historic properties is the National Historic Preservation Act (NHPA), as amended (54 United States Code of Laws [USC] 300101 et seq.), and its implementing regulations (36 CFR Part 800). Section 106 requires a federal agency with jurisdiction over a proposed federal action (referred to as an “undertaking” under the NHPA) to take into account the effects of the undertaking on historic properties, and to provide the Advisory Council on Historic Preservation (ACHP) an opportunity to comment on the undertaking.

The term “historic properties” refers to “any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in, the National Register” (36 CFR Part 800.16(/)(1)). The implementing regulations (36 CFR Part 800) describe the process for identifying and evaluating historic properties, for assessing the potential adverse effects of federal undertakings on historic properties, and seeking to develop measures to avoid, minimize, or mitigate adverse effects. The Section 106 process does not require the preservation of historic properties; instead, it is a procedural requirement mandating that federal agencies take into account effects to historic properties from an undertaking prior to approval.

The steps of the Section 106 process are accomplished through consultation with the State Historic Preservation Officer (SHPO), federally-recognized Indian tribes, local governments, and other interested parties. The goal of consultation is to identify potentially affected historic properties, assess effects to such properties, and seek ways to avoid, minimize, or mitigate any adverse effects on such properties. The agency also must provide an opportunity for public involvement (36 CFR 800.1(a)).

National Register of Historic Places

The National Register of Historic Places (National Register) was established by the NHPA of 1966, as “an authoritative guide to be used by federal, State, and local governments, private groups and citizens to identify the Nation’s historic resources and to indicate what properties should be considered for protection from destruction or impairment” (36 CFR 60.2) (U.S. Department of the Interior, 2002). The National Register recognizes a broad range of cultural resources that are significant at the national, state, and local levels and can include districts, buildings, structures, objects, prehistoric archaeological sites, historic-period archaeological sites, traditional cultural properties, and cultural landscapes. As noted above, a resource that is listed in or eligible for listing in the National Register is considered “historic property” under Section 106 of the NHPA.

To be eligible for listing in the National Register, a property must be significant in American history, architecture, archaeology, engineering, or culture. Properties of potential significance must meet one or more of the following four established criteria:³

- A. Are associated with events that have made a significant contribution to the broad patterns of our history;
- B. Are associated with the lives of persons significant in our past;
- C. 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. Have yielded, or may be likely to yield, information important in prehistory or history.

³ *The Code of Federal Regulations, Title 36. Parks, Forests and Public Property, Chapter 1 National Park Service, Department of the Interior, Part 60, National Register of Historic Places* provides the criteria for evaluation under 36 CFR 60.4; an electronic copy of the Code of Federal Regulations is available at <https://www.law.cornell.edu/cfr/text/36/part-60> (accessed January 8, 2020). For more information on how to apply the four eligibility criteria, see also the *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation* (Washington D.C.: U.S. Department of the Interior, 2002), 2.

In addition to meeting one or more of the criteria of significance, a property must have integrity. Integrity is defined as “the ability of a property to convey its significance”⁴. The National Register recognizes seven qualities that, in various combinations, define integrity. The seven factors that define integrity are location, design, setting, materials, workmanship, feeling, and association. To retain historic integrity a property must possess several, and usually most, of these seven aspects. Thus, the retention of the specific aspects of integrity is paramount for a property to convey its significance.

Ordinarily religious properties, moved properties, birthplaces or graves, cemeteries, reconstructed properties, commemorative properties, and properties that have achieved significance within the past 50 years are not considered eligible for the National Register unless they meet one of the Criteria Considerations (A-G), in addition to meeting at least one of the four significance criteria and possessing integrity⁵. For instance, Criteria Consideration B, which applies to moved properties, recognizes that “a property removed from its original or historically significant location *can be eligible* [ESA’s emphasis] if it is significant primarily for architectural value or it is the surviving property most importantly associated with a historic person or event.”⁶ Therefore, any property that meets this Criteria Consideration—in addition to meeting one of the two specific significance criteria called out in the Criteria Consideration and possessing integrity—could still be potentially eligible to the National Register despite the property having been moved in the past.

Archival Research and Field Survey

ESA conducted a study that meets Section 106 requirements and that includes an evaluation of the buildings on the Airport property that either meet the 50-year threshold for eligibility to the National Register or were approaching historic age (45 years or older). In addition, buildings on adjacent parcels within the immediate vicinity that either met the 50-year threshold for eligibility to the National Register or were approaching historic age (45 years or older) were also surveyed in order to determine whether any individually-eligible buildings were present in order to account for both potential direct and indirect effects. The intent was that the entirety of the Airport property and its immediate environs would be included within the assessment. For this effort, ESA consulted guidance provided by the Federal

⁴ U.S. Department of the Interior, 2002. *National Register Bulletin: How to Apply the National Register Criteria for Evaluation*. Washington D.C.

⁵ U.S. Department of the Interior, 2002.

⁶ See U.S. Department of the Interior, National Park Service, “How to Apply the Criteria Considerations” in *National Register Bulletin #15: How to Apply the National Register Criteria for Evaluation* (Washington D.C.: Government Printing Office, 1997), 27.

Aviation Authority (FAA) titled *Section 106: How to Assess the Effects of FAA Actions on Historic Properties under Section 106 of the National Historic Preservation Act*.⁷ Each of the ESA staff members who participated in this study meet the *Secretary of the Interior's Professional Qualification Standards* for architectural history. Professional qualifications are provided in **Appendix A**.

This historic resources assessment involved a review of the National Register and its annual updates, the California Register of Historical Resources (California Register), the statewide Historical Resources Inventory (HRI) database maintained by the California State Office of Historic Preservation (OHP), and the City of Burbank's inventory of historic properties to identify any previously recorded properties within or near the Airport property, as well as environmental review assessments for other projects in the vicinity. An intensive pedestrian survey was also undertaken to document the existing conditions of the property and adjacent parcels. In addition, the following tasks were performed for the study:

- Photographed the subject property and examined other properties in the area that exhibited potential architectural and/or historical associations.
- Conducted site-specific research on the property utilizing building permits, assessor's records, Sanborn fire insurance maps, City directories, historical photographs, California Index, Avery Index, Online Archive of California, USC Digital Collections, historical Los Angeles Times, and other published sources.
- Reviewed historic as-built plans archived by the Authority's facilities department and conducted research at the City of Burbank Building Division.
- Reviewed and analyzed ordinances, statutes, regulations, bulletins, and technical materials relating to federal designation assessment processes, and related programs.
- Evaluated potential historic properties based upon criteria used by the National Register.
- Assessed the Proposed Undertaking for its potential to effect identified historic properties and the potential to affect the continued eligibility of two structures—Hangars 1 and 2—to the National Register

⁷ Federal Aviation Authority, *Section 106: How to Assess the Effects of FAA Actions on historic Properties under Section 106 of the National Historic Preservation Act*, June 2015.

Area of Potential Effects

An Area of Potential Effects (APE) was established for the Proposed Undertaking according to Section 106 guidelines and in coordination with the FAA. An APE is defined as:

...the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist. The APE is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking (36 Code of Federal Regulations [CFR] 800.16[d]).

For this undertaking, the APE for historic architecture resources includes two different APEs that have been identified, a Direct APE (D-APE) and an Indirect APE (IN-APE) (**Figure 6**). For evaluation of historic architecture resources, the study area includes the D-APE which encompasses the entire airport footprint, including all buildings, structures, and infrastructure that are either historic in age (50 years or older) or approaching historic age (45 years or older) related to the airport and associated uses. The study area for historic architecture resources was surveyed for above-ground resources that are historic in age and that could potentially have a change of setting as a result of the addition of new buildings or the demolition of existing buildings within the D-APE. The study area for the historic architecture resource record search (0.5-mile radius around the D-APE), and survey results, as well as the description of the undertaking, were used to inform the IN-APE. The IN-APE is the area immediately surrounding the Airport, and it encompasses all of the above-ground properties that comprise the “view-shed” in its entirety—that is, the IN-APE will encompass the entire area in which the Proposed Undertaking may visually affect above-ground structures because they share a line-of-sight with it.

Records Search

A records search for the Proposed Undertaking was conducted by ESA staff on July 12, 2018 at the California Historical Resources Information System (CHRIS) South Central Coastal Information Center (SCCIC) housed at California State University, Fullerton. The records search included a review of all previously documented cultural resources and cultural resources studies within the D-APE and a 0.5-mile radius. The records search also included a review of the National Register and the statewide Historic Resources Inventory listings in an effort to identify all properties that are either listed in the National Register or determined eligible for the National Register.

Previous Cultural Resources Investigations

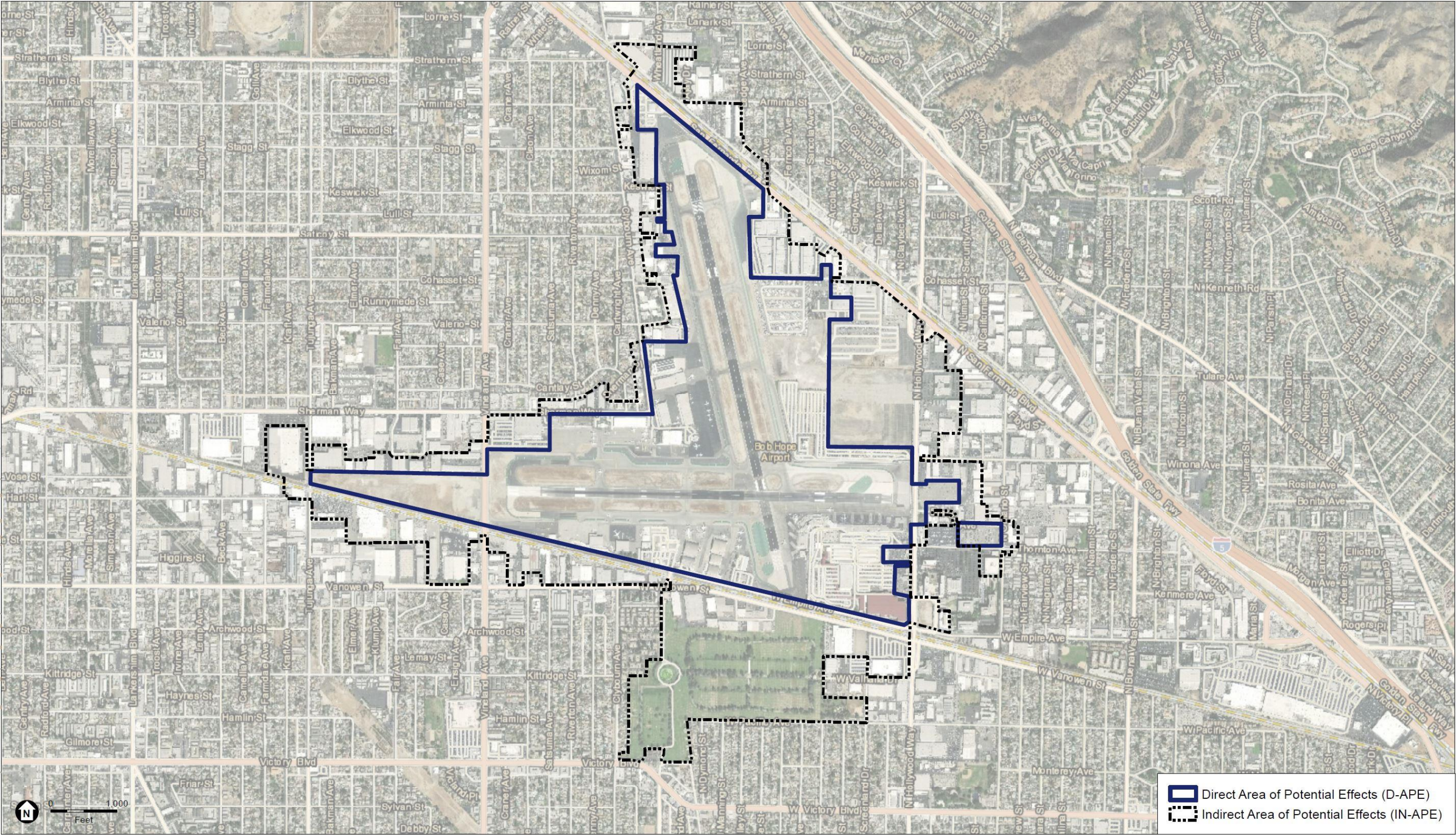
The records search indicated that a total of 28 cultural resources studies have been conducted within a 0.5-mile radius of the D-APE (**Appendix B**). Of these 28 studies, five (LA-06754, -08104, -10756, -11155, and -11307) included portions of the D-APE. Approximately 60 percent of the records search radius and 75 percent of the D-APE appear to have been included in past cultural resources studies.

Previously Recorded Cultural Resources

The records search results indicate that 10 historic-period architectural resources have been previously recorded within a 0.5-mile radius of the D-APE in past cultural resources studies. These are presented in **Table 1**. Of the 10 historic-period architectural resources, seven (P-19-173146, -186574, -187105, 187327, 187328, 187329, and 187330) are identified as existing within the D-APE. Five of these seven historic-period architectural resources -187105, 187327, 187328, 187329, and 187330 were simply identified as resources in previous reconnaissance level surveys; however, according to the California Historical Resource Status Codes assigned to them ("7N"), they have never been formally evaluated for their eligibility to the National Register. The sixth historic-period architectural resource—the Hamilton Aero Hangar, United Airport (186574)— is currently a State Historical Landmark 1-679/Point of Historical Interest that was designated prior to January 1998 and, according to the California Historical Resource Status Code assigned to it (a "7L"), is in need of reevaluation; however, it is not currently listed or identified as potentially eligible for the National Register. Finally, the Old Trapper's Lodge is assigned a California Historical Resource Status of "7N," meaning that it needs to be reevaluated as a potential historical resource. The need for reevaluation appears to be due to the fact that the Old Trapper's Lodge was previously designated as California Historical Landmark 939 in 1977 when it was in its original location at 10340 Keswick Avenue at San Fernando Road, which is in close proximity to the Airport property. However, since its designation, the Old Trapper's Lodge has been relocated to Los Angeles Pierce Cleveland College, Cleveland Park, 6201 Winnetka Avenue, Woodland Hills, California.⁸ Therefore, this historic-period architectural resource once existed within the D-APE but is no longer located there. As described here, then, none of the seven historic-period architectural resources within the D-APE is listed on or identified as

⁸ The relocation of the landmark is described on the California State Office of Historic Preservation's website that provides information about California Historical Landmarks, which is available at https://ohp.parks.ca.gov/?page_id=21427

Figure 6 APE Map



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TABLE 1
PREVIOUSLY RECORDED ARCHITECTURAL RESOURCES WITHIN 0.5-MILE OF THE D-APE

Primary Number (P-19-)	Permanent Trinomial (CA-LAN-)	Other Designation	Description	Date Recorded	Approximate Distance from APE
173146*	-	Old Trapper's Lodge	Historic-period registered landmark #939 including folk art installations	1977	Resource previously was within the D-APE; however, the resource has been relocated outside the D-APE
180686	-	Portal of the Folded Wings Shrine to Aviation	Historic-period structure and entrance way for the Valhalla Cemetery	1997; 2012	South of the D-APE
186574*	CA-LAN-060	Hamilton Aero Hangar, United Airport	Historic-period airport hangar	2012	Within the D-APE
187105*	-	United Airport District	Historic-period Terminal Building	1987	Within the D-APE
187327*	-	Pasadena Airport Hangar 3	Historic-period airport hangar	1987	Within the D-APE
187328*	-	Burbank-Glendale-Pasadena Airport Hangars 4 and 5	Historic-period airport Hangars	2002	Within the D-APE
187329*	-	Burbank-Glendale-Pasadena Airport Hangars 6, 7, 7a, and 7b	Historic-period airport hangar	2002	Within the D-APE
187330*	-	Burbank-Glendale-Pasadena Airport Hangar 22	Historic-period airport hangar	2002	Within the D-APE
188007	-	Old San Fernando Rd	Historic-period multi-lane urban roadway	2006; 2011	Adjacent to the D-APE
190053	-	3024 N Hollywood Way Commercial Bldg.	Historic-period industrial building	2012	Adjacent to the D-APE

* Within D-APE

potentially eligible for the National Register. The only historic-period architectural resource listed on the National Register—the Portal of the Folded Wings Shrine to Aviation (P-19-180686) is located outside of the D-APE but within a 0.5-mile radius of it.

The records search for cultural resources within the vicinity of the Proposed Undertaking (approximately 0.5-mile radius) involved review of previous surveys, records, and reports on file at the South Central Coastal Information Center (SCCIC) records center and ESA's in-house files. As the Airport property is located within a dense, urban setting with limited visibility, a 0.50-mile radius records search was conducted in order to identify any properties within the project vicinity that are either listed in the National

Register or determined eligible for listing. This was done for the purpose of analyzing potential indirect impacts to any properties eligible to the National Register that may have views of the D-APE. Once these resources were identified, both the National Register and the statewide Historical Resources Inventory were consulted to determine if any of these resources had status at the federal level as either properties listed in the National Register or as properties determined eligible for the National Register.

As previously mentioned, there is only one (1) historic resource, the Portal of the Folded Wings Shrine to Aviation (Primary # 19-180686), which is listed on the National Register in the study area. It is located 0.30 miles (1,690 feet) to the south of the D-APE at the entrance to the Pierce Brothers Valhalla Memorial Park Cemetery. No other properties listed in or determined eligible for the National Register were found within a 0.50-mile vicinity of the D-APE. Because the Portal of the Folded Wings Shrine to Aviation is shielded from the D-APE by industrial buildings improved along the south side of Vanowen Street, the historic resource has no views of the D-APE.

Survey

In accordance with Section 106, all properties within the D-APE before 1974 require formal historical significance evaluation. Therefore, a pedestrian survey of the D-APE was conducted on September 25, 2018 by ESA staff architectural historians, Gabrielle Harlan, Ph.D., and Ashley Brown, M.A. which encompassed a total of eighteen buildings (and/or structures). The survey was aimed at identifying historic properties within or immediately adjacent to the D-APE

However, a large portion of this area, containing a total of twelve buildings (including the existing Terminal Building), also was previously subject to survey and formal evaluation by ESA for the preparation of a study conducted in April 2016 entitled *Historical Resources Assessment and Environmental Impacts Analysis [for the] Burbank Bob Hope Airport* (2016 HRA) under the California Environmental Quality Act (CEQA).⁹ The 2016 HRA evaluated whether a potentially-eligible district existed on the airport property as associated with the United Air Terminal building complex first constructed there in 1929. This report established the context for evaluating the significance of extant remains of the United Air Terminal building complex as well as defined an appropriate period of significance (1929-1949) for assessing the potential district. Therefore, the twelve buildings in this portion

⁹ Margarita C. Jerabek, et al., *Historical Resources Assessment and Environmental Impacts Analysis [for the] Burbank Bob Hope Airport* (Santa Monica: PCR Services Corporation, 2016).

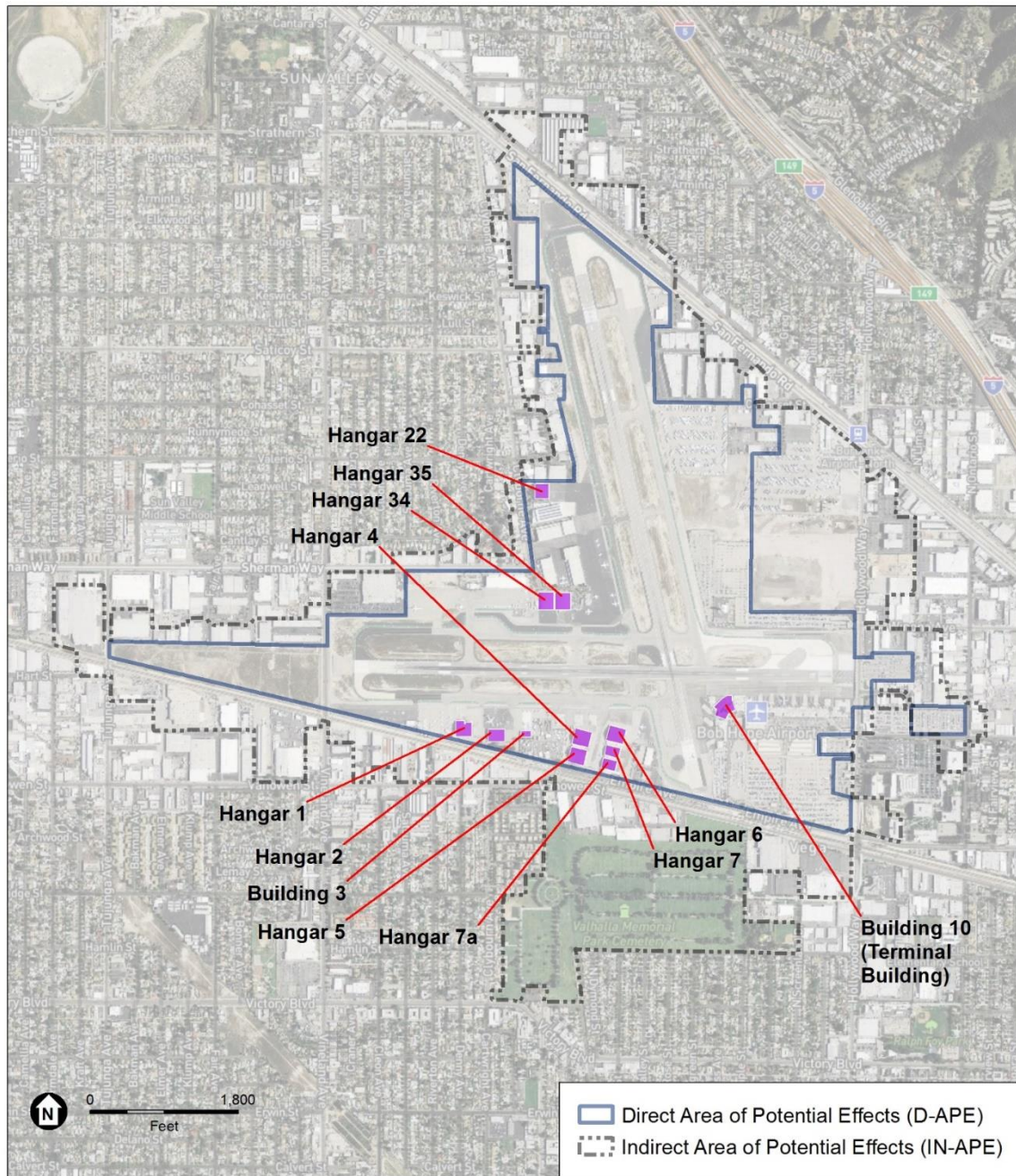
of the Detailed Study Area were re-surveyed by ESA on September 25, 2018, in order to provide updates to their existing conditions and to ascertain whether any additional information was needed to conduct the Section 106 level assessment. The six buildings within the D-APE that had not previously been subject to survey by ESA in 2016 were included in the 2018 survey.

As part of the current survey effort, existing on-site buildings and structures within the D-APE—as well as the immediate surroundings—were photographed and recorded, including the twelve buildings previously surveyed in 2016. All of the buildings and structures on the Airport property that were surveyed by ESA as part of the 2016 and 2018 surveys are shown in **Figure 7**. Based upon the results of the previous 2016 survey and the current re-survey, ten of the buildings contained within the D-APE—including the Terminal Building—do not appear eligible to the National Register either individually or as district contributors. However, two of the buildings Hangars 1 and 2—do appear eligible to the National Register as individual structures. Therefore, as part of the recent survey conducted on October 26, 2018, the continued integrity of these two structures was confirmed; both structures appear to retain sufficient integrity to convey their historic significance.

Of the six additional buildings and structures that were newly surveyed on September 25, 2018, only one additional potentially-eligible historic architectural resource was identified. Hangar 22 (Primary #19-187105) was identified as a potentially-eligible resource, as it meets the 50-year age threshold for potential resources eligible to the National Register, as it was constructed sometime between 1955 and 1960. Research indicates that Hangar 22 is likely significant only as a potential contributor to a district, not as an individually-eligible resource. However, since the 2016 HRA recommended that the grouping of eleven surveyed buildings on the property appeared ineligible as a district, and because the period of significance for this grouping terminated six years before Hangar 22 was constructed, Hangar 22 is not considered eligible as a district contributor. As Hangar 22 appears ineligible to the National Register as either an individually eligible-building or as a district contributor, it is not considered a historic property within the D-APE.

This review of historic registers resulted in the identification of one (1) previously-recorded historic property, the Portal of the Folded Wings Shrine to Aviation (Primary #19-180686), which is located 0.30 miles (1,690 feet) to the south of the northeast quadrant at the entrance to the Pierce Brothers Valhalla Memorial Park Cemetery. The Portal of the Folded Wings Shrine to Aviation is listed on the National Register. No additional historic properties listed on the National Register were identified within a 0.50-mile vicinity of the Airport property.

Figure 7 Map Showing the Location of Buildings and Structures Evaluated on the Airport Property



The Proposed Undertaking does not have the ability to affect the integrity of any identified historic properties—such as the Portal of the Folded Wings Shrine to Aviation—in regard to location, design, materials, workmanship, feeling or association. The demolition and construction of new buildings at the Airport only has the ability to indirectly affect the setting of potential historic properties with respect to views. Therefore, the IN-APE includes only those previously recorded historic properties or potential historic properties within the view-shed of the Proposed Undertaking. Because the Portal of the Folded Wings Shrine to Aviation is shielded from the northeast quadrant by industrial buildings improved along the south side of Vanowen Street, the historic property has no views of the northeast quadrant; therefore, for this reason, ESA chose to exclude it from the IN-APE.

Environmental Setting

Background Information on the Historic Setting of the Airport Property

The information below presents the historic background necessary to understand the setting of the Airport property. This is then followed by the two historic contexts under which the Airport property was evaluated, followed by a description of its ownership over time and its construction history.

Early Development of the City of Burbank (1888-1933)

The City of Burbank was originally part of the Tongva Native American region, which spread from what is today Los Angeles County and the northern section of Orange County. In 1798, the Spanish Crown granted 36,000 acres of the Tongva land to Corporal José Maria Verdugo, which was called Rancho San Rafael. Verdugo had been active in the army until that time, but decided to retire and became a rancher. He raised herds of cattle, horses, sheep and mules on the Rancho and also grew watermelons, corn, beans, pepper and fruit. The Rancho also included what is today Glendale, Eagle Rock and Highland Park. By 1850 there were roughly 10 dwellings on the Rancho. In 1857, the Verdugos traded roughly 4,000 acres of Rancho San Rafael to Jonathan R. Scott for a roughly 6,000-acre portion of Rancho La Cañada which bordered the north end of Rancho San Rafael.¹⁰

In 1843, a 4,600-acre Mexican land grant was granted to Commandante General Jose Castro. The land grant, Rancho La Providencia, bordered the

¹⁰ Galvin Preservation Associates, *City of Burbank: Citywide Historic Context Report*, prepared for the Burbank Heritage Commission and City of Burbank Planning Division (September 2009).

southwestern boundary of Rancho San Rafael and includes the current boundaries of the City of Burbank. By 1851, two original members of the Los Angeles City Council, Alexander Bell and David W. Alexander, purchased Rancho La Providencia. In 1866, Dr. David Burbank (1821-1895) purchased the 4,600-acre Rancho Providencia from Bell and Alexander and a 4,600-acre portion of Rancho San Rafael from Jonathan Scott. The 9,200 acres of land that Burbank purchased was largely undeveloped at that time. By the following year he was involved in sheep ranching and had constructed a residence on the former Rancho Providencia portion of his land holdings, which was located at what is today the Warner Brothers Studios in the southwest section of Burbank. By the end of the decade, Burbank had one of the largest and most successful sheep farms in southern California. As a result of his success, Burbank decided to retire from dentistry in 1872 and began to devote much of his time to investing in Los Angeles real estate.¹¹

In 1872 to 1873, the Southern Pacific Railway constructed an extension of a rail line from downtown Los Angeles through the area owned by Burbank. The right-of-way went through Burbank's ranch property and terminated at what is now North Hollywood. The extension was completed on April 15, 1874. As a result of the new rail line, many parts of what is now San Fernando Valley, including Glendale, were platted as the train provided a vital commercial link to Los Angeles. The new rail line brought a number of settlers to the area during the late 1870s and early 1880s. Burbank began as a small farming town at its founding in 1887, and improvements to the existing water system were made during the 1890s. Agriculture remained the dominant industry in Burbank during the first decade of the 20th century.¹²

Following incorporation in 1911 the city quickly grew into a residential and industrial community. In 1911 the Pacific Electric Railway line was extended from neighboring Glendale. The line became the second and more accessible link to downtown Los Angeles for Burbank. Until this point, the new city was only connected to Los Angeles via the Southern Pacific and a single largely unpaved road. The rail line was laid out along what is now Glenoaks Boulevard and terminated at Cypress Avenue. A combination passenger and freight depot was constructed on the south side of 4th Street between Orange Grove and Palm Avenues. The railway was important to the residential development of Burbank.¹³

The period between 1911 and 1928 was a period of growth and development in the commercial and industrial areas of the newly incorporated city. New

¹¹ Ibid.

¹² Ibid.

¹³ Ibid.

industries came to town and the city began to build up its infrastructure to support the growing community. During the 1920s, both Warner Brothers Studios and Lockheed were centered in Burbank, which further led to the creation of residential developments. Also, the construction of the United Aircraft and Transportation Company airfield in 1929 further validated the establishment of Burbank as a metropolitan center. The City's industries sustained Burbank through the difficult periods of the Great Depression and World War II and the city experienced its biggest growth during the late 1940s and 1950s.¹⁴ Despite a lull period during the 1960s and 1970s, the city has grown to a community with a population of 103,340 (according to the 2010 census).

Historic Context

The two historic contexts described below present the background necessary to evaluate the historical and architectural significance of the Airport property. These two historic contexts are as follows: The Establishment and Operation of United Air Terminal (1929-1949) and Lockheed Aircraft's Ownership and Occupancy of the Airport Property (1940-1989). The period of significance for the Airport property is 1929 to 1949, beginning with the airport's initial construction in 1929 and ending with 1949, the year by which Los Angeles Municipal Airport (now known as Los Angeles International Airport) surpassed the Airport property in Burbank in the number of annual passengers served. This marked the growing preeminence of Los Angeles International Airport's importance to the Los Angeles basin and the older airport's loss of status as the primary aviation hub for the area.

The Establishment and Operation of United Air Terminal (1929-1949)

The Kelly Air Mail Act (1926) and the Air Commerce Act (1927) encouraged private investment in aviation, as did the 1926 establishment of the Daniel Guggenheim Fund for the promotion of Aeronautics. The growing enthusiasm for aviation prompted the Aeronautics Board of the U.S. Department of Commerce to conduct a survey identifying new locations for airfields. The Aeronautics Board reported that Burbank had the most favorable airport location surveyed.¹⁵ In 1929, with the support of the Burbank Chamber of Commerce, United Aircraft and Transportation Company hired the Austin Company to begin construction on Los Angeles' new airport. Occupying approximately 234 acres of land, the airport boasted more paved landing area than any airfield at the time. An article featured in *Airports* magazine the

¹⁴ Ibid.

¹⁵ Jackson Mayers, *Burbank History* (Burbank, CA: Soldado Publishing Company, 1974), 83.

following year, in 1930, reported on the construction effort and described the scale of the endeavor in relation to necessary modifications to the landscape, stating as follows: "Over one hundred large oak trees were removed from the field and from property adjoining the field, by arrangements with the owners, in an effort to eliminate every possible hazard."¹⁶ The architecturally pleasing Terminal Building (Building 10) included administrative offices, ticket offices, a baggage room, a telegraph office, and other conveniences. The airfield's layout was carefully planned, locating public structures like the Terminal Building (Building 10) near the southeast corner of the field, separate from the industrial, support, and private facilities on the property.¹⁷

Memorial Day weekend, 1930 marked the opening of the world's first million-dollar airport (**Figure 8**). Airplane races and a staged air battle with military bombers and fighter planes entertained the crowds on the ground below. As the author E. Caswell Perry relates in his book entitled *Burbank: An Illustrated History*, the opening day event drew large crowds eager to participate in the festivities. He writes of the event as follows: "More than 25,000 automobiles jammed the new airport facilities, and the overflow crowds included many of neighboring Hollywood's brightest movie stars."¹⁸ Only Pacific Air Transport (later acquired by United Airlines) operated from the airfield at first, but the scale of operations at the new airport facilities expanded quickly, as Perry also describes, writing as follows: "By 1933, when the airport was renamed Union Air Terminal, it had become the major facility for the greater Los Angeles area—used by all the major airlines of the day."¹⁹

¹⁶ United Airport Bespeaks Aviation's Progress," *Airports*, July 1930.

¹⁷ "The United Airport at Burbank, California," *Airway Age*, July 1930.

¹⁸ E. Caswell Perry, *Burbank: An Illustrated History* (Northridge, CA: Windsor Publications, Inc., 1987), 126.

¹⁹ Ibid, 127.

Figure 8 Aircraft formation passing the United Airport Terminal, 1930



SOURCE: Burbank-Glendale-Pasadena Airport Authority photographic archives

The Terminal Building was originally named United Airport, but the name was changed to Union Air Terminal after the United Aircraft and Transportation Corporation was broken up in 1934. The dismantling of the United Aircraft and Transportation Corporation resulted in the formation of three new companies: The Boeing Airplane Company, the United Aircraft Company, and United Airlines. For a five-year period, from 1935 until 1940, United Airlines assumed control of the Burbank airfield. During that time, several major airlines began operating from Union Air Terminal, including Pan American, Western Airlines, and Trans-World Airlines.²⁰ In early 1939, American Airlines also began operating out of the Terminal Building, and this served to make "the Union Air Terminal the center of all major airline operations in the Los Angeles area."²¹ The decade of the 1930s was a historic one for the Burbank airfield. The field welcomed aviation pioneers like Howard Hughes, Amelia Earhart, Wiley Post, and Charles Lindbergh.²² Despite drawing these luminaries of aviation, United Airlines suffered from

²⁰ J. Ron Dickson, *Hamilton Aero Hangar, United Airport, Burbank, Application for California Point of Historical Interest*, December 16, 1993, 19.

²¹ Perry, *Burbank: An Illustrated History*, 127.

²² Perry, *Burbank: An Illustrated History*, 127.

financial hardships incurred during the Great Depression, and it was forced to sell the Airport property, concluding its relatively short tenure of ownership. In 1940, the Airport property was sold to a neighboring company, Lockheed Aircraft, which continued to operate the Terminal Building—supporting passenger and airfreight operations—while also utilizing the airfield to manufacture and test new aircraft. Despite the sale to Lockheed Aircraft, United Airlines also continued to operate at the Airport property until April 29, 1961, when local operations were consolidated at Los Angeles International Airport.²³

Once the Airport property was owned by Lockheed Aircraft, the Terminal Building became known as the Lockheed Air Terminal. Lockheed's period of ownership of the Airport property, which spanned a period of almost forty years (1940-1978), saw a massive expansion of the airfield to over 500 acres and growth in commercial air services. During that time, 1946 marked the Terminal Building's highest period of activity, servicing 1.25 million passengers.²⁴ However, as E. Caswell Perry notes in his illustrated history of Burbank, the increase in passenger activity dropped precipitously the following year with the opening of a new airport in the Los Angeles area. He writes as follows: "In December 1946 Los Angeles Municipal Airport, forerunner of Los Angeles International, opened and quickly drew to it nearly all the major airlines' flights. During 1947, only 175,000 passengers used the Burbank [Lockheed Air] Terminal, a drop of more than one million in a single year."²⁵ Although the airport's passenger totals dwindled during the post-war years, the facility played a significant role in early commercial aviation history. As Perry writes, when the Terminal Building first opened in 1929, the Airport property was "the model airport in the United States,"²⁶ and the Terminal Building served as Los Angeles' first trans-continental air terminal. However, by 1949, due to the competition for passengers posed by the newly-constructed Los Angeles Municipal Airport, the importance of the Airport property in Burbank had rapidly declined in terms of the provision to the public of commercial passenger travel.

The Austin Company's Construction of the United Air Terminal

The Austin Company was responsible for constructing the original Airport property in 1929, including three extant resources: The Terminal Building (Building 10), Hangar 1 and Hangar 2. The company was first founded in the late 19th century—in 1878 in Cleveland, Ohio— by Samuel Austin, a carpenter who emigrated from England in 1872. The Austin Company (commonly

²³ Perry, *Burbank: An Illustrated History*, 129.

²⁴ Ibid.

²⁵ Perry, *Burbank: An Illustrated History*, 127.

²⁶ Ibid, 129.

abbreviated as “Austin”) came to specialize in factory design and construction. Until 1916, the company was known as Austin and Son Company. In 1911, Austin moved its offices to East Cleveland, and its headquarters remained there until 1960. Since then, it has been based in nearby Cleveland Heights, and the company is still in operation today.

An important early commission came in 1911 from The National Electric Lamp Association (NELA) to erect a vast industrial research complex in East Cleveland (currently Nela Park). This headquarters complex was for the large and well-known company, General Electric. Throughout the teens, Austin continued to receive contracts for industrial and other types of buildings throughout the United States and Canada. For instance, during World War I, the Austin and Son Company built plants for the production of war materials. Excelling in prefabricated construction by this time, Austin also produced modular factories for export to Europe.²⁷ Significantly, the company became a pioneer in combining design, engineering, and construction under one roof.²⁸ Known as the Austin Method, this concept was the brainchild of engineer Wilbert J. Austin, the founder’s son, who first joined the Company in 1904. The title of a 1925 promotional publication entitled “From Plans to Pour” extensively describes—through both text and photographs—the manner in which the Austin Method could be utilized for the erection of industrial buildings.²⁹ As the architectural historian Betsy Hunter Bradley describes, the Austin Company was “responsible for industrial buildings that ranged from standardized designs offered in catalogs to innovative designs that incorporated welded steel frames.”³⁰ As she also relates, the scale of the buildings that it was possible for the Austin Company to achieve was notable for its time; the firm’s Curtiss Aeroplane and Motor Corp. Building constructed in Buffalo, New York in 1918 was the largest factory building in the world for a time.³¹

²⁷ The Austin Company, accessed January 28, 2016, <http://www.theaustin.com/austin-company-history>

²⁸ The Austin Company, accessed August 28, 2015, <http://www.theaustin.com/austin-company-history>

²⁹ The Austin Company, “From Plans to Pour: The Austin Method,” 1925, accessed October 20, 2018, <https://archive.org/details/FromPlansToPourTheAustinMethodATreatiseOnAustinCompanyFoundry/page/n0>

³⁰ Betsy Hunter Bradley, *The Works: The Industrial Architecture of the United States* (New York: Oxford University Press, 1999), 22.

³¹ *Ibid.*

Throughout the 1920s and 1930s, Austin continued to expand and diversify; its activities increasingly extended to both the aviation and automobile industries. The company also kept innovating; in 1928, it designed and constructed the Upper Carnegie Building in Cleveland, the world's first all-welded structural steel commercial building. However, as Bradley also writes, the onset of the Depression posed a financial challenge to the Austin Company, as it did to many other companies. Austin responded to this challenge by seeking to further differentiate itself from its competitors; it did so by promoting a distinctive modern appearance for its industrial buildings.³² Finally, with the outbreak of World War II, Austin shifted its focus to defense-related facilities.³³

Lockheed Aircraft's Ownership and Operation of the Airport Property (1940-1989)

The history of the Lockheed Aircraft Company has very modest beginnings, but as with many corporations, its history is also lengthy and complex. Its origins derive from the intense interest in aviation displayed by two brothers, Allan and Malcolm Loughead. In the first two decades of the twentieth century, aviation was still fairly new; the Wright brothers, Orville and Wilbur had only made the first controlled, sustained flight of a powered aircraft at Kitty Hawk, North Carolina on December 17, 1903. Moreover, an interest in aviation at this time was considered somewhat eccentric; as the aviation historian Jay Miller writes, "This was a time when such pursuits were still considered borderline insanity."³⁴ The Loughead brothers, afflicted with this particular form of insanity, formed the Alco Hydro-Aeroplane Company in San Francisco in 1912. Their mission in the formation of the company was to construct a small, single-engine "hydro-aeroplane" referred to as the Model G. The Model G was a biplane, and it had an upper wingspread of 46 feet and a triangular fuselage measuring 30 feet in length.³⁵ In June of 1913, the Loughead brothers successfully tested their aircraft with a 10-mile flight circling the San Francisco Bay. However, a rough landing and financial difficulties made the Loughead brothers put the plane in storage for a few years. The Alco Hydro-Aeroplane Company had failed by the end of the year,

³² Ibid.

³³ The Austin Company, accessed January 28, 2016, <http://www.theaustin.com/austin-company-history>

³⁴ Jay Miller, *Lockheed Martin's Skunk Works* (Arlington, TX: Aerofax, Inc. 1993), 7.

³⁵ Richard Sanders Allen, *Revolution of the Sky* (Brattleboro, VT: The Stephen Greene Press, 1964), 6.

and the two brothers had to find more typical employment working for others.³⁶

It was not until the San Francisco Panama-Pacific Exposition in 1915 that the brothers found another opportunity to display the Model G's capabilities. They flew the plane for fifty days during the fair, and carried thrill-seeking passengers aboard it, making themselves a profit of \$4,000.³⁷ With the help of outside investors, the two brothers formed the Loughead Aircraft Manufacturing Company the following year, in 1916. The company was based in Santa Barbara, and it produced several different aircraft within a five-year period. It produced one F-1 flying boat, two license-built Curtis HS-2L flying boats, and a S-1 sport biplane.³⁸ However, due to both the company's modest output and the end of World War I, this second business venture by the two brothers again ended in failure. The company was forced to close in 1921.³⁹ While Malcolm relocated to Detroit and became involved in the automotive industry, Allan remained in California, in Los Angeles. The two brothers continued to work together manufacturing automobile brakes. Utilizing the phonetic spelling of their family name, they formed the Lockheed Hydraulic Break Company; however, they never gave up on their desire to design and manufacture aircraft.

In 1926, Allen Loughead was able to once again convince investors to back a third iteration of the aviation company, this time called the Lockheed Aircraft Company (Lockheed). For the first two years of its existence, the company was located in Hollywood, California. With the help of, John J. "Jack" Northrop—who had sporadically worked with the Loughead brothers on various projects since the F-1 flying boat of 1916—they designed a new aircraft, the Lockheed *Vega*. Soon, the company was running a small production line comprised of the *Vega*, the *Air Express*, and *Explorer*.

By 1928, for reasons that are not definitively known, the brothers decided to relocate the company from Hollywood to the small city of Burbank located to the immediate north of Los Angeles. Lockheed now operated out of a former glass factory located along Empire Avenue in Burbank, in close proximity to what would soon become the site of a new municipal airport. It is quite likely that the brothers decided to relocate from Hollywood to Burbank in response to the news that the San Fernando Valley, and specifically Burbank, was to become the site of a new municipal airport. As early as January 1927, newspapers such as *The Van Nuys News* began publishing the fact that seven

³⁶ Miller, 7.

³⁷ Allen, 10.

³⁸ Miller, 7.

³⁹ Ibid, 12.

different airport sites in the San Fernando Valley were under consideration for the erection of an airport.⁴⁰ As also described in news reports, the airport was to be the “only industrial airport in Southern California where the tenants will own their own sites [and] it is predicted that this airport will attract many additional industries to the valley.”^{41 42}

The history of Lockheed Aircraft and Burbank are closely intertwined. While the United Aircraft and Transportation Company began constructing their airfield in 1929, Lockheed had already established their headquarters in Burbank the previous year, in 1928. This the company did in an old glass factory on Empire Avenue (**Figure 9**), and it was using a nearby landing strip to test the company’s aircraft. The company had approximately 50 employees.⁴³

Shortly after the Lockheed Aircraft company relocated to Burbank, the company’s burgeoning reputation came to the attention of the rapidly expanding Detroit Aircraft Corporation (Detroit). Much to the consternation of Allan Loughead, Lockheed’s board of director’s accepted a buy-out offer, and by June 1929, the company was a subsidiary of the Detroit Aircraft Corporation. This marked the end of the Loughead brothers’ association with the Lockheed Company. At this point, Allan Loughead disassociated himself with the Detroit Aircraft Corporation—of which Lockheed was now a part—and embarked on yet another two successive ventures to form aircraft companies, both of which were unsuccessful. By the late 1930s, both of the Loughead brothers had moved on to new lines of work outside of the aircraft industry.⁴⁴

⁴⁰ See “Seven Airport Sites in Valley Under Consideration: Million Dollar Bond Issue Planned in Spring,” *Van Nuys News*, No. 43, Friday, January 14, 1927, p. 1; and “U.S. Chooses Valley for Airport: Names This Ideal Area in Recommendation,” *Van Nuys News*, No. 29, Friday, June 22, 1928, p. 1.

⁴¹ See Stan Anthony, “Builders of San Fernando Valley: Lloyd St. John,” *The Van Nuys News*, Friday, November 9, 1928, p.2.

⁴² Ibid, 14.

⁴³ Miller, 7.

⁴⁴ Miller, 7.

Figure 9 Former glass factory along Empire Avenue, Lockheed's first Burbank facility, circa 1928



SOURCE: Burbank-Glendale-Pasadena Airport Authority photographic archives

After the Lockheed's acquisition by Detroit, it followed upon its initial successes with the *Vega* with other models, such as the *Sirius*. All of the planes produced by Lockheed during this time were "dependable, high-performance, all wood monoplanes known for their quality construction and reasonable cost."⁴⁵ However, despite the quality and economy of the planes produced during the early 1930s—which the company sold at a rapid clip—the effects of the Depression proved too much for the finances of its parent company. On October 27, 1931, Detroit capitulated to its deteriorating financial position, although its Lockheed subsidiary would continue producing airplanes with a skeleton crew for approximately another eight months.⁴⁶ By 1932, the Detroit Aircraft Corporation had officially declared bankruptcy and entered into final foreclosure proceedings; the company was quickly acquired

⁴⁵ Ibid.

⁴⁶ Ibid.

by a San Francisco-based broker, Robert Gross, and a small group of investors. The Lockheed company was estimated to have existing assets with a value of \$129,961, but reflective of the dire circumstances under which it was sold, it sold to Gross and his group for a mere \$40,000.⁴⁷ It was subsequently renamed the Lockheed Aircraft Corporation.

Under new leadership, the company began focusing on “a plan to design and build a new twin-engine, all-metal transport to meet the needs of the fledgling US air transport industry.”⁴⁸ This endeavor was spurred by the company’s recognition that new technologies were emerging and that its future could not depend on its older products. Out of a long and belabored process in which the company’s design ideas for a new plane design were conceptualized, tested, and refined, emerged the design of the Lockheed Model 10 *Electra*. The Model 10 would achieve special notoriety from the dubious distinction of being the aircraft piloted by Amelia Earhart when she disappeared during her attempted around-the-world flight in 1937 (**Figure 10**). Nonetheless, the design of the Model 10 was considered a highly successful one for the company, and the company produced several different permutations of its design, such as a Model 12 and a Model 14. The designer who made the final breakthrough in the Model 10’s design was a young neophyte engineer named Clarence L. “Kelly” Johnson. Johnson would go on to have a long and illustrious career at the Lockheed Company, attaining a legendary status among the aviation and aerospace community for his design creativity in regard to aeronautical engineering.⁴⁹ The technological prowess that he demonstrated in regard to the Model 10 project would set the stage for later developments at the company. It would also set the company on a path towards long-term financial success, even though, like many other companies operating within the depressed economy of the Depression-era United States, it would continue to experience financial uncertainty throughout the 1930s.⁵⁰

⁴⁷ Ibid.

⁴⁸ Ibid, 8.

⁴⁹ Almost any book that deals with the history of Lockheed makes at least a passing mention of Clarence “Kelly” Johnson--if not devoting substantial space to a discussion of his substantial contributions to aeronautical engineering—and this is typically done in rather reverential terms. See for example, Steve Pace, *Lockheed Skunk Works* (Osceola, WI: Motorbooks International, 1992), 14-18.

⁵⁰ Miller, 8.

Figure 10 Amelia Earhart posing with the Lockheed Model 10
Electra



SOURCE: Peter Westwick, *Blue Sky Metropolis: The Aerospace Century in Southern California*, 62.

Increasingly, there was an effort underway within the company to better concentrate its efforts—rather than diversifying its product lines—in order to become more profitable. This effort positioned Lockheed very well for a large contract that would set the stage for the company’s endeavors during World War II. On June 23, 1938, the Lockheed Aircraft Corporation won a contract to build between 200 and 250 Model B14L Hudsons for the British Royal Air Force (RAF). Hudsons were essentially a bomber version of the company’s Model 14. At the time, this contract represented “the largest order ever placed with an American manufacturer by a foreign military service,” and the contract also signaled that the company was now on solid ground financially.⁵¹ As Sherman N. Mullin, a former president of the Lockheed Advanced Development Company (a division of Lockheed known as “Skunk Works”), writes in a collected volume of essays on the aerospace industry in Southern California entitled *Blue Sky Metropolis: The Aerospace Century in Southern California*, the \$25 million Hudson contract helped Lockheed’s sales jump from \$10 million in 1938 to \$35 million in 1939. A profit of \$3 million

⁵¹ Miller, 8.

in 1939 allowed the company to offer its first dividend to shareholders.”⁵² In the year that followed the signing of the Hudson contract, Great Britain would enter World War II when it declared war against Germany on September 3, 1939, and the Hudson would serve the RAF throughout the duration of the war.

Having already made its first foray into producing a sizeable fleet of aircraft for the war effort, Lockheed was well positioned to maintain a dominant position within the market when the United States subsequently entered World War II with the Japanese bombing of Pearl Harbor on December 7, 1941. As Lockheed historian Jay Miller writes, it was this event that brought Lockheed “into the forefront of major world-class aircraft manufacturing companies.”⁵³ Moreover, as Sherman N. Mullin writes, “despite initial plans to keep Lockheed small, World War II turned Lockheed and several other aircraft firms into giant companies. From sales of \$10 million in 1938, Lockheed revenues grew to almost \$700 million in 1943. Lockheed produced over 19,000 aircraft from 1939 to 1945, with production peaking at 5,864 airplanes in 1944 alone.”⁵⁴ The historian Jay Miller helps to put these large revenues into context in terms of the nation’s aeronautical industry at large. He writes as follows:

*Orders for virtually every aircraft the company had in test or production, including the P-38, the Model 14 (and derivatives such as the Lodestar, Ventura and Harpoon), and the forthcoming Constellation increased almost exponentially. Between July 1, 1940 and August 31, 1945, the company produced no less than 190,777 aircraft for the war effort. This figure represented 6.6% of all US production during that period and some 9% of the airframe weight total. By the end of World War II Lockheed was the fifth largest manufacturer of aircraft in the US.*⁵⁵

It was during this period—as Lockheed gained a strong financial footing with its entry into manufacturing planes for the war effort—that it acquired the neighboring Airport property in Burbank, including the United Air Terminal

⁵² Sherman N. Mullin, “Robert E. Gross and the Rise of Lockheed: The Creative Tension Between Engineering and Finance,” in *Blue Sky Metropolis: The Aerospace Century in Southern California* (Berkeley: University of California Press, 2012), 63. For more on Sherman Mullin’s role at Lockheed, see Steve Pace, *Skunk Works* (Osceola, WI: Motorbooks International Publishers and Wholesalers, 1997), 10.

⁵³ Miller, 8.

⁵⁴ Sherman N. Mullin, “Robert E. Gross and the Rise of Lockheed: The Creative Tension Between Engineering and Finance,” in *Blue Sky Metropolis: The Aerospace Century in Southern California* (Berkeley: University of California Press, 2012), 64.

⁵⁵ Miller, 8-9.

building complex. As also discussed earlier, the construction of the airport in 1929 was very likely the reason that Lockheed had originally relocated from Hollywood to Burbank in the late 1920s, and it had long enjoyed close proximity to the facility and its runways. However, while Lockheed was experiencing a period of growth and expansion by the end of the 1930s, the owners of the nearby United Airport were struggling, and by the end of the 1930s, the airport was for sale. Upon Lockheed's purchase of the facility in 1940, it renamed it Lockheed Air Terminal.⁵⁶ Lockheed continued to own and operate the Terminal Building and airfield until 1978; moreover, some Lockheed facilities—namely, those associated with the Skunk Works program, which will be described shortly—would continue to operate on a portion of the Airport property for an 11-year period of time that extended beyond the company's period of ownership, until 1989. During the 38-year period of time that represents Lockheed Aircraft's ownership of the Airport property, Lockheed more than doubled the Airport property's size "to nearly 500 acres and extended the runways to 6,000 feet."⁵⁷

With the acquisition of the Airport property, Lockheed quickly expanded its nearby facilities so that production now occurred on the Airport property, as well, especially as production of planes for the war effort ramped up. During its ownership, Lockheed developed multiple aircraft—both civilian and military—that are significant to the history of American aviation. During World War II, Lockheed established itself as a major force in military aircraft development with the P-38 Lightning fighter aircraft (**Figure 11**) and the B-17 Flying Fortress bomber (**Figure 12**). Lockheed also produced the first production jet fighter, the P-80 Shooting Star, near the war's end.⁵⁸

⁵⁶ Perry, *Burbank: An Illustrated History*, 127.

⁵⁷ Perry, *Burbank: An Illustrated History*, 127.

⁵⁸ Ibid, 110.

Figure 11 The P-38 Lightning, first flown in 1939, is perhaps the most iconic of Lockheed's planes



SOURCE: Lockheed Martin (<http://www.lockheedmartin.com/us/100years/stories/p-38.html>)

Figure 12 The Spirit of Boyle Heights, B-17 Flying Fortress, 1943



SOURCE: Los Angeles Public Library, Photographic Collection

Aviation historian Jay Miller describes how the wartime production effort was spilt up between various facilities, with the majority of production occurring at Lockheed's main B-1 Plant—located approximately 1 mile to the east of the Airport property—with a lesser quantity being produced on the Airport property, itself—at the Plant A-1—and some unknown quantity of work farmed out to various facilities, at least one of which was located out of the state of California but several of which were as far away as Europe. He writes as follows:

Some seventy percent of the aircraft produced during this period rolled from production lines at Lockheed's main Plant B-1. A mile away, at Burbank's Union Terminal facility (acquired by the company during 1940), the remaining approximately thirty percent rolled from Plant A-1. Concurrently, work also expanded into a number of considerably smaller satellite facilities referred to as "feeder plants", and modification and service centers were opened near Grand Prairie, Texas and Van Nuys Airport, California. Parts, overhaul and maintenance facilities also came together in several European countries. By mid-1943, the company worldwide employed over 94,000 people.⁵⁹

Lockheed's main Plant B-1, as located approximately one mile away from the Airport property, was situated between N. Buena Vista to the west, W. Empire Avenue to the north, N. Victory Boulevard to the east, and Pacific Avenue to the south (**Figure 13**). As depicted in historic aerial photos of the site, the Plant B-1 facility was enormous in its size. A Sanborn Fire Insurance Map that dates from 1953 provides some insight into the intricacy of its layout, and the many different workrooms that comprised the facility is indicative of the complexity inherent in the task of assembling the complicated machinery of an airplane. These many spaces included a space for aircraft assembly, a jig building, a final paint shop, a machine and mold shop, a wing section final assembly space, a mock up and dock storage space, plaster mold storage, machine shops, engineering offices, and a mock-up department.

⁵⁹ Miller, 8.

Figure 13 Aerial photo of Lockheed's B-1 Plant, 1938



SOURCE: University of California, Santa Barbara, Online Aerial Photographic Collection

On the Airport property, Plant A-1 was located directly behind and to the southeast of the Terminal Building. Like Lockheed's main Plant B-1, the scale of Plant A-1 was immense, roughly the same size as the Plant B-1 and of a similar complexity. Among the many spaces that comprised the facility were a general machine shop, a fabricating and machine shop, a maintenance machine shop, a general machine shop, a space for press and stretch machines, a die storage yard, a space devoted to power brakes punch and hydraulic presses, another for drop hammers, and yet another for wing fabrication.

However, while Plant A-1 was the largest facility that Lockheed constructed on the newly acquired Airport property, it was not the only one. Lockheed's acquisition of the airfield at this time also signals the growing importance of aviation and other defense industries during World War II and the Cold War, and the importance of these industries to Southern California.

Despite transferring ownership of the Airport to the Hollywood-Burbank Airport Authority (later renamed the Burbank-Glendale-Pasadena Airport Authority) in June of 1978, Lockheed Aircraft continued to design new aircraft on the site, operating from multiple Hangars and manufacturing facilities. However, a majority of the facilities have been demolished, the last

of which made news in the 1990s for its association with Lockheed's Advanced Development Company known as The Skunk Works.

Established in 1943, Skunk Works' mission was "to satisfy any national need for prototyping or specialized technology to produce a limited quantity of rapidly required aircraft in a quick, quiet, and cost effective manner using all the strengths of Lockheed Corporation."⁶⁰ Skunk Works was responsible for developing some of America's most advanced aircraft over the course of its long history, including the U2 reconnaissance aircraft (**Figure 14**), the SR-71 Blackbird (**Figure 15**), and the F117 stealth fighter (**Figure 16**). As Ben R. Rich and Leo Janos write in *Skunk Works: A Personal Memoir of My Years at Lockheed*, "throughout the long, tense years of the cold war, [Skunk Works] was one of the most secret facilities in North America and high on the targeting list of the Soviet Union in the event of nuclear war."⁶¹ However, despite the secrecy and extreme importance that attended Skunk Works during the cold war of the 1950s, 60s, 70s, and 80s, it also was Lockheed's efforts to build the XP-80 during World War II that became the stuff of legend.

⁶⁰ Steve Pace, *Lockheed Skunk Works* (Osceola, WI: Motorbooks International Publishers & Wholesalers, 1992), 9.

⁶¹ Ben R. Rich and Leo Janos, *Skunk Works: A Personal Memoir of My Years at Lockheed* (New York: Little, Brown and Company, 1994), 6.

Figure 14 Prototype U-2R, circa 1967



SOURCE: Jay Miller, Lockheed Martin's Skunk Works, 1995

Figure 15 SR-71A Blackbird, date unknown



SOURCE: Jay Miller, Lockheed Martin's Skunk Works, 1995

Figure 16 F-117A Stealth fighter, date unknown



SOURCE: Jay Miller, Lockheed Martin's Skunk Works, 1995

This effort first began on May 17, 1943, when the Air Force held a conference in Washington D.C. The conference was attended by members of the Army's Air Force Technical Command, as well as by representatives of the Lockheed Corporation. During this meeting, the representatives of Lockheed were briefed on the status of jet propulsion development—which was occurring primarily in Britain—and invited to submit a proposal to build a fighter plane that would incorporate the *Goblin*, a centrifugal flow turbine jet engine. As Jay Miller writes: "At the time, the *Goblin* was considered the best and most powerful jet engine immediately available to the Allies, and the only power plant capable of challenging what now was perceived as a rapidly growing German threat. Because of this, the highly sensitive drawings and specifications for the *Goblin*, first provided Bell Aircraft Corporation for their proposed XP-59B study, had been transferred upon Air Force directive to Lockheed...which received them on March 24, 1943."⁶² On June 15, 1943, Lockheed engineers hand carried the initial XP-80 proposal, as well as two associated reports, to the Air technical Service Command for review. On June 17, 1943, Lockheed was given the official "go-ahead" to design and build one prototype aircraft, as based upon the proposal, for a total cost of \$642,404 with a promised delivery date—which was extremely expedited—of November 11, 1943.⁶³ This date eventually got put back by almost two months so that, eventually, on January 8, 1944, the plane was ready for its first flight.⁶⁴ The

⁶² Miller, 15.

⁶³ Ibid, 15.

⁶⁴ Ibid, 21.

period in which the first prototype XP-80 was taken from the drawing board to flight coincides with the Skunk Work's tenure at its first Lockheed facility.

The Skunk Works originally was located in Lockheed's B-1 Plant, a facility that was attached to one of Lockheed's wind tunnels for testing aircraft prototypes (**Figure 17**).⁶⁵ The B-1 Plant was located off of Victory Place in Burbank, not far from the Airport property, but to the east of it.⁶⁶ The Skunk Works operated at the B-1 Plant for a period of eight months, from June of 1943 through January of 1944. The facility was hastily and somewhat shoddily constructed, as the time that elapsed between when Lockheed was first given the official go-ahead to begin design and construction of the XP-80 and when design and construction began was extremely short, due to the expedited nature of the contract and the intense pressure on Lockheed to quickly build a jet that could offer challenge in air warfare to the Germans. The aviation historian Jay Miller describes this first facility as follows:

The facility in which the XP-80 was being designed and built—and the one that which would be looked back upon as the first home of the Skunk Works—was a temporary lean-to with a frame built from salvaged shipping crate wood. The roof was a canvas tent. Located near the wind tunnel at Plant B-1, it was unairconditioned, poorly lit, and extremely cramped. On one occasion, on July 26, the log noted, "no work started as yet to relieve heat in lean-to. Men are complaining (100° F)." The following day the problem was apparently corrected as it was noted, "Engineering air cooler installation makes it much more comfortable here."⁶⁷

Sometime in January 1944—the same month as the first successful flight of the prototype XP-80—the Skunk Works relocated to a more substantial facility at the Airport property, which was called Plant B-5 (**Figure 18**).⁶⁸ Skunk Works operated from this facility for a little more than a year, from January of 1944 through April of 1945. This represented the height of World War II, as the war with Germany and Russia would end with their surrender to the Western Allies in May of 1945, and would then finally conclude in August of that same year when Japan formerly surrendered. The majority of the structures that comprised the B-5 plant are still extant on the Airport property today (Hangars 4, 5, 6, 7, and 7A).

⁶⁵ Ibid, 207.

⁶⁶ Sanborn map for Burbank California.

⁶⁷ Miller, 18.

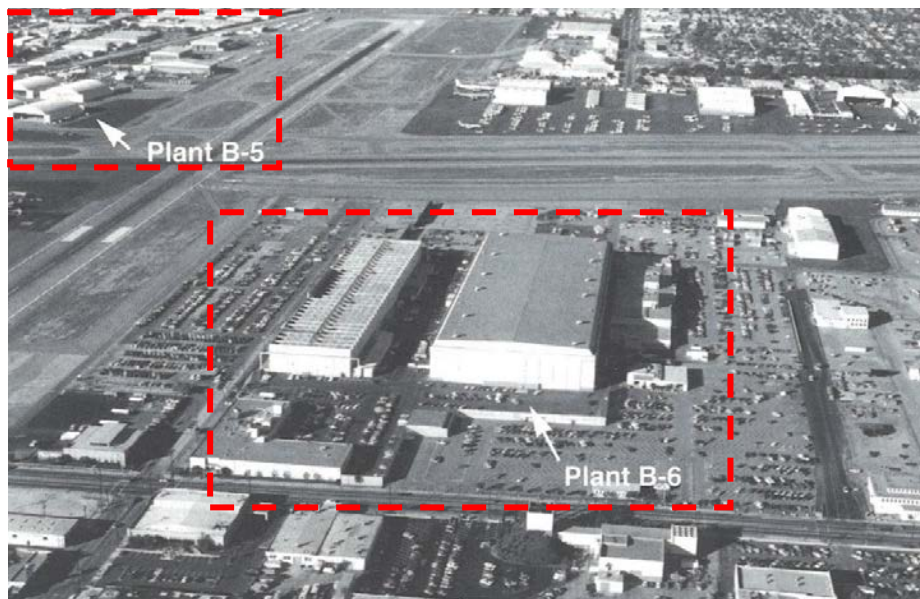
⁶⁸ Ibid, 207.

Figure 17 Aerial view of Lockheed's B-1 Plant, date unknown



SOURCE: Jay Miller, Lockheed Martin's Skunk Works, 1995

Figure 18 Aerial view of Lockheed's B-5 and B-6 Plants, date unknown



SOURCE: Jay Miller, Lockheed Martin's Skunk Works, 1995

In the post-war period, Lockheed continued to produce planes for the military, and Skunk Works moved to a much larger facility on the Airport property—Plant B-6—where it operated for nearly 45 years.⁶⁹ Given the long tenure of Lockheed at the Plant B-6 site, many important developments associated with the Skunk Works occurred there. However, as aviation historian Jay Miller writes, the postwar period of the Skunk Works program was significantly different in character than the World War II-era that preceded it. He writes of the break as follows:

*In any retrospective describing the history of the Skunk Works it is necessary to "confront" the period from 1945 to 1954 with some trepidation. By late 1945, the Skunk Works, as it then existed, had served its purpose and effectively ceased to exist as a separate entity within the corporate umbrella of the Lockheed Aircraft Company. Regardless, "Kelly" Johnson had not let the successes of the XP-80 program be absorbed by the ever-threatening corporate bureaucracy. Having seen the attributes of the unencumbered design and manufacturing system he and his Skunk Works teammates had created, he was determined to retain its operating philosophy for future endeavors. By the time the P-80 was handed off to Lockheed's Department 28-10 for expansion into a production program, several other aircraft had been brought onboard under the Skunk Works operating philosophy, for future execution...This steady work flow kept the Skunk Works alive philosophically, but did little to retain any coherent group that could actually refer to itself as the Skunk Works.*⁷⁰

As described above, Miller's point is that while the Skunk Works continued to produce important prototypes for aircraft in the postwar years, the nature of the Skunk Works program shifted dramatically. Skunk Works lived on at Lockheed philosophically, but the defining years of the Skunk Works program were really during the World War II era when a group of people of Lockheed rose to the unique challenge of trying to develop a plane that could be used to defeat their country's adversaries in wartime; this was followed by a period of transition in the immediate postwar years (a period of close to a decade), and then, according to at least one aviation historian, Dennis R. Jenkins, an emergence of the Skunk Works program as a truly recognizable force worthy of widespread recognition, with the development of its U-2 for the CIA beginning in 1954.⁷¹ This period of transition, as followed by one in

⁶⁹ Miller, 207.

⁷⁰ Miller, 31.

⁷¹ Dennis R. Jenkins, *Lockheed Secret Projects: Inside the Skunk Works* (St. Paul, MN: MBI Publishing Company, 2001), 33.

which the company became widely-recognized for its development of secret spy planes during the Cold War, coincides with the occupancy of the B-6 Plant on the Airport property. Many scholars agree that the fall of the Berlin Wall in 1989 was a significant event in marking the end of the Cold War. It was in this same year that the Skunk Works group relocated from the Airport property to Palmdale, California. Subsequently, the B-6 plant was demolished in the late 1990s, leaving the extant buildings that once comprised the B-5 Plant on the Airport property the last remaining vestiges of the historic Skunk Works program.

Ownership History for the Airport Property

Throughout the Airport property's history, the terminal building complex has gone by several names, including the following: United Airport; Union Air Terminal; Lockheed Air Terminal; the Hollywood-Burbank Airport; the Burbank-Glendale-Pasadena Airport; and, most recently, the Bob Hope Airport. Most of the name changes mark transfers of ownership (see **Table 2**). In 1929, the Airport property was owned and operated by the United Aircraft and Transportation Company, which was responsible for the erection of the original building complex. When the United Aircraft and Transportation Company was dissolved, a subsidiary—United Airlines—assumed ownership of the facility. United Airlines owned and operated the airport facilities for five years and then sold it to Lockheed Aircraft in 1940. Lockheed was the last private company to own the airport, and it operated it for a period of 38 years. The year 1978 was the one that marked the airport's transition from private ownership by a company to one of ownership by a public entity when the Hollywood-Burbank Airport Authority purchased the property from Lockheed for \$51 million.⁷² In 1979, the Hollywood-Burbank Airport Authority was subsequently renamed the Burbank-Glendale-Pasadena Airport Authority, and it is this public entity that has continued to operate the Airport property—including the Terminal Building that was constructed as the centerpiece of the building complex—until the present day.

⁷² Perry, *Burbank: An Illustrated History*, 127.

TABLE 2
OWNERSHIP HISTORY FOR THE AIRPORT PROPERTY

Year	Name
1929-1935	United Aircraft and Transportation Company
1935-1940	United Airlines
1940-1978	Lockheed Aircraft
1978-Present	The Hollywood-Burbank Airport Authority (Renamed Burbank-Glendale-Pasadena Airport Authority in 1979)

Construction History for Buildings and Structures on the Airport Property

ESA reviewed building permits on file at the City of Burbank's Building Department (City) in order to determine the history of construction and alterations for the subject property. Over 3,000 pages of building permits were reviewed, most of which were associated with alterations to the Terminal Building (Building 10) and the two later additions to it (Building 9 and 11). These alterations were intended to modernize the Terminal Building. In addition, after the terror attacks on September 11, 2001, changes to the three buildings were necessary in order to address updated security protocols. Review of the building permits revealed that the Terminal Building has undergone significant changes throughout its history since its construction by the Austin Company in 1929 (**Figure 19**). In 1966, the Terminal Building suffered a catastrophic fire, substantially damaging the second floor of the building as well as the control tower. Multiple permits document the Terminal Building's reconstruction during this time. While the Terminal Building appears to be significantly altered, two hangars that date from the period of significance (1929-1949)—Hangars 1 and 2—appear to be fairly intact. There are only a limited number of permits for each of these two hangars. The absence of additional permits—in addition to the two hangar's appearance—strongly suggests that the hangars are relatively intact. However, it is also worth noting here that the permits found for the hangars are limited to more recent years and may not reflect earlier undocumented alterations.

Figure 19 Historic View of the Front Façade of the United Airport Terminal (Building 10), circa 1930



SOURCE: Burbank-Glendale-Pasadena Airport Authority photographic archives, 2015

Terminal Building (Building 10)

Research results, as detailed below, found that although the existing Terminal Building is in the same location as the original 1929 terminal and has a similar footprint and overall form and massing, the existing Terminal Building is substantially changed from the original as a result of extensive remodeling and alterations over the course of its ninety-year history so that it no longer retains integrity to convey its significance in the history of early commercial air travel in order to be eligible for the National Register of Historic Places (National Register) as an individual resource. Extensive remodeling during the 1950s changed the original Terminal Building's style from Spanish Colonial Revival to Modern. Substantial fire damage in 1966 destroyed the control tower and second floor; after the fire, the Terminal Building was substantially reconstructed, and many later alterations have since been completed. As a result, the existing Terminal Building does not retain any integrity from its original construction and is not eligible for the National Register as an individual resource.

The original Terminal Building was built in 1929 for owner United Airport by the contractor The Austin Company of California at a cost of \$60,000.

However, despite this detailed information about the building's original construction, the subsequent evolution of the building over time is not very well documented through its permit history. As stated earlier, more than 3000 pages of permits are available for the Airport property at the City of Burbank; however, the available permit history for the Terminal Building is extremely limited up until the 1980s, when it becomes much more robust. As is shown in the **Table 3**, only three permit records exist for the thirty-year period of time spanning from the building's original construction in 1929 until 1959.

TABLE 3
TERMINAL BUILDING (BUILDING 10) PERMITS (1929 – 1949)

Issued	Permit#	Owner	Architect/ Engineer	Contractor	Valuation	Description
10/02/1929	7682	United Airport	None	The Austin Co. of California	\$60,000	New Construction of an Airport Station
09/15/1939	15215	United Airports	H. L. Fogerty	Unknown	\$3,700	Addition to Administration Building
09/27/1945	47584	Lockheed Air terminal	Chas Stickney	Reginold Vestey	\$15,000	Build addition offices and remove partition – Building 10 (Terminal)

Here, it is important to note that there were no permits on file for the Terminal Building between 1945 and 1959, which appears to likely be the period of time in which the building was extensively remodeled to update the style of the building to a modern appearance. However, according to the limited permit records for the building that do exist, by 1939, only ten years after the building's original construction, the building was already subject to some alteration. In that year, architect/engineer H. L. Fogerty designed an addition to the Terminal Building at a cost of \$3,700. In 1945, additional offices were added to and existing partitions removed from what was now being called the Lockheed Air Terminal; these modifications cost a total of \$15,000, and the architect/engineer for them was Charles Stickney working in conjunction with contractor Reginold Vestey. Despite the lack of any permit to document the alteration, historic plans on file with the Burbank-Glendale-Pasadena Airport Authority's facilities department show the construction of Building 9 attached to the east end of the Terminal Building in 1956. The fact that a building was constructed during this time—for which no permits exist at the City—strongly suggests that the permit history of the airport property is far from complete. However, the available photographic

evidence for the building paints a more complete picture of the building's construction history.

As based upon photographic evidence, the Terminal Building retained its original Spanish Colonial Revival appearance until at least 1937 (**Figure 20**). A dated photograph—as available from the Los Angeles Public Library—reveals that by at least 1958, the Terminal Building had undergone a substantial modernization project that radically altered its original appearance and changed its architectural style (**Figure 21**), despite a lack of permits documenting substantial alterations to the building. An undated photograph—also very likely dating to the 1950s as based upon the car models shown in the foreground—shows the remodeled Terminal Building during this decade (**Figure 22**) as does a dated photograph from 1961 that provides a view of the remodeled Terminal Building from above (**Figure 23**). Based upon this photographic documentation, it is quite clear that the building was substantially altered from its original appearance sometime between 1937 and 1958.

Figure 20 Historic View of the Front Façade of the United Airport's Terminal Building (Building 10), 1937



SOURCE: Los Angeles Public Library photographic archives, 2019

Figure 21 Historic View of the Front Façade of the Terminal Building in 1958 (at which time it was known as Lockheed Terminal). Note the modernized appearance.



SOURCE: Los Angeles Public Library photographic archives, 2019

Figure 22 Front View of the Terminal Building, circa 1950s (at which time it was known as the Lockheed Terminal). Note the modernized appearance.



SOURCE: undated postcard

Figure 23 Aerial View of the Terminal Building (now known as Lockheed Terminal) 1961



SOURCE: Los Angeles Public Library, 2019

Between 1960 and 1965, a number of additional modifications were made to the Lockheed Air Terminal—as listed in **Table 4**. In 1961, an interior glass and plaster partition was extended for \$800 with contractor Reginold Vestey. In March 1962, two permits were issued, one for interior alterations to the first floor lunch room and to the second floor restaurant for \$10,000 with architect/engineer George P. Holes and a second for a glass separation wall between the skyroom and an exit stair for \$300 with contractor Reginold Vestey. In April 1963, a 20'x30' I.F.R. Control Room was added to the 4th Level for \$12,500 with architect/engineer C. E. Stickney. In August 1963 an existing stud wall was removed and 2"x3" wood hangars were added to support the existing ceiling at a cost of \$100 with the owner as contractor. In 1964, a \$20,000 addition was made to the existing building by architect/engineer C. E. Stickney and contractor Roy Anderson.

TABLE 4
TERMINAL BUILDING (BUILDING 10) PERMITS (1960 – 1965)

Issued	Permit#	Owner	Architect/ Engineer	Contractor	Valuation	Description
11/07/1961	19651	Lockheed Air Terminal Inc.	None	Reginold Vestey	\$800	Extend interior glass and plaster partition
03/29/1962	20289	Lockheed Aircraft Corp.	George P. Holes	None	\$10,000	Interior only alterations to lunch room 1 st floor and to restaurant 2 nd floor.
03/29/1962	20514	Lockheed Air Terminal Inc.	None	Reginold Vestey	\$300	Install glass separation wall between Skyroom and exit stair.
04/09/1963	22736	Lockheed Air Terminal Inc.	C. E. Stickney	None	\$12,500	Add 30' x 30' I.F.R. Control Room on 4 th Level.
08/12/1963	23161	Lockheed Air Terminal Inc.	None	Owner	\$100	Remove existing stud wall and install 2" x 3" wood hangars to support existing ceiling.
01/21/1964	24445	Lockheed Air Terminal Inc.	C. E. Stickney	Roy Anderson	\$20,000	Addition to existing building #10.

However, the most significant changes to the building occurred in the years following 1966, in the aftermath of a large fire that substantially damaged the control tower and second floor of the building. As described in an article featured in *The Burbank Independent*, the fire started as a grease fire in the kitchen of the second-floor Sky Room Restaurant, and it quickly spread to other parts of the second floor. The article described the fire as follows: "The spectacular fire, which caused an estimated \$2 million damage, completely destroyed the second floor of the terminal, including the Federal Aviation Agency control tower, weather bureau, Sky Room Restaurant and valuable ground control and radar facilities."⁷³ In photographs of the front elevation of the building that are available from the Federal Aviation Administration, the damage to the building after the blaze was put out appears deceptively minor (**Figures 24 and 25**). However, the true magnitude of the fire and the extent of its destruction was better captured in a photograph that accompanied an article about the fire featured in the *Los Angeles Times* shortly after the fire.⁷⁴ This photograph shows the rear of the building from a birds-eye perspective, and it illustrates that the damage to

⁷³ Vic Pallos, "\$2 Million Fire Hits Lockheed Airport; Air Service Resumes After Severe Damage." *The Burbank Independent*, vol. 11, no. 14, 16 February 1966, 1.

⁷⁴ "Fire Fails to Slow Planning," *Los Angeles Times*, February 15, 1966, pg. SF8.

Figure 24 A photograph of the Terminal Building during the 1966. According to a newspaper article in *The Burbank Independent*, the fire started as a grease fire in the “Sky Room,” a restaurant located on the second floor, and it quickly spread to the adjacent control tower.



SOURCE: *The Burbank Independent*, February 16, 1966

Figure 25 A view of the front façade of the Terminal Building after the 1966 fire only hints at the substantial damage to the control tower and the second floor spaces.



SOURCE: Dave Kessler, Federal Aviation Administration archives.

the Terminal Building was, in fact, quite extensive (**Figure 26**). In the photograph, it appears that the entire second-floor Sky Room Restaurant was entirely burned, although apparently the damage was considered most substantial in terms of the damage to the radar and control tower, as these represented spaces that were crucial to a functioning airport and had required a significant monetary outlay in previous years. According to *The Burbank Independent*, a temporary control tower was quickly established following the fire in order that flights could resume uninterrupted; however the newspaper also reported that the fire would necessitate both short-term and long-term planning efforts for the reconstruction of these parts of the damaged building, in particular, stating as follows: "Presently FAA investigating crews are studying both short and long range plans as to the restoration of the radar and tower facilities. The temporary control tower, while fulfilling all safety needs of the airport, does not have the conveniences of the modern structure, according to FAA officials. A \$700,000 modernization project for the control tower was completed in 1964. The modern radar and communication systems suffered the most monetary damage."⁷⁵ Historic photographs provided by the FAA show that the damaged control tower was quickly removed in the days following the fire (**Figure 27**). Moreover, with more than an estimated \$2 million dollars-worth of damage to the building, a substantial construction effort was required to reconstruct the Terminal Building in the years that followed the fire.

As shown in **Table 5**, McNeil Construction Company demolished portions of the building damaged by fire for the sum of \$25,000 in July 1966. In November of that same year, the airport replaced the burned second story and added to the remaining first story at a cost of \$395,000 with the assistance of architect/engineer Charles Stickney. In 1968 and 1969, contractors Goodson Company working with architect/engineer Charles Stickney added offices and field operations facilities to the Terminal Building's mezzanine at a cost of \$15,000, revised the main entrance doors for \$8,920 and added to the existing arcades on the east and south on buildings #9-10-11 at a cost of \$80,000.

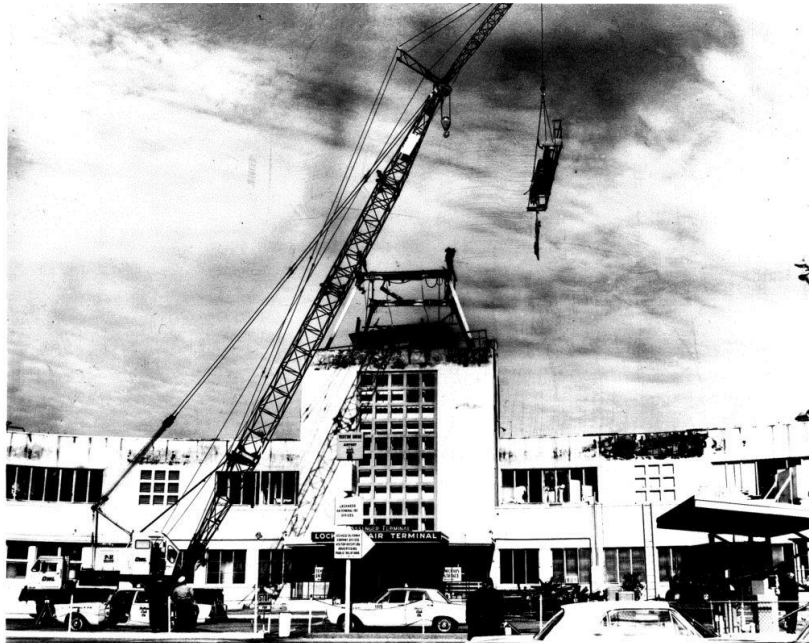
⁷⁵ Vic Pallos, "\$2 Million Fire Hits Lockheed Airport; Air Service Resumes After Severe Damage." *The Burbank Independent*, vol. 11, no. 14, 16 February 1966, 1.

Figure 26 A view of the rear façade of the Terminal Building shows the extent of the damage from the fire, which destroyed the control tower and second floor spaces, including the "Skyroom," photo circa 1966.



SOURCE: Burbank-Glendale-Pasadena Airport Authority photographic archives, 2015.

Figure 27 A view of the front façade of the Terminal Building, showing the removed control tower (as well as the crane that, ostensibly, was used to remove it) following the 1966 fire.



SOURCE: Dave Kessler, Federal Aviation Administration Archives.

TABLE 5
TERMINAL BUILDING (BUILDING 10) PERMITS (1966 – 1969)

Issued	Permit#	Owner	Architect/ Engineer	Contractor	Valuation	Description
07/05/1966	29689	Lockheed Aircraft Corp.	None	McNeil Construction Company	\$25,000	Demolition of portions of buildings damaged by fire.
11/07/1966	32453	Lockheed Air Terminal Inc.	Chas Stickney	McNeil Construction Company	\$395,000	Replace 2 nd story and adding to first story to existing.
06/09/1967	30480	Lockheed Air Terminal Inc.	Charles E. Stickney	McNeil Construction Company	\$395,000	Replace 2 nd story and adding to first story to existing terminal bldg. (due to fire).
12/04/1968	34943	Lockheed Air Terminal Inc.	Chas Stickney	Goodson Company	\$15,000	Offices and field operations on mezzanine added to Bldg. 10.
01/20/1969	35165	Lockheed Air Terminal Inc.	Chas Stickney	Goodson Company	\$8,920	Revision of main entrance doors
07/16/1969	35318	Lockheed Air Terminal	Chas Stickney	Goodson Company	\$80,000	Addition to existing arcades – East and South – Bldgs. # 9-10-11

Between 1970 and 1979 another group of projects further changed the appearance of the original Terminal Building, as listed in **Table 6**. In 1971, architect/engineer Charles Stickney remodeled the men's restroom, adding six urinals and two lavatories as well as replacing all fixtures, partitions, and plumbing. This project was executed at a cost of \$15,000. In 1974, architect/engineer Pederson and Stice—in collaboration with the contractor, Samuelson Brothers—added a one story passenger concourse to the existing Terminal Building. This project also required the demolition of select areas, and the entire endeavor cost a total of \$375,000. The following year, in 1975, four more projects were permitted. In February, architect/engineer Charles Stickney and contractor Reginold Vestey enlarged and remodeled portions of the Air West offices on the interior for \$10,000. In September, architect/engineer Pederson Stice and Associates—with the owner as contractor—altered the Terminal Building in order to connect a new PSA Concourse (Building 11) to it (**Figure 28**). As part of this work, contractor Samulson Constructors installed a new ceiling and lighting and relocated exit doors for \$6000. In October, architect/engineer Charles Stickney with contractors Catthann and Mitchell worked with the Terminal Building's food service vendor, Prophet Foods Inc., to remodel the existing Luther's

TABLE 6
TERMINAL BUILDING (BUILDING 10) PERMITS (1970 – 1979)

Issued	Permit#	Owner	Architect/ Engineer	Contractor	Valuation	Description
05/18/1971	38742	Lockheed Air Terminal Inc.	Chas Stickney	Owner	\$15,000	Remodel men's restroom Bldg. #10. Add 6 urinals, and two lavatories, replace all fixtures, partitions, and plumbing.
10/23/1974	44300	Lockheed Air Terminal Inc.	Pederson and Stice	Samuelson Brothers	\$375,000	Addition of 1 story passenger concourse to existing terminal buildings and demo certain areas.
02/18/1975	45339	Lockheed Air Terminal Inc.	Chas Stickney	Reginold Vestey	\$10,000	Enlarge and remodel portion of Air West offices interior
09/22/1975	45372	Lockheed Air Terminal Inc.	Pederson, Stice and Associates	Owner	\$9,000	Alter existing structure Bldg. #10 to connect new PSA Concourse.
09/22/1975	46163	Lockheed Air Terminal Inc.	Pederson and Stice	Samulson Constructors	\$6,000	New ceiling and lighting, relocation of exit doors.
10/16/1975	46392	Prophet Foods Inc.	Charles E Stickney	Catthann and Mitchell	\$75,000	Remodeling of existing restaurant and coffee shop. Luthers is an expansion of an existing restaurant and bar.
11/15/1977	50402	Lockheed Corp	Pederson and Stice	Fred E. Potboo	\$5,000	Minor partition remodeling Bldg. 10, Coffee Shop

restaurant, bar, and coffee shop for \$75,000. The final project to occur in the 1970s happened in 1977, when architect/engineer Pederson and Stice—in collaboration with contractor Fred Potboo—remodeled the partitions in the existing coffee shop for \$5,000.

Numerous interior and tenant alterations and several functional alterations occurred to the Terminal Building between 1980 and 1989, as listed in **Table 7**. The Terminal Building was now called— alternately—Burbank Airport, Burbank-Glendale-Pasadena Airport and Burbank Airport Authority.

Figure 28 Front view of the Terminal Building with the new PSA Concourse (ca. 1978) shown to the left side of the image



SOURCE: Burbank-Glendale-Pasadena Airport Authority photographic archives, 2015

In 1982, architect/engineer Leo Klabbets with contractor Vestey Kaufman Inc., carried out first phase interior alterations to the second floor of the Terminal Building for \$6,000. In 1983, W. Haas Associates architect/engineer with CSA Constructors altered existing office spaces and ticket counters, a new storage trailer, and signage for \$40,000. In 1985, architect/engineer Robert Real Associates with contractor Columbia Showcase and Cabinet Company altered the existing gift shop interior partitions and ceiling for tenant Duty Free Shoppers for \$60,000. In 1986 architect/engineer Rivers and Christian with contractor CA Construction remodeled the airport office for \$35,000. In April 1987, four projects were permitted. On the first, architect/engineer Rivers and Christian with contractor Robert E. McKee renovated the ATO counters, back office facilities, and patched an overhead exterior door for tenant American Airlines Properties and Facilities at a cost of \$223,200. On the second project, contractor Mission Construction worked with tenant and in-house design Greyhound Food Management to remodel the dining area of the coffee shop for \$40,000. On the third project, Robert Gaugenmaier, as both architect/engineer and contractor, installed new signage for tenant R.L.G and Company at a cost of \$15,000. On the fourth project, the

TABLE 7
TERMINAL BUILDING (BUILDING 10) PERMITS (1980 – 1989)

Issued	Permit#	Owner	Architect/ Engineer	Contractor	Valuation	Description
7/28/1982	57725	Burbank Airport	Leo Klabbets	Vestey Kaufman Inc.	\$6,000	Interior alteration Bldg. #10, 2 nd Floor, 1 st Phase.
8/09/1983	59103	American Airlines	W. Haas Associates	CSA Constructors	\$40,000	Alterations to existing office spaces / ticket counters.
8/23/1985	62278	Duty Free Shoppers	Robert Real Associates	Columbia Showcase and Cabinet Company	\$60,000	Alteration to existing gift shop interior partitions and ceiling.
1/29/1986	63466	Air Cal	Rivers and Christian	CA Construction	\$35,000	Airport Office Remodel
4/11/1987	63027	American Air Lines Inc. Properties and Facilities	Rivers and Christian	Robert E. McKee	\$223,200	Renovation of the ATO counters and back office facilities for American Airlines.
4/11/1987	64102	Greyhound Food Mgmt	Greyhound Food Mgmt	Mission Construction	\$40,000	Remodeling of dining area of coffee shop
4/11/1987	64623	R. L. G. & Company	Robert Gaugenmaier	Robert Gaugenmaier	\$15,000	New Signage
4/11/1987	63292	Burbank Airport	Airport Authority	Sierra Pacific Development Company	\$1,800	Install 8ft long x 10ft high non-bearing partition.
2/03/1988	68095	Alaska Airlines	Rivers and Christian	CSA Constructors	\$20,000	Tenant improvements – Alaska Airlines
1/10/1989	70416	Burbank, Glendale, Pasadena Airport	Rivers and Christian	Ardent Construction Inc.	\$2,000	Airline Tenant improvements
10/30/1989	71734	Burbank, Glendale, Pasadena Airport	Charles Walton Associates	Bruce Conkey	\$200,000	New stairway, remodel existing dining/ meeting room (Skyroom)
10/30/1989	71763	Burbank Airport Authority	Rivers and Christian	CSA Constructors	\$40,000	Tenant improvements – New partitions, new ceiling.

architect/engineer—Airport Authority—and contractor, Sierra Pacific Development Company, installed one 8' x 10' high non-bearing partition for owner Burbank Airport for \$1800. In 1988, architect/engineer Rivers and Christian with contractor CSA Constructors carried out tenant improvements for Alaska Airlines for \$20,000. In 1989, three projects were permitted. In January, architect/engineer Rivers and Christian with Ardent Construction Inc. completed airline tenant improvements at a cost of \$2000 for owner Burbank Glendale Pasadena Airport. In October architect/engineer Charles Walton Associates with contractor Bruce Conkey constructed a new stairway and remodeled the existing dining/meeting room (Skyroom) for owner Burbank Glendale Pasadena Airport. Also in October, architect/engineer Rivers and Christian with contractor CSA Constructors carried out general tenant improvements, including new partitions and a new ceiling for the Burbank Airport Authority at a cost of \$40,000.

As the permits and the existing photo documentation demonstrates, the Terminal Building has been subject to many alterations over the many years since it was first constructed in 1929, including a major modernization and remodeling project sometime between 1937 and the late 1950s. Moreover, although it remains relatively undocumented due to the incomplete nature of the permit history for the building, the Terminal Building also was subject to an extensive rebuilding following in the wake of the 1966 fire that occurred there, which did more than \$2 million dollars of damage to the building.

Hangar 1

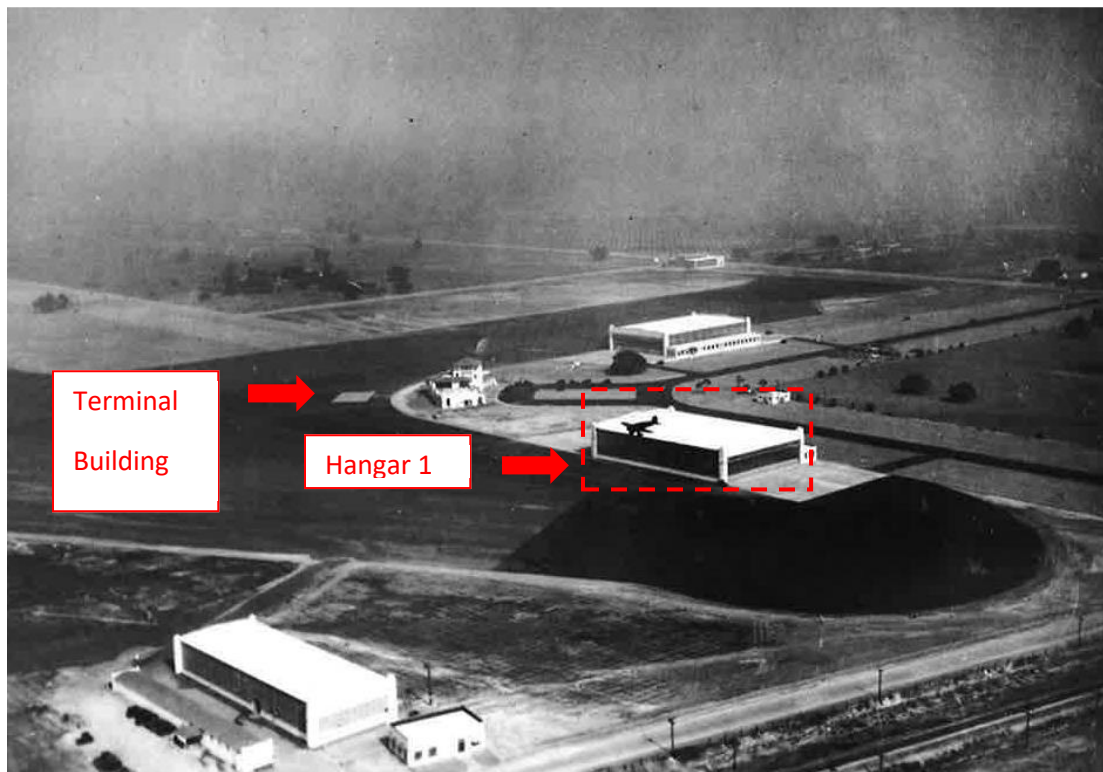
No original building permit for Hangar 1 could be found; only two relatively recent permits dating from the 1990s were located (see **Table 8**). However, a previous evaluation of the building identified the Austin Company as the builder of both Hangars 1 and 2 as part of the original United Airport in 1930.⁷⁶ Moreover, historic aerial photographs show Hangar 1 and Hangar 2 flanking the Terminal Building early in its history (**Figure 29**). As previously stated in this report, neither Hangars 1 nor 2 are in their original location on the Airport property. Documents do exist—and are on file with the Burbank-Glendale-Pasadena Airport Authority's facilities department—that reveal that

⁷⁶ "The United Airport at Burbank, California," *Airway Age*, July 1930.

**TABLE 8
HANGAR 1 BUILDING PERMITS**

Issued	Permit#	Owner	Architect/ Engineer	Contractor	Valuation	Description
04/1/1991	97408	Department of Airports – Burbank	None	Eberhard Roofing	\$20,000	Tear off and reroof flat roof – Firestone modified ply
10/22/1991	05786	Ameriflight Inc.	None	Zora Sheffner	\$45,000	Office Platform – Pre Fab Partition Offices

Figure 29 Early image of the United Airport’s Terminal Building, with red box identifying Hangar 1, circa 1929



SOURCE: Burbank-Glendale-Pasadena Airport Authority photographic archives, 2015

Hangar 1 was relocated from its original position flanking the Terminal Building to a location to the west of the Terminal Building in 1968. The relocation of Hangar 1 during this period is further confirmed by historic aerals dating from 1964 and 1972; the historic aerial photograph from 1964

shows the hangar's original placement on the site prior to relocation, while the historic aerial photograph from 1972 shows its placement on the site after its relocation (**Figures 30 and 31**). Subsequent to the relocation of Hangar 1, the building underwent minor alterations. New offices were added to the building's south elevation in August of 1968.⁷⁷ As documented in the building's very brief permit history, there were additional alterations to Hangar 1 in the early 1990s. In April of 1991, contractor Eberhard Roofing tore off and reroofed a flat roof using Firestone modified ply at a cost of \$20,000 to the Department of Airports-Burbank. In October of the same year, contractor Zora Sheffner worked on prefab partition offices for tenant Ameriflight Inc. for \$45,000. No other alterations to the building are known.

Hangar 2

No original building permit for Hangar 2 could be found; only one relatively recent permit dating from the 1990s was located (see **Table 9**). However, a previous evaluation of the building identified the Austin Company as the builder of both Hangars 1 and 2 as part of the original United Airport in 1930.⁷⁸ Moreover, historic aerial photographs show Hangar 2—in addition to Hangar 1—flanking the Terminal Building early in its history (**Figure 32**). As previously stated earlier in this report, neither Hangars 1 nor 2 are in their original location on the Airport property. Documents do exist—and are on file with the Burbank-Glendale-Pasadena Airport Authority's facilities department—that reveal that Hangar 2 was relocated from its original position flanking the Terminal Building to a location to the west of the Terminal Building in 1967 (one year earlier than the relocation of Hangar 1). The relocation of Hangar 2 during this period is further confirmed by historic aerials dating from 1964 and 1972; the historic aerial photograph from 1964 shows the hangar's original placement on the site prior to relocation, while the historic aerial photograph from 1972 shows its placement on the site after its relocation (**Figures 33 and 34**). Subsequent to the relocation of Hangar 2, the building underwent one minor alteration, according to the available permit history. In July of 1967, new offices were added to the south elevation of Hangar 2.⁷⁹ In 1990, a permit was issued to owner Burbank Glendale Pasadena Airport—with contractor Calderone Construction—for services regarding a patio roof at the entrance measuring 20' x 6' for \$1,500. No other alterations to the building are known.

⁷⁷ "New Office Additions, Hangar 1," Historic plans on file with the Burbank-Glendale-Pasadena Airport Authority's facilities department.

⁷⁸ "The United Airport at Burbank, California," *Airway Age*, July 1930.

⁷⁹ "New Office Additions, Hangar 2," Historic plans on file with the Burbank-Glendale-Pasadena Airport Authority's facilities department.

Figure 30 Historic aerial (circa 1964) depicting the original location of Hangar 1 (the red box identifies the location to which the hangar will be relocated four years later, in 1968)



SOURCE: www.historicaerials.com, 2016

Figure 31 Historic aerial (circa 1972) depicting the new location of Hangar 1 after it was relocated in 1968 (the red box identifies the hangar's original location)

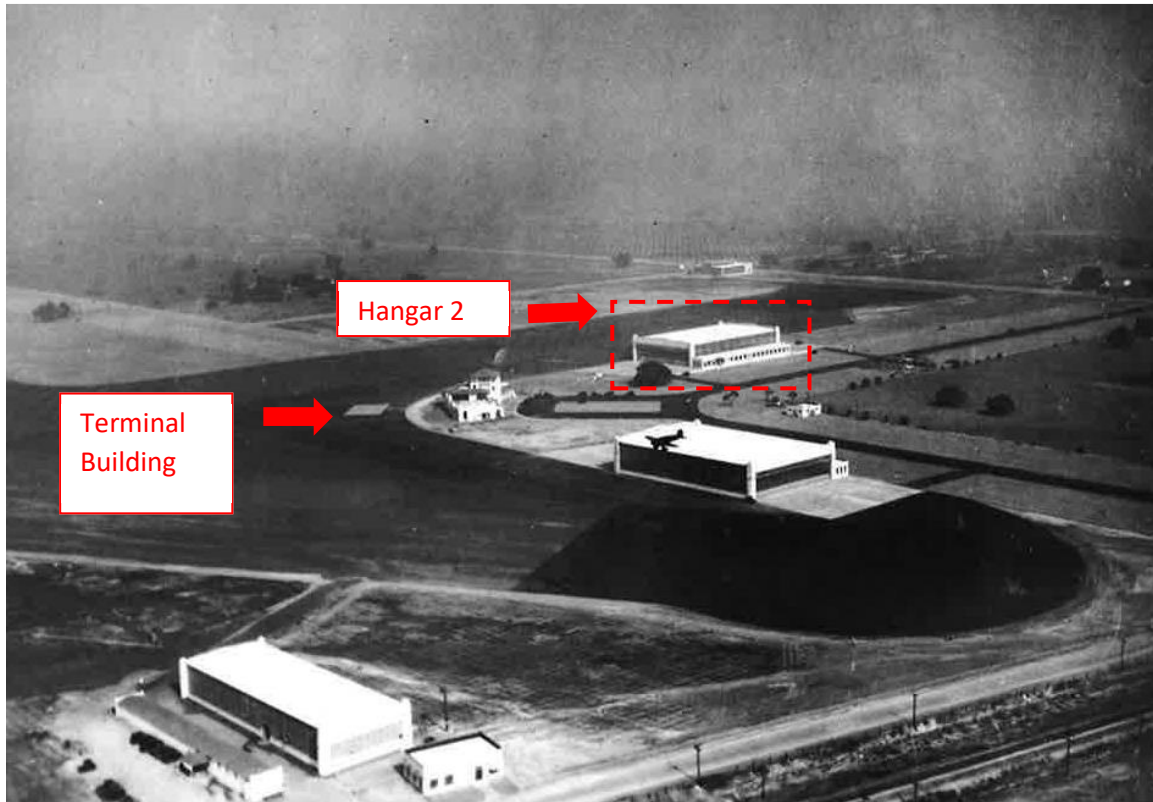


SOURCE: www.historicaerials.com, 2016

TABLE 9
HANGAR 2 BUILDING PERMITS

Issued	Permit#	Owner	Architect/ Engineer	Contractor	Valuation	Description
8/28/1990	05786	Burbank Glendale Pasadena Airport	None	Calderone Construction	\$1,500	Patio Roof at entrance (20' x 6')

Figure 32 Early image of United Airport's Terminal Building, with the red box identifying Hangar 2, circa 1929



SOURCE: Burbank-Glendale-Pasadena Airport Authority photographic archives, 2015

SOURCE: Burbank-Glendale-Pasadena Airport Authority photographic archives, 2015

Figure 33 Historic aerial (circa 1964) depicting the original location of Hangar 2 (the red box identifies the location to which the hangar will be relocated three years later, in 1967)



SOURCE: www.historicaerials.com, 2016

Figure 34 Historic aerial (circa 1972) depicting the new location of Hangar 2 after it was relocated in 1967 (the red box identifies the hangar's original location)



SOURCE: www.historicaerials.com, 2016

Building 3

The California State Architect designed and built Building 3 for the National Guard in 1941. The building originally had a hangar attached to it.⁸⁰ No permits were discovered that document alterations to Building 3; however, a careful study of historic aerials reveals that Building 3 once had a much larger footprint than it does today. However, this building footprint was

⁸⁰ Jordan, *Historic Properties Inventory and Evaluation for the Burbank-Glendale-Pasadena Airport*, 22.

substantially reduced in 2004 when the hangar portion of the building (on the north side of the current building) was demolished (**Figure 35**).

Figure 35 Left: Aerial view of Building 3 and attached Hangar 3 in 1994; Right: Aerial view of Building 3 in 2004 following the removal of the attached hangar (the hangar's footprint is readily visible in the upper half of the image)



SOURCE: www.historicaerials.com, 2016

Hangars 4 and 5

Although no original building permits for Hangars 4 and 5 were found, a previous evaluation of the buildings identified 1946 as the date of construction (**Figure 36**).⁸¹ A total of five permits were located that document the history of alterations at the building (see **Table 10**). However, as stated previously in this report, evidence indicates that the permit history for the Airport property, as available at the City, is incomplete. Between 1989 and 1992, four permits were granted for Hangar 4 and 5. In 1989, architect/engineer Rivers and Christian, with contractor CEA Construction Inc., carried out the alteration of existing offices and restrooms in an existing warehouse for Federal Express at a cost of \$100,000. Later that year, contractor Horner Construction remodeled a non-

⁸¹ Stacey C. Jordan, *Historic Properties Inventory and Evaluation for the Burbank-Glendale-Pasadena Airport, Burbank, California, Prepared for the Burbank-Glendale-Pasadena Airport Authority, October 2002, 23.*

Figure 36 Left: Aerial view of Hangars 4 and 5 (as attached to one another) in a 1952 photograph, approximately six years after their original construction; Right: Aerial view of Hangars 4 and 5 in 2016 shows that the two hangars' footprints have not changed significantly since they were originally constructed



SOURCE: www.historicaerials.com, 2016

bearing partition for Ameriflight for \$15,000. In 1990, contractor Heney Doug and Associates provided new offices and a shop in the hangar for tenant First Interstate at a cost of \$36,540. In 1992, contractor Laughlin Corporation carried out \$100,000 of tenant improvements for Jet Aviation including deleting restrooms, building two new handicap restrooms, moving partition walls, building a maintenance room, and restriping the parking area. In 2013, the final permit on file was issued to contractor Unicon Group to replace and repair lateral braces in Hangars 4 and 5 for the Burbank Glendale Pasadena Airport at the cost of \$110,000.

TABLE 10
HANGARS 4 AND 5 PERMITS

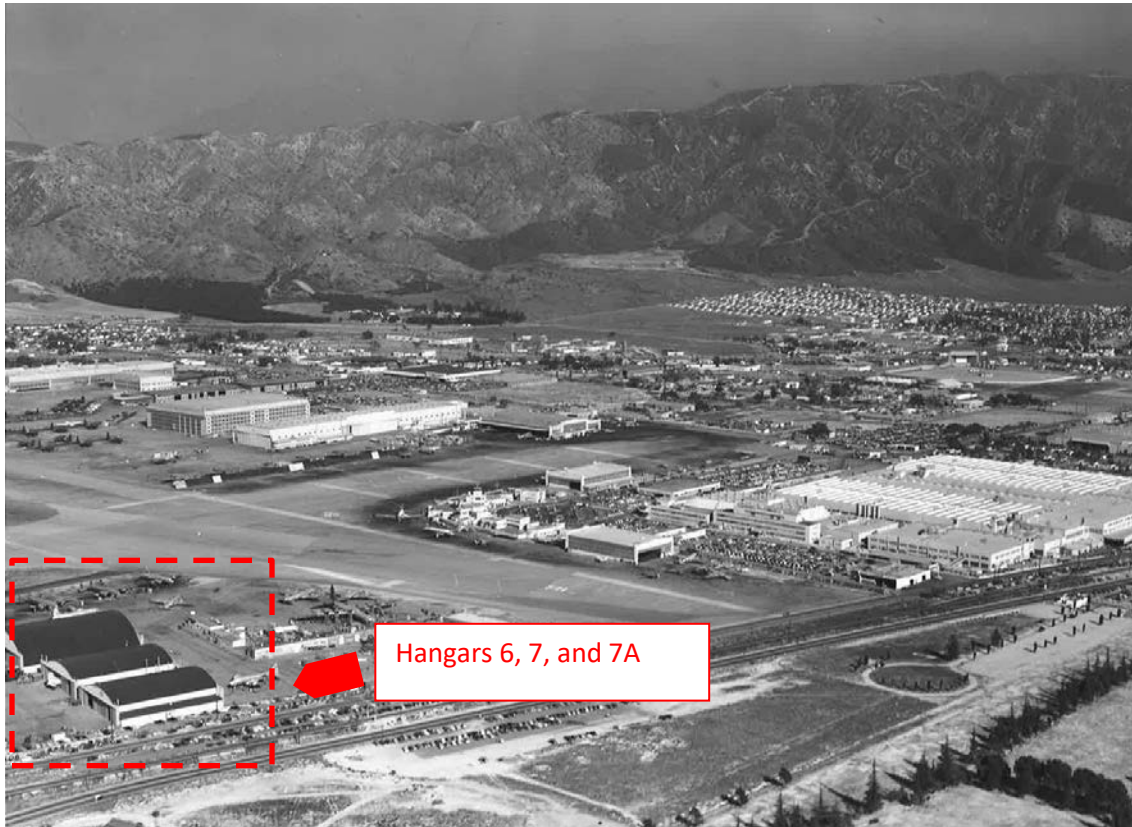
Issued	Permit#	Owner	Architect/ Engineer	Contractor	Valuation	Description
07/13/1989	72013	Federal Express	Rivers and Christian	CEA Construction Inc.	\$100,000	Alteration of existing offices and restrooms in existing warehouse.
12/20/1989	78373	Ameriflight	None	Horner Construction	\$15,000	Remodel non-bearing partition
08/28/1990	86150	First Interstate	None	Heney Doug and Associates	\$36,540	Tenant improvements – New offices and shop in existing hangar
08/14/1992	16603	Jet Aviation	None	Laughlin Corp	\$100,000	Tenant Improvements – Delete Restrooms, build 2 new handicap restrooms, move partition walls, build maintenance room, restripe parking area.
06/19/2013	BS13062 61	Burbank Glendale Pasadena Airport Authority	None	Unicon Group	\$110,000	Replace/Repair Lateral Braces in hangars 4, 5, 7 and 7A

Hangars 6, 7, and 7A

No original building permits for Hangars 6, 7, and 7A were found. However, a previous evaluation of the buildings identified 1942 as the date of construction for Hangars 6 and 7 and 1950 for Hangar 7A.⁸² However, Hangar 7A appears in the 1948 photograph (**Figure 37**), indicating the previous documentation may be inaccurate. Hangars 6, 7, and 7A were part of Lockheed's Plant B-5. Plant B-5 housed the company's Field Services Program, which included technicians familiar with Lockheed's various aircraft. The Field Services Program was responsible for providing service to Lockheed's customers when the aircraft they had purchased experienced

⁸² Ibid.

Figure 37 Aerial image showing Hangar 6, 7, and 7A, circa 1948; the hangars were part of Lockheed's B-5 Plant



SOURCE: Burbank-Glendale-Pasadena Airport Authority photographic archives, 2015

problems. During World War II, many of the Field Services Program employees were given remote assignments to service military aircraft.⁸³

As shown below in **Table 11**, contractor Innovative Storage Systems installed a free-standing mezzanine structure to the inside of the maintenance area of Hangar 6 for the sum of \$20,000 in 1994, on behalf of Arco Aviation. Two projects were permitted in 2013. In June, contractor Unicon Group replaced and repaired lateral braces in Hangars 7 and 7a for \$110,000 for Burbank Glendale Pasadena Airport Authority. In December, contractor Ventura Construction Inc. replaced wall bracing in Hangar 6 for Bob Hope Airport at a cost of \$47,000.

⁸³ Gil Cefaratt, *Lockheed: The People Behind the Story* (New York, NY: Turner Publishing Company, 2002), 82.

TABLE 11
BUILDING PERMITS FOR HANGAR 6, 7, AND 7A

Issued	Permit#	Owner	Architect/ Engineer	Contractor	Valuation	Description
10/19/1994	83016	Arco Aviation	None	Innovative Storage Systems	\$20,000	Install free standing mezzanine structure inside maintenance area of hangar.
06/19/2013	BS1306261	Burbank Glendale Pasadena Airport Authority	None	Unicon Group	\$110,000	Replace/Repair Lateral Braces in Hangars 4, 5, 7 and 7A
12/20/2013	BS1312246	Bob Hope Airport Lic.	None	Ventura Construction Inc.	\$47,000	Hangar 6, Replace Wall Bracing

Hangar 22

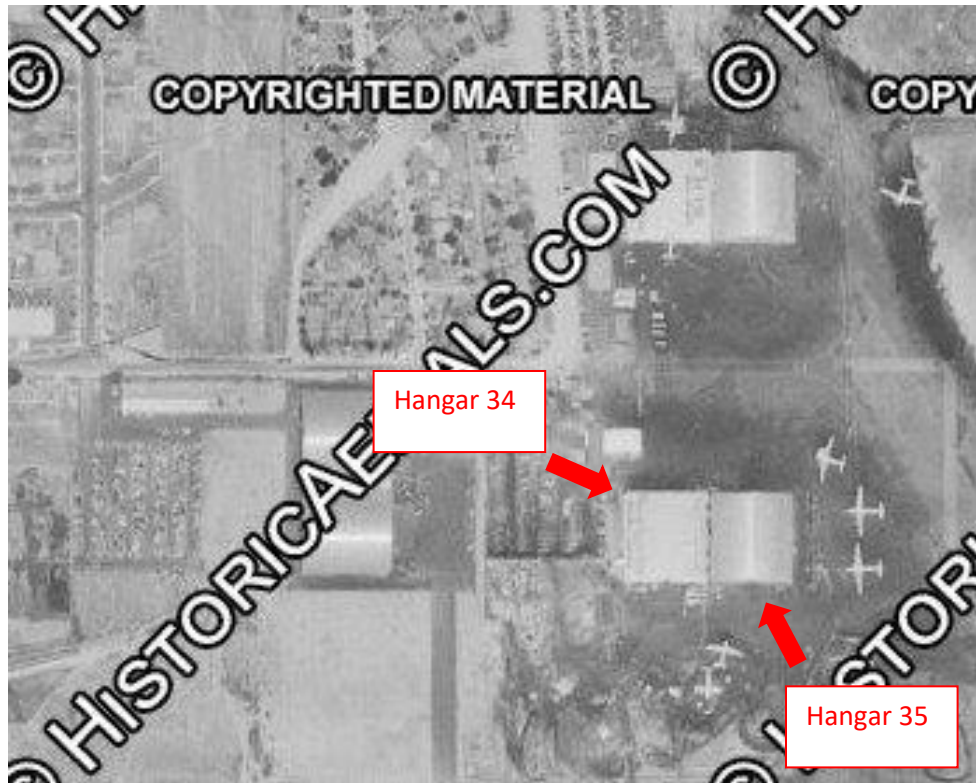
No original building permit for Hangar 22 was found. However, a previous evaluation of the buildings identified 1955 as the date of construction for Hangar 22, and historic aerials show the building in its current location.⁸⁴ Original building plans for Hangar 22 could not be located. However, the building has a large addition to the rear of the building. Today, Hangar 22 serves as a storage and maintenance facility for private aircraft at the Airport property, and the owners of these private aircraft have a lease arrangement with the Airport Authority. According to the current lessee, Hangar 22 recently has been subject to extensive remodeling, particularly the interior of the large addition located to the rear of the structure.

Hangar 34

Although no original building permit for Hangar 34 was found, historic aerials from 1952 show the building in its current location (**Figure 38**). Original building plans for Hangar 34 could not be located; however, plans for neighboring Hangar 35—dated September 30, 1950—indicate that Hangar 34 had been constructed by that time. Two recent permits for the hangar were located, that show that the hangar has been subject to extensive remodeling in the last decade (Table 12). In 2011, contractor Tredick Brothers Demolition and Recycling, Inc., demolished 5,500 square feet of office

⁸⁴ Stacey, Jordan, *State of California Department of Parks and Recreation Form for Primary # P19-187330*. Prepared July 23, 2002.

Figure 38 Historic aerial photograph showing Hangar 34, as located immediately adjacent to Hangar 35; photo from 1952



SOURCE: www.historicaerials.com, 2016

**TABLE 12
HANGAR 34 BUILDING PERMITS**

Issued	Permit#	Owner	Architect/ Engineer	Contractor	Valuation	Description
04/29/2011	BS1104131	Burbank Glendale Pasadena Airport Authority	None	Tredick Brothers Demolition & Recycling Inc.	\$15,000	Interior demolition of 5,550 square feet of office partitions.
08/21/2012	BS1202667	Bob Hope Airport Lic.	John Bruce Camino	Bara Infoware, Inc.	\$1,200,000	Office tenant improvement within existing hangar building (BLDG 34)

partitions for the Burbank Glendale Pasadena Airport Authority at a cost of \$15,000. In 2012 architect/engineer John Bruce Camino and contractor Bara Infoware carried out office tenant improvements within the hangar for the Bob Hope Airport at a cost of \$1.2M.

Hangar 35

Although no original building permit for Hangar 35 was found, historic aerials from 1952 show the building in its current location (**Figure 39**). Original building plans for Hangar 35 archived by the Burbank-Glendale-Pasadena Airport Authority's facilities department show a date of September 30, 1950. In 1991, architect/engineer Charles Walton and Associates with contractor Emma Corporation built a temporary fire/rescue facility for \$130,000 for the BGP Airport Authority. A recent permit history is available for the hangar, which shows that it has been subject to large remodeling projects totaling more than \$250,000 (**Table 13**). In 2011, contractor US Dash Construction provided tenant improvements for the existing airport fire station trailer for Bob Hope Airport at a cost of \$117,000. Two permits were issued in April 2012. On April 10, a permit was issued to owner Bob Hope Airport allowing J. Evans Construction to replace missing/damaged rod bracings at a cost of \$7,562. On April 16, a permit was issued to Ameriflight allowing contractor Horner Construction to remodel a non-bearing partition(s) at a cost of \$15,000.

TABLE 13
HANGAR 35 (FIRE DEPARTMENT) BUILDING PERMITS

Issued	Permit#	Owner	Architect/ Engineer	Contractor	Valuation	Description
11/15/1991	08010	BGP Airport Authorities	Charles Walton and Associates	Emma Corp	\$130,000	Temporary Fire/Rescue Facility
03/15/2011	BS1009700	Bob Hope Airport Lic.	None	U S Dash Construction Inc.	\$117,000	Tenant improvement for existing Airport Fire Station trailer.
04/10/2012	BS1203062	Bob Hope Airport Lic.	None	J. Evans Construction	\$7,562	Replace missing/damaged rod bracings
04/16/2012	BS1203062	Ameriflight	None	Horner Construction	\$15,000	Remodel non- bearing partition

Figure 39 Historic aerial photograph showing Hangar 35, as located immediately adjacent to Hangar 34, photo from 1952



SOURCE: www.historicaerials.com, 2016

Evaluation

Previous Evaluations

Previous Evaluations of the Airport

The Burbank Airport has undergone several evaluations. Moreover, several buildings and hangars that were subject to previous evaluations have since been demolished. The Hamilton Aero Company Hangar—which was previously listed as a California Historical Point of Interest—was demolished due to damage it suffered as a result of the 1994 Northridge Earthquake. In August 1997, the Lockheed Martin B-6 site was found ineligible for the

National Register due to a lack of integrity.⁸⁵ In 2004, the property was evaluated as a district and found ineligible for National Register listing.

Moreover, in 1986, fifteen properties were evaluated and found ineligible to the National Register during a survey of a potential district related to United Airport (Primary # 19-187105). These properties are identified in **Table 14**. However, the statewide Historical Resources Inventory lists the buildings with a National Register Status code of 7R, which means that they were “identified in reconnaissance survey; [but] not evaluated.” One of the buildings—the Terminal Building—was included in the evaluation and found ineligible.

In 2002, eight resources located within the D-APE were surveyed and evaluated.⁸⁶ However, here, in order to avoid any potential confusion, it is also important to note that, as part of that survey, resources were enumerated in a different manner than they are here within this report. While this report considers each hangar as a single entity for the purposes of evaluation, the 2002 evaluation treated those hangars that were physically connected to one another as a single property. Therefore, this resulted in groupings of physically-attached hangars being assigned only one property resource number, rather than each individual hangar being assigned its own resource number. Therefore, under the framework of the 2002 survey, it might appear to someone unfamiliar with the conventions of the evaluation as if there were only four resources evaluated, as only four numbers were assigned to the properties. However, in fact, a property can be comprised of multiple buildings or structures, as they are at the Airport property, and each building or structure evaluated as part of a historic property is potentially eligible as a resource. With that said, four historic properties—which were comprised of a total of eight individual structures (hangars)—were evaluated as part of the 2002 survey. All four properties were found ineligible for the National Register, California Register and local designation, which means that each of the eight individual resources that comprised these four properties was also found ineligible. These four properties were as follows: Primary# 19-187327, which corresponds to Hangar 3; Primary# 19-187328, which corresponds to Hangar 4 and Hangar 5; Primary# 19-187329, which corresponds to Hangar 6, Hangar 7, Hangar 7A and Hangar 7B; and

⁸⁵ David B. Kessler, AICP, and Edward L. Melisky, Federal Aviation Administration. “U.S. Department of Transportation Federal Aviation Administration ‘No Eligibility Determination’ regarding the Lockheed-Martin B-6 Site for inclusion in the National Register of Historic Places.” August 1997.

⁸⁶ Stacey C. Jordan, Ph.D., Environmental Science Associates, and Mooney & Associates, *Historic Properties Inventory and Evaluation for the Burbank-Glendale-Pasadena Airport, Burbank, California*. Submitted to Burbank-Glendale-Pasadena Airport Authority. October 2002.

TABLE 14
2002 EVALUATION OF POTENTIAL BURBANK AIRPORT HISTORIC DISTRICT

Early United Terminal Period (1929-1940)							
Building Type	Property #	Primary #	Year Constructed	Building Type	PRG #	National Register Status Code	NOTES
Bldg. 10 Main Terminal	033696	19- 187105	1929	Bldg. 10, main Terminal Building	1510.002.0001	7R	
Hangar 28	033707	19- 187105	1940	Hangar 28	1510.002.0012	7R	Lockheed Aircraft
Hangar 29	033708	19- 187105	1940	Hangar 29	1510.002.0013	7R	Lockheed Aircraft
Hangar 34	033709	19- 187105	1940	Hangar 34	1510.002.0014	7R	Lockheed
Hangar 35	033710	19- 187105	1940	Hangar 35	1510.002.0015	7R	Lockheed
Lockheed Era (1940-1978)							
Building 9	033697	19- 187105	1956	Building 9	1510.002.0002	7R	Stickney
Building 11	033698	19- 187105	1956	Building 11	1510.002.0003	7R	Pederson+ Stice
Building 24	033701	19- 187105	1960	Building 24	1510.002.0006	7R	
Building 23	033700	19- 187105	1960	Building 23	1510.002.0005	7R	
Building 25	033702	19- 187105	1960	Building 25	1510.002.0007	7R	
Hangar 22	033699	19- 187105	1955	Hangar 22	1510.002.0004	7R	Martin Aviation
Hangar 27	033704	19- 187105	1960	Hangar 27	1510.002.0009	7R	Martin Aviation
Hangar 31	033706	19- 187105	1960	Hangar 31	1510.002.0011	7R	Martin Aviation
Hangar 30	033705	19- 187105	1960	Hangar 30	1510.002.0010	7R	Martin Aviation
Hangar 26	033703	19- 187105	1960	Hangar 26	1510.002.0008	7R	Martin Aviation

Primary# 19-187330, which corresponds to Hangar 22. The four DPR forms that correspond to these four properties are included in Appendix C.

Description of Property Type

Property Type: Air Terminal

The National Park Service bulletin entitled *National Register Bulletin: Guidelines for Evaluating and Documenting Historic Aviation Properties* provides guidelines for the evaluation of historic resources associated with aviation history.⁸⁷ The National Park Service identifies Air Terminals as places where aircraft usually take off and land. Air Terminals can include different types of properties, including runways, airfields, and taxiways. Land based Air Terminals typically consist of hangars and/or Aircraft Shelters, Passenger Terminals, Airport Traffic Control Towers, Ground Service Facilities, Administration Facilities, and Flight Training Facilities. ESA used the guidance provided in the bulletin as a baseline for developing a more thorough property type description. The identified features were further evaluated as either “Primary” or “Secondary” features, based upon techniques of identification described in the National Park Service’s *Preservation Brief 17, Architectural Character—Identifying the Visual Aspects of Historic Buildings as an Aid to Preserving their Character*.⁸⁸ Based upon the idea that some features are more important in defining the character of a site than others, ESA identified “Primary” features as those directly related to providing commercial air travel services, while other features associated with supporting roles were identified as “Secondary” features.

*Air Terminals: Essential Physical Features*⁸⁹

Primary Features

- Hangars/Aircraft Shelters
- Passenger Terminals
- Airport Traffic Control Towers

Secondary Features

- Ground Service Facilities (Maintenance, Fuel, Storage)
- Administration Facilities
- Flight Training Facilities

⁸⁷ Anne Milbrooke, Patrick Andrus, Jody Cook, and David B. Whipple, *National Register Bulletin: Guidelines for Evaluating and Documenting Historic Aviation Properties* (Washington D.C.: Government Printing Office for the U.S. Department of the Interior, National Park Service, Cultural Resources, 1998).

⁸⁸ Lee H. Nelson, *Preservation Brief 17: Architectural Character: Identifying the Visual Aspects of Historic Buildings as an Aid to Preserving their Character* (Washington D.C.: Government Printing Office for the U.S. Department of the Interior, National Park Service, n.d.).

⁸⁹ Ibid, 22.

Building Type: Aircraft Hangar

Historically, hangars were constructed to store aircraft; however, as the size and complexity of airplanes increased, the function of hangars evolved from simple storage spaces to enclosed workspaces for aircraft maintenance. The earliest hangars were of wood-frame construction, and they were of very straightforward and utilitarian design. They typically resembled either barn or garage buildings.⁹⁰ However, due to World War I, the amount of aviators, airfields, and aircraft in the United States increased, and this resulted in innovations in the design and construction of hangars and support facilities, especially on military airfields. For instance, the architect Albert Kahn— who is considered the foremost American industrial architect of his day and is well-known for his designs of automobile factories in Detroit, Michigan— designed standardized plans for hangar construction that included wood-frame structures with gambrel roofs and sliding doors on tracks that extended beyond the building at the gable ends.⁹¹ Kahn's standard design for the hangars at Langley Field, referred to as the Signal Corps Mobilization Hangar Plan, exhibit his creation of standardized plans for hangars.⁹²

Early Twentieth-Century Airplane Hangars

As aviation programs expanded, permanent steel frame and masonry hangars became the standard airfield hangar types. In 1926, Albert Kahn revolutionized hangar design in the United States with the design of the Ford Hangar at the Lansing Municipal Airport. Earlier hangars were poorly designed, dark, temporary buildings with doors difficult to open in poor weather conditions. Therefore, Kahn incorporated a number of innovations into the Ford Hangar that included cantilevered construction to open the building without the need of columns, designed hangar doors on a wheeled track located inside the building so they could be easily moved by one person, and provided more windows for greater natural light.⁹³ Hangars 1 and 2 constructed on the D-APE in 1929 by the Austin Company are examples of these innovations. They feature Fenestra Round-the-Corner

⁹⁰ Jayne Aaron, *Historical and Architectural Overview of Aircraft Hangers of the Reserves and National Guard Installations from World War I through the Cold War*, Prepared for the Department of Defense Legacy Resource Management Program, June 2011, 4-10.

⁹¹ Ibid, 4-12.

⁹² David Trojan, "Building a World War One Aerodome," American Aviators of World WWI, <http://www.usaww1.com/USAS-Aerodromes-Payne-Field.php4>, accessed February 8, 2016.

⁹³ "Persistence Gains Honor," *The Times* (September 23, 1985).

doors, standard equipment included in all hangars built by the Austin Company.⁹⁴

Designed to be fireproof, the more modern hangars featured a steel frame clad with brick or stucco-covered hollow clay tile. In a study of the historical and architectural development of airplane hangars, as conducted for the Department of Defense Legacy Resource Management Program, architectural historian Jayne Aaron describes the more modern hangars as follows: "The typical hangar constructed in the early 1930s was rectangular with a gable roof, distinct corner piers, concrete floor, steel sash windows along the side elevations, and sliding metal doors on overhead tracks at the gabled ends."⁹⁵

World War II and Cold War Era Airplane Hangars

Over time, hangar sizes increased to accommodate the growing size of aircraft throughout World War II and the Cold War era. As hangars grew larger, engineers developed new structural forms and stylistic references and the distinctive corner piers were replaced with standardized and simplified hangar designs. Following the lead set forth by the United States Army Corps of Engineers (USACE), the new hangar designs of the 1940s resembled a large-scale Quonset hut featuring reinforced concrete slabs, corrugated metal siding, a segmental-arch roof supported by Warren roof steel trusses or steel bowstring trusses, and manually operated sliding doors.⁹⁶ Eventually the design of hangars became standardized and shipped as prefabricated steel hangar kits.⁹⁷

The varying forms of aircraft hangars can be analyzed to help determine their history. In a report prepared for the Department of Defense, architectural historian Jayne Aaron described the common structural materials and cross section types associated with aviation hangars from different eras. Aaron writes that "building material is the most important characteristic in defining hangar types."⁹⁸ In addition to analyzing the hangar's structural materials, analysis of its cross section can be important in establishing a hangar's history.

⁹⁴ "Fenestra hanger doors and windows - 1929."
https://archive.org/stream/FenestraHangerDoorsAndWindows1929/FenestraAirplaneHangerDoors_djvu.txt, accessed February 9, 2016.

⁹⁵ Jayne Aaron, 4-12.

⁹⁶ Jayne Aaron, 4-13 to 4-14.

⁹⁷ Janna Eggebeen, *Airport Age: Architecture and Modernity in America*. Dissertation Submitted to the Graduate Faculty in Art History, The City University of New York (2007): 25.

⁹⁸ Jayne Aaron, 5-1.

Due to its versatility and high strength-to-weight ratio, steel is the most common material used in hangar construction. The architectural historian Janna Eggebeen briefly describes the history of these steel hangars as follows: "The first steel hangars were constructed as early as 1916 (one still stands at Naval Air Station Pensacola), and by 1917 the Navy had adopted a standardized steel design developed by Albert Kahn (the U.S. All Steel Hangar)."⁹⁹ Steel hangars typically employ one of three different types of structural roof systems: truss, girder, and long-span joist construction. However, the majority of steel hangars are truss systems, which is a construction technique that is based on bridge design. The same attributes that make trusses extremely effective for the design of bridges also lend themselves to the construction of hangars. A truss system has the ability to provide support to a structure over a long span, allowing for broad open spaces with little to no support columns. This is an important characteristic when constructing spaces to house large aircraft. Often resembling the form of the trusses in wood hangars, steel trusses can be configured in a wide variety of configurations.

Another feature that is helpful in identifying a particular types of aircraft hangar is its "cross section." A cross section is an architectural term that simply refers to the view of a building that would result if one were, hypothetically, to cut through a building perpendicular to a specified axis.¹⁰⁰ While gables and arches are the most common cross section types found in hangar design, another important cross section is the gambrel. Architectural historian Janna Eggebeen describes the appearance of this type of hangar as follows: "This is a form that looks similar to a traditional barn in that it has a double slope with the lower pitch greater than the upper pitch."¹⁰¹

In addition to studying the structural materials and support systems used in hangar design, studying attached offices and maintenance shops can further aid in evaluating the building. This information can help to distinguish early airplane hangars that remain intact from early airplane hangars that have been subject to alteration, for as architectural historian Jenna Eggebeen notes, "early hangars were relatively rudimentary structures that were designed for a simple purpose—the storage and maintenance of aircraft. As such, they usually were large open structures that provided little or no space dedicated to supporting activities."¹⁰² However, by the 1930s, aircraft hangar design often incorporated dedicated spaces for support offices and maintenance shops; therefore, studying attached offices and maintenance

⁹⁹ Jayne Aaron, 5-2.

¹⁰⁰ Jayne Aaron, 5-4.

¹⁰¹ Jayne Aaron, 5-7.

¹⁰² Jayne Aaron, 5-7.

shops—and observing where they appear to be an integral part of the design, rather than an afterthought—can also help to distinguish early airplane hangars from those constructed after 1930.

Evaluation of Potential Historic District Within the D-APE

In the section that follows below, the Airport property's potential eligibility to the National Register as a district is evaluated.

Airport Property

Architectural Description

In 1929, the United Aircraft and Transportation Company constructed what would eventually be known as United Air Terminal. Los Angeles's first major airport consisted of two hangars and the Terminal Building, all three of which were constructed by the Austin Company. Oriented to the southeast, the Terminal Building was originally designed with a Spanish Colonial Revival aesthetic with elements of the Art Deco style to convey the modern activity of air travel. In the late 1950s the Terminal Building was remodeled with a more Mid-Century Modern style. The Terminal Building has an arched footprint with a centrally located main entrance that has changed significantly throughout its history (alterations). Above the main entry the Terminal Building rises to an Airport Traffic Control Tower, while two-story wings break off to the south and east (alterations). Many of the support buildings and facilities associated with Lockheed Aircraft have been demolished to make way for parking areas and new passenger terminals (alterations). The original Hangars 1 and 2 have been relocated; they no longer flank the Terminal Building as they did originally but, instead, they now stand alone near the facility's southwest corner (alterations). The Airport property site is dominated by wide open space containing the facility's runways and taxiways, both of which have been reconfigured to keep up with advancements in aviation technology (alteration). In addition to Hangars 1 and 2, Hangars 4, 5 6, 7, and 7A, once the home of Lockheed's Field Service Department, are grouped along the Airport property's southern boundary, next to Empire Avenue. Hangars 34 and 35 are isolated to the north of the other hangars on the opposite side of the runway. These hangars were once the home of the Flying Tigers Line Inc., an airfreight company and precursor of FedEx. Hangar 22 sits even further north of Hangars 34 and 35, and towards the western boundary of the property.

Integrity Analysis

As the *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation* (NPS Bulletin #15) describes, "a property must not only be shown to be significant under the National Register criteria, but it

also must have integrity” in order to be listed on the National Register.¹⁰³ Moreover, within the concept of integrity, the National Register criteria recognizes seven aspects or qualities that define integrity; these are as follows: location, design, setting, materials, workmanship, feeling and association. As NPS Bulletin #15 also explains, the evaluation of integrity must always be grounded in an understanding of a property's physical features and how they relate to its significance. NPS Bulletin #15 expands upon this idea, as follows: “To retain historic integrity a property will always possess several, and usually most, of the aspects. The retention of specific aspects of integrity is paramount for a property to convey its significance. Determining which of these aspects are most important to a particular property requires knowing why, where, and when the property is significant.”

NPS Bulletin #15 also provides guidance in regard to the manner in which the integrity of a district should be assessed, stating as follows: “For a district to retain integrity as a whole, the majority of the components that make up the district's historic character must possess integrity even if they are individually undistinguished.”¹⁰⁴ In order to ascertain whether the district retained integrity as a whole, ESA categorized each potential contributor to the district as having either primary importance or secondary importance, using the list of Essential Physical Features identified with the Air Terminal property type (developed by ESA and discussed earlier in this report). To determine if the Airport property retained enough historic character to convey its significance, a potential contributor needed to retain most of the aspects of integrity that follow: location, design, feeling, materials, and association.¹⁰⁵ Workmanship was not considered to be a particularly important aspect of integrity, as the buildings and structures in question are all of a very utilitarian construction, and, therefore, do not display a high degree of workmanship. Setting was also not considered to be a particularly important aspect of integrity as all of the buildings and structures share exactly the same setting, the setting of a functioning airport. Here, it is important to note that two buildings on the Airport property—Hangars 1 and 2—have had their immediate setting altered in that they’ve been relocated to another location on the Airport property; however, their overall setting has been retained as they remain on the Airport property

¹⁰³ U.S. Department of the Interior, National Park Service, *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation* (Washington D.C.: Government Printing Office, 1997), 44-46.

¹⁰⁴ U.S. Department of the Interior, National Park Service, *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation* (Washington D.C.: Government Printing Office, 1997), 44-46.

¹⁰⁵ SurveyLA Historic Context Outline and Summary Tables: Aviation and Aerospace, 1911-1989, 39, <http://www.preservation.lacity.org/files/Industrial%20Development%2C%201850-1980.pdf>, accessed January 27, 2015 (Appendix K).

(the location of the two hangars as relocated properties will be analyzed as part of the Integrity Analysis). To determine which of the extant buildings dating from the period of significance (1929-1949) should be considered potential contributors to a district, ESA conducted an integrity analysis of each individual building or structure to determine if it contributed to the overall integrity of the potential district; if the building or structure fell outside of the period of significance, that fact also was noted in **Table 15**.

Based on the integrity analysis above, the only primary features that remain extant as part of the original Airport property are multiple hangars dating from the period of significance (1929-1949). Hangars 1, 2, 4, 5, 6, 7, and 7A each possess enough integrity to be considered contributors to a potential district. However, in order for the Airport property to convey its significance as an early commercial airport as a district, the grouping of buildings that are contributors to the period of significance would need to possess enough integrity and be a grouping of different building types. Because all of the buildings are hangar types they, therefore, cannot be considered eligible as a potential district.

The Terminal Building (Building 10) historically served as the facility's passenger terminal, Airport Traffic Control Tower, and administration facility. However, significant alterations to the Terminal Building have resulted in a loss of essential features related to an early air terminal, such as flight training facilities and ground support maintenance facilities. In particular, the Terminal Building was subject to extensive alterations by the late 1950s which significantly modernized its appearance into a Mid-Century Modern style, rather than the Spanish Colonial Revival aesthetic with elements of the Art Deco style that characterized the original Terminal Building. Subsequently, in the 1960s, the Terminal Building was subject to a devastating fire that destroyed substantial portions of the building, including most of the second floor.

Given the lack of integrity of the Terminal Building as well as the lack of different extant building types from the period of significance, the airport does not convey historical significance, and therefore, the Airport property possesses insufficient integrity for consideration as a district.

TABLE 15
ESSENTIAL PHYSICAL FEATURES OF THE AIR TERMINAL PROPERTY TYPE

1. Primary Features

Description	Integrity	NRHP Eligibility Assessment
Hangars/Aircraft Shelters		
Hangar 1	Location: No	Appears Eligible for Listing on the National Register as an Individual Resource and as a Potential District Contributor
	Feeling: Yes	
	Design: Yes	
	Materials: Yes	
	Association: Yes	
Hangar 2	Location: No	Appears Eligible for Listing on the National Register as an Individual Resource and as a Potential District Contributor
	Feeling: Yes	
	Design: Yes	
	Materials: Yes	
	Association: Yes	
Hangar (Building 3)	Location: Yes	Non-Contributor to a Potential District
	Feeling: No	
	Design: No	
	Materials: No	
	Association: No	
Hangar 4 and 5	Location: Yes	Contributor to a Potential District
	Feeling: Yes	
	Design: Yes	
	Materials: Yes	
	Association: Yes	
Hangar 6, 7, and 7A	Location: Yes	Contributor to a Potential District
	Feeling: Yes	
	Design: Yes	
	Materials: Yes	
	Association: Yes	
Hangar 22	Location: NA	Non-Contributor to a Potential District; Constructed Outside the Period of Significance
	Feeling: NA	
	Design: NA	
	Materials: NA	
	Association: NA	
Hangar 34	Location: NA	Non-Contributor to a Potential District; Constructed Outside the Period of Significance
	Feeling: NA	
	Design: NA	
	Materials: NA	
	Association: NA	
Hangar 35	Location: NA	Non-Contributor to a Potential Historic District, Constructed Outside the Period of Significance
	Feeling: NA	
	Design: NA	
	Materials: NA	
	Association: NA	

Description	Integrity	NRHP Eligibility Assessment
Passenger Terminals		
Building 9	Location: NA	Non-Contributor to a Potential Historic District; Outside the Period of Significance
	Feeling: NA	
	Design: NA	
	Materials: NA	
	Association: NA	
Terminal Building (Building 10)	Location: Yes	Non-Contributor to a Potential Historic District
	Feeling: No	
	Design: No	
	Materials: No	
	Association: No	
Building 11	Location: NA	Non-Contributor to a Potential Historic District; Outside the Period of Significance
	Feeling: NA	
	Design: NA	
	Materials: NA	
	Association: NA	

2. Secondary Features

Description	Integrity	Eligibility Assessment
Ground Service Facilities (Maintenance, Fuel, Storage)		
The previous evaluation of the Burbank-Glendale-Pasadena Airport did not identify features of this type as existing from the period of significance, and none appear extant on the airport property today ¹⁰⁶		
Administration Facilities		
Terminal Building (Building 10)	Location: Yes	Non-Contributor to a Potential Historic District
	Feeling: No	
	Design: No	
	Materials: No	
	Association: No	
Flight Training Facilities		
The previous evaluation of the Burbank-Glendale-Pasadena Airport did not identify features of this type as existing from the period of significance, and none appear extant on the airport property today. ¹⁰⁷		

Significance Evaluation

The Airport property is associated with the two different historic contexts, as follows: The Establishment and Operation of United Air Terminal (1929-1949); and Lockheed Aircraft's Ownership and Occupancy of the Airport Property (1940-1989). Based upon the identified historic contexts, the former United Air Terminal building complex appears potentially significant for its association with commercial air travel, as Los Angeles' first trans-

¹⁰⁶ Stacey C. Jordan, *Historic Properties Inventory and Evaluation for the Burbank-Glendale-Pasadena Airport, Burbank, California*, Prepared for the Burbank-Glendale-Pasadena Airport Authority, October 2002.

¹⁰⁷ Ibid.

continental airport. ESA identified a period of significance of 1929 to 1949, beginning with the airport's initial construction in 1929 and ending in 1949, the year when Los Angeles Municipal Airport (now known as Los Angeles International Airport) began to surpass the Terminal Building in the number of annual passengers served.

Despite its historical association with commercial air travel, the Airport property lacks key character-defining features associated with early air terminals and no longer conveys this historical association. The Airport property is also associated with Lockheed Aircraft, who owned and operated the facility for a 38-year period, from 1940 to 1978, and occupied only a portion of the site for an 11-year period after that until 1989. Despite this long tenure at the site, a majority of the buildings associated with Lockheed Aircraft's operations have been demolished; therefore, the Airport property no longer retains enough integrity to convey that significance.

Broad Patterns of History

With regard to broad patterns of history, the following are the relevant criteria:

National Register Criterion A: Is associated with events that have made a significant contribution to the broad patterns of our history.

In the 1920s, the growing enthusiasm for aviation prompted the Aeronautics Board of the U.S. Department of Commerce to conduct a survey identifying new locations for airfields. The Aeronautics Board reported that Burbank had the most favorable airport location surveyed.¹⁰⁸ By the mid-1930s, the Airport property's U advanced design, safety features, and close proximity to Los Angeles attracted several major airlines, including Pan American, Western Airlines, and Trans-World Airlines. The airfield quickly became a main transportation hub for the Los Angeles area, providing trans-continental air travel to millions of Americans over the decades of its existence, until it was overshadowed in importance by the Los Angeles Municipal Airport by 1949. Based on this historic context, the period of significance for the Airport property, which was historically first known as the United Air Terminal, is 1929-1949. However, after careful analysis of the key features associated with historic air terminals, ESA concluded that the Airport property lacked the integrity necessary to convey its historic significance as an early commercial airport associated with the history of early commercial air travel. Today, there are multiple hangar facilities extant on the Airport property that retain a high enough level of integrity to be considered contributors to a potential district. However, no other types of facilities

¹⁰⁸ Jackson Mayers, *Burbank History* (Burbank, CA: Soldado Publishing Company, 1974), 83.

associated with an early commercial airport remain extant. Therefore, when the Airport property is considered in its entirety, the United Air Terminal building complex does not possess the full range of building types that would have played a supporting role to an early commercial airport — such as flight training facilities and ground service facilities— that would allow it to convey its significance as an early commercial airport, and, thus, to be considered eligible to the National Register as a potential district. The Terminal Building (Building 10), which was constructed to include an Airport Traffic Control Tower as well as administrative facilities for the Airport property, has been significantly altered since the period of significance and does not qualify as a contributing feature to the potential district. **Therefore, the Airport property lacks sufficient integrity to convey its historic significance and is not found eligible to the National Register as a district under Criterion A for its association with events that have made a significant contribution to the broad patterns of our history.**

Significant Persons

With regard to associations with important persons, the relevant criterion is as follows:

National Register Criterion B: Is associated with the lives of persons significant in our past.

As a potential district, the subject property is not significantly associated with persons significant to local, state, or national history. Although the early history of the Airport property is associated with important aviators like Amelia Earhart and Charles Lindbergh, their achievements and associations are more closely tied to individual hangars on the airfield, such as Hangar 14 in which Lindbergh had his office and which is no longer extant, than to the Airport property as a whole. Furthermore, research of the Airport property's ownership history did not reveal any personages significant to local, State, or national history. **Therefore, the Airport property is not found eligible for listing on the National Register under Criterion B for its association with the lives of persons significant in our past.**

Architecture

With regard to architecture, design or construction, the relevant criterion is as follows:

National Register Criterion C: Embodies 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.

When the Airport property was constructed in 1929, it occupied 234 acres of land and was widely regarded as “the model airport in the United States.”¹⁰⁹ Fair weather conditions year-round and ample wide open space made the Terminal Building (Building 10) at the Airport property one of the safest air terminals in the country. Furthermore, the Airport property’s close proximity to the major metropolis of Los Angeles made it one of the nation’s premier airports. However, significant alterations throughout the Airport property’s history have resulted in it no longer retaining enough integrity for it to adequately convey its significance as an early commercial airport. In particular, the Airport property’s original design and configuration have been altered so extensively that it no longer has integrity of design, materials, workmanship, materials, setting, association or feeling as an early commercial airport. After purchasing the facility in 1940, Lockheed Aircraft extended the runways and doubled the size of the Airport property to over 500 acres. Lockheed’s ownership of the Airport property spanned a 38-year period of time, in which multiple hangars and factories were added by Lockheed. However, the majority of these buildings and structures have since been demolished, and Hangars that were originally constructed on the site in 1929 have been relocated to new locations on site. Furthermore, the Terminal Building (Building 10) has undergone multiple alterations, including a major reconstruction following a catastrophic fire in 1966. Other significant alterations to the Terminal Building include the addition of 1-story passenger concourses to the south and east in the 1970s. **Therefore, due to a significant lack of integrity, the Airport property is no longer able to convey its significance and it is not found eligible to meet National Register Criterion C as an exceptional, distinctive, outstanding, or singular example of its type or style.**

National Register Criterion D: It yields, or may be likely to yield, information important in prehistory or history.

While most often applied to archaeological districts and sites, Criterion D can also apply to buildings, structures, and objects that contain important information. In order for these types of properties to be eligible under Criterion D, they themselves must be, or must have been, the principal source of the important information. The Airport property does not yield significant information that would expand our current knowledge or theories of design, methods of construction, operation, or other information that is not already known. Therefore, the Airport property has not yielded and is not likely to yield information important to prehistory or history and do not appear to satisfy National Register Criterion D. **Therefore, the Airport**

¹⁰⁹ Ibid, 129.

does not meet the above criterion at the national, State, or local level.

Evaluation of Individual Buildings Within the D-APE

In addition to investigating the Airport property's eligibility as a district, ESA also evaluated each building on the Airport property for its eligibility to the National Register as an individually-eligible resource. Within the D-APE there are twelve (12) buildings and structures over 50 years of age, which is the age threshold that a property must meet in order to be considered eligible to the National Register unless it meets the Criteria Consideration for exceptional significance. These twelve buildings consist of ten (10) hangar structures, one (1) building, and one (1) terminal building. A number of the hangars are identical to one another or are physically connected; due to this, in previous evaluations, multiple hangars were sometimes treated as a single building. However, for purposes of this evaluation, each hangar is discussed below as a single unit or structure, although they are also discussed in tandem with the other hangars with which they are grouped. An architectural description, significance evaluation, and an integrity analysis for each building and structure in the D-APE are provided below.

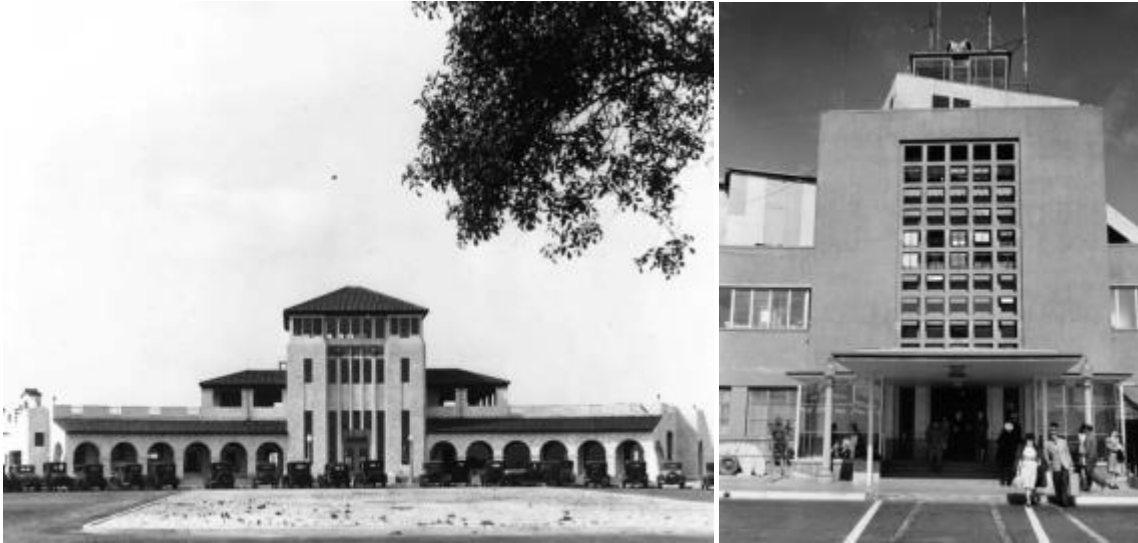
Terminal Building (Building 10)

Architectural Description

The original Spanish Colonial Revival and Art Deco terminal was built in 1929; however, it was remodeled to have a modern appearance sometime prior to the 1950s, which dramatically changed its style from the original. The second floor of the building and the control tower was substantially damaged by a fire in 1966. Subsequently, the damaged portions of the building—the second floor and Airport Traffic Control Tower—were reconstructed and the first floor also would have had to be reconstructed. In the intervening years since the fire, the building has been substantially remodeled once again to a more contemporary appearance and further altered so that it no longer resembles either its original architectural style (**Figure 40**) or its remodeled pre-fire appearance.

The Terminal Building still has its original arced footprint and a similar overall massing; however, it does not retain any integrity from its original construction due to its remodeling, reconstruction and alterations (**Figures 41 and 42**). Two wings, one to the south and one to the east, extend from a centrally located tower. In 1956, Building 9 was constructed and attached to the Terminal Building's east end. In 1974, the PSA Concourse (Building 11) was built and attached to the south end of the Terminal Building (**Figure 43**). The primary entrance to the Terminal Building is located at the base of the tower and consists of automatic sliding

**Figure 40 Left: Exterior view of the Terminal Building, circa 1930;
Right: Exterior view of the Terminal Building, date unknown**



SOURCE: Burbank-Glendale-Pasadena Airport Authority photographic archives, 2015

Figure 41 Exterior view of the Terminal Building



SOURCE: ESA, 2018

Figure 42 Overhead view of Terminal Building identified by the red box



SOURCE: Google Earth, 2016

Figure 43 Left: View of the Terminal Building's connection to adjacent Building 11 (passenger concourse), View Northwest; Right: View from the Terminal Building's Airport Traffic Control Tower, looking down on second floor windows (alterations), View Northeast



SOURCE: ESA, 2015

glass doors (alteration). A flat roofed awning extends from the building and reads "Terminal A" (alteration). The Terminal Building is clad in stucco siding and features rows of fixed plate glass windows on the second floor (alterations). The rear of the building features the same basic architectural vocabulary as the front of the building in terms of materials and finishes, but it is much more utilitarian in character (**Figures 44 and 45**). The interior of the building has been subject to numerous tenant improvement projects over the years so that very little in the way of interior finishing or fixed furnishings, such as airport seating, appears to be original (**Figures 46 and 47**).

Figure 44 Rear elevation of the Terminal, Building View southeast



SOURCE: ESA, 2018

Figure 45 Rear elevation of the Terminal Building, including addition near south end, View east

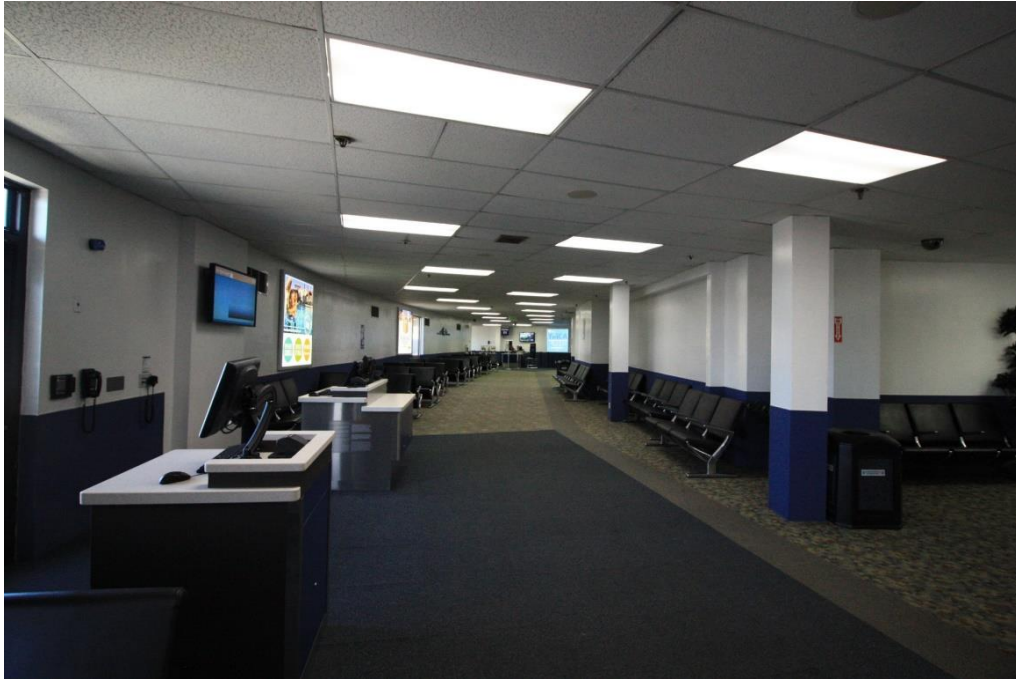


SOURCE: ESA, 2018

Figure 46 A View of the Interior of the Terminal Building



SOURCE: ESA, 2015

Figure 47 A Second View of the Interior of the Terminal Building

SOURCE: ESA, 2015

Integrity Analysis

The Terminal Building has experienced significant changes since its original construction in 1929 including remodeling during the 1950s that changed its appearance and architectural style from Spanish Colonial Revival to Modern, destruction by fire in 1966 that destroyed the second floor and control tower, substantial reconstruction after the fire, and later remodeling to update the building to a more contemporary appearance and other additional alterations. None of the features of the original building remain other than the building footprint, which was designed in the shape of an arc. As part of the research and analysis effort presented within this report, over three thousand pages of building permits were collected from the City of Burbank's Building Department. The majority of these permits document changes and additions to the Terminal Building, itself, throughout its eighty-year history. The building remains in its original location and the use of this building has remained substantially the same. It has consistently functioned as a passenger terminal, airport traffic control tower, and administrative offices over the years. Therefore, the Terminal Building retains its integrity of location and association. However, based upon the large volume of alterations to the Terminal Building—as identified through both physical inspection and examination and analysis of the building's historic documentation—the Terminal Building lacks the other five of the seven

aspects of integrity. It lacks integrity in design, workmanship, materials, feeling, and setting.

Significance Evaluation

While the Terminal Building was evaluated for its potential significance for its association with early commercial air travel, ESA found that it no longer conveys its significant historical association due to substantial changes to the building through remodeling, partial demolition by fire, substantial reconstruction after the fire, and later remodeling and alterations that have resulted in its current lack of integrity of design, workmanship, materials, feeling, and setting. There is no evidence that the building is significantly associated with historic personages important to local, state, or national history. Furthermore, the Terminal Building does not appear to be an excellent example of a particular type or style of architecture. The original Spanish Colonial Revival-style in which it was built has been significantly altered through remodeling, reconstruction and alterations so that the building no longer retains any integrity from its original construction. The Terminal Building was previously evaluated in 1987, and at this time, it was found ineligible for historic designation because it was found to lack its original design integrity. ESA concurs with this previous determination.

Based upon ESA's own evaluation of the Terminal Building, it is not found to be individually eligible to the National Register under any of the applicable criteria. Furthermore, the Terminal Building does not retain sufficient integrity for consideration as a contributor to a potential district eligible to the National Register.

Hangars 1 and 2

Location is one of the seven aspects of integrity¹¹⁰ that must be analyzed for any given building, and neither Hangar 1 nor Hangar 2 is in their original location on the Airport property and have lost their integrity of location. Originally, Hangars 1 and 2 were constructed to flank each side of the Terminal Building (see **Figures 30 and 31**). However, in 1967 and 1968, Hangars 1 and 2 were moved to their current locations on the western portion of the Airport property.

Architectural Description

Hangars 1 and 2 were constructed in 1929 of identical design and construction to one another. However, in 1967 and 1968, Hangars 1 and 2 were relocated to the western portion of the Airport property, a location which is to the west of Building 3 and Hangars 4 and 5, which is their current location. Today, both hangars still retain their character-defining features

¹¹⁰ The seven aspects of integrity are location, design, setting, materials, workmanship, feeling and association.

including a rectangular footprint that is approximately 200 feet by 125 feet, concrete foundations, steel hangar doors of the “slide around the corner type,” slight gable roofs with a parapet extending above the roofline, and closed truss construction (**Figures 48 through 62**). The hangars are anchored by concrete, square piers located at the four corners of the building sheathed in corrugated metal to resemble fluting. The north and south (side) elevations of each hangar have steel sash industrial style windows.

Figure 48 Aerial photograph showing Hangar 2 (left) and Hangar 1 (right)



SOURCE: Bing Maps

Figure 49 View of West elevation of Hangar 2, view southeast



SOURCE: Dave Kessler, FAA, 2018

Figure 50 Detail view of East elevation of Hangar 2 showing the large steel multi-glass-paned sliding doors known as “Fenestra Airplane Hangar Doors”



SOURCE: ESA, 2018

Figure 51 North elevation of Hangar 2 (view south) showing the industrial style windows that exist on each of the side (north and south) elevations of both Hangars 1 and 2



SOURCE: ESA, 2018

Figure 52 West and South Elevations of Hangar 2, View northeast



SOURCE: ESA, 2018

Figure 53 South Elevation of Hangar 2, View northeast



SOURCE: ESA, 2015

Figure 54 East Elevation of Hangar 1, View Southeast



SOURCE: Dave Kessler, FAA, 2020

Figure 55 South and East Elevations of Hangar 1, View Northwest



SOURCE: ESA, 2015

Figure 56 North Elevation of Hangar 1, View Southwest



SOURCE: ESA, 2015

Figure 57 West Elevation of Hangar 1, View Southeast



SOURCE: ESA, 2018

Figure 58 Interior of Hangar 1



SOURCE: ESA, 2018

Figure 59 Interior of Hangar 1



SOURCE: ESA, 2018

Figure 60 Interior of Hangar 2



SOURCE: ESA, 2018

Figure 61 Interior of Hangar 2



SOURCE: ESA, 2018

Figure 62 Label on the Fenestra Airplane Hangar Doors as manufactured by the Detroit Steel Product Company



SOURCE: ESA, 2015

The large steel multi-glass-paned sliding doors known as “Fenestra Airplane Hangar Doors” comprise the east and west sides of the hangars. The doors are broken into segments, and each segment generally consists of four panels of sixteen-light windows. Each segment is equipped with wheel mechanisms at the base that fit a curved track mounted on the concrete floor of the hangar. As a result, when the doors are opened, the segments roll inside the central portion of the hangar along the north and south walls. Above these doors is a band of twelve-light clerestory windows with metal sash that align vertically with the windows in the doors. Spanning between the two piers is a concrete, stepped parapet.

Today, the hangars also possess subtle differences in their construction due to some limited alteration to each of them, such as the limited replacement of some glass panes in windows. It appears that some of the glass panes in the industrial windows on the north and south elevations have been replaced over the years as there is a variety of different glass types. Some glass panes are also missing. In addition, the concrete, square piers located at the four corners of each of the two buildings, which are sheathed in corrugated metal to resemble fluting, also appear to be an alteration. Furthermore, the concrete pads that both hangars sit upon are also known to be non-original replacements of the original concrete pads.

Both hangars also have non-original additions to them; however, these additions all occur on secondary elevations and they adjoin the hangars in an additive manner that permits the original hangar structures to still read as distinct entities. Both hangars have one-story additions attached to their south (side) elevations. These additions stretch the entire length (approximately 200 feet) of these elevations. The additions are rectangular in plan, and they serve as office space. The additions were added to each hangar sometime around 1968, and they appear to be replacements of similar additions that were affixed to each of these two hangars historically. Hangar 1 also has two additions located on its other side (north) elevation. One of the two additions is one story in height, and the other is two stories. The one-story addition is constructed of corrugated metal, while the two-story addition is constructed of concrete block. It appears that the two-story addition was constructed to simply abut the existing north elevation, leaving what was previously an exterior wall of sash windows on the north elevation of the hangar intact so that the addition is essentially reversible. However, the one-story addition cannot be considered completely reversible as when it was constructed, some panels of windows on the lower east corner of the south elevation were removed. However, this alteration of the hangar is relatively minor so that the structure, itself, remains largely intact.

Integrity Analysis

Location is one of the seven aspects of integrity¹¹¹ that must be analyzed for any given building, and neither Hangar 1 nor Hangar 2 is in their original location on the Airport property and have lost their integrity of location. Originally, Hangars 1 and 2 were constructed to flank each side of the Terminal Building (see **Figures 30 and 31**). However, in 1967 and 1968, Hangars 1 and 2 were moved to their current locations on the western portion of the Airport property, a location which is to the west of Building 3 and Hangars 4 and 5.

Because Hangars 1 and 2 were relocated from their original location to another location on the Airport property, they need to be analyzed for both their integrity and significance under National Register Criteria Consideration B for Moved Properties. This is because the loss of integrity with regard to a property's original location is not insignificant with regard to its potential eligibility to the National Register of Historic Places (NHRP). The National Park Service's publication entitled *National Register Bulletin #15: How to Apply the National Register Criteria for Evaluation* (Bulletin #15) concisely describes exactly why relocation is considered to be so damaging to a building's integrity as follows:

¹¹¹ The seven aspects of integrity are location, design, setting, materials, workmanship, feeling and association.

Moving a property destroys the relationships between the property and its surroundings and destroys associations with historic events and persons. A move may also cause the loss of historic features such as landscaping, foundations, and chimneys, as well as loss of the potential for associated archaeological deposits.¹¹²

In recognition of the deleterious effect that relocating a building causes, the National Park Service, which administers the NRHP, generally does not allow moved properties to be eligible to the National Register unless “they were moved *before* their period of significance.”¹¹³ However, Hangars 1 and 2 do not meet this requirement, as they were moved after their period of significance.

Nonetheless, if a property does not meet this exception to the rule, then it still may qualify for eligibility to the National Register, but only if it meets what the agency calls “Criteria Consideration B” for Moved Properties, as previously mentioned. Moreover, one of the types of properties that *must* meet Criteria Consideration B, as described in Bulletin #15 is “a resource moved from one location on its original site to another location on the property, during or after its Period of Significance.”¹¹⁴ This applies to Hangars 1 and 2, as they represent resources moved in 1967 and 1968 from their original location adjacent to the Terminal Building to another location on the Airport property (and, as previously stated, after their period of significance). Therefore, the application of Criteria Consideration B is necessary in order to evaluate whether these two relocated properties may be eligible to the NRHP regardless of their lack of integrity in regard to location.

Finally, Criteria Consideration B states as follows: “A property removed from its original or historically significant location *can be eligible* [ESA’s emphasis] if it is significant primarily for architectural value or it is the surviving property most importantly associated with a historic person or event.” Since Hangars 1 and 2 are significant primarily for the architectural value as examples of a rare building type—an early commercial hangar—Criteria Consideration B is also applicable in this regard. Moreover, because they are considered significant primarily for their architectural value, the aspects of integrity that are most important for them to retain are those most closely associated with their architecture, which are as follows: design, materials and workmanship. To be clear, this does not mean that it is not necessary for

¹¹² See U.S. Department of the Interior, National Park Service, “How to Apply the Criteria Considerations” in *National Register Bulletin #15: How to Apply the National Register Criteria for Evaluation* (Washington D.C.: Government Printing Office, 1997), 27.

¹¹³ Ibid.

¹¹⁴ Ibid.

the hangars to retain the other aspects of integrity, as well, but the three aforementioned aspects of integrity are privileged over the remaining three (feeling, association, and setting).

Integrity Analysis

Hangars 1 and 2 retain their integrity of design, materials, and workmanship to a strong degree. The hangars have a very spare design aesthetic, as they were designed as highly functional and utilitarian structures. Their primary exterior and interior character-defining features include the large door openings in the front and rear (east and west) elevations that permit the unencumbered movement of planes into the interior space of the hangars; the stepped concrete parapet that surmounts these door openings; the roof trusses that free the exterior walls of the hangars of any necessity for additional supports to the interior; the wide open space of the interior beneath the trusses that, like the door openings on the front and rear elevations, facilitates the easy movement of planes between the hangars' exteriors and interiors; and the large clerestory window walls located on the two side (north and south) elevations of the hangars that admit an abundance of natural light into the interior space.

However, there are some minor alterations to the two hangars that do affect their integrity in terms of both design and materials; however, this is not to the degree that the integrity of their design is seriously compromised. Design changes to each of the two hangars primarily encompasses the additions to them (three additions to Hangar 1 and one addition to Hangar 2). However, all of these additions are placed on secondary elevations—rather than on one of the two primary elevations that exist on each hangar—so that they don't significantly detract from the appearance of the main elevations. Each of the additions is also of a lower massing than the hangars, themselves, and they are placed on the hangars in an additive manner. Because of the way that the additions are placed on the two buildings with respect to their location and massing, the additions still permit the two hangars to visually read as distinct entities (i.e. as 1920s hangars with additions to them) rather than the entire assemblage reading as a unified whole.

There also has been minor modification to the two hangars in terms of materials. This includes the limited replacement of some glass panes in the industrial clerestory windows that occur on the two hangars side elevations, the replacement of the original piers at the four corners of the buildings with new concrete piers sheathed in corrugated metal to resemble fluting, and the replacement of the original concrete pads upon which the two hangars sit with new concrete pads following the relocation of the two hangars in 1967 and 1968. However, overall, the hangars appear to retain their original

materials to a strong degree. Materials of especial note include the Fenestra doors on both the front and rear elevations, the interior track that allows the large hangar doors to move around the interior space they enclose with ease, the metal roof trusses, and the large span of industrial clerestory windows that occur on the hangars' side elevations.

Finally, as early commercial hangar buildings that were mass-produced, the workmanship evidenced in the hangars is that of the machine and the factory assembly line, a combination that was quickly becoming the standard means of production for new types of industrially-produced consumer products in the early twentieth century, from Ford automobiles to the small planes that these types of hangars were constructed to house. This type of production allowed buildings such as the hangars to be manufactured elsewhere as a partially assembled kit of parts, brought to the site where they were to be erected, and then constructed quickly with a minimum of effort. Components of the hangars that demonstrate this kind of machined, factory-produced workmanship include the Fenestra doors on the front and rear elevations of the two hangars, the large span of metal, the metal track that allows the Fenestra doors to slide easily, the industrial clerestory windows located on the two sides of each of the hangars, and the metal roof trusses that allowed the large roof span of the hangars to be quickly erected. Therefore, with regard to workmanship, the integrity of the hangars is very high.

With respect to the remaining three aspects of integrity, the hangars also retain an adequate amount that the buildings are able to convey their historical significance. Because the hangars retain a relatively high degree of integrity with respect to their design, materials, and workmanship, they also retain their feeling as excellent architectural examples of the early hangar property type. Moreover, since Hangars 1 and 2 are still in use as working commercial hangars as situated upon the Airport property for which they originally were constructed, they strongly communicate their association with early commercial air travel. With respect to the hangars' setting, the immediate setting of the two hangars has been somewhat compromised with their relocation in 1967 and 1968, as their immediate setting is now somewhat different than when they were originally constructed. When first built, the hangars were oriented so that each one flanked a central element, the United Airport Terminal. However, when they were later relocated on the Airport property, they were placed by other hangar buildings, so that they no longer have the same relationship to the Terminal Building. At this time, they were placed so that they still had open space separating them from one another, but their general orientation to one another shifted as they became generally aligned in space to one another. Nonetheless, despite the reconfiguration in their orientation to one another—as well as their relationship to other adjacent buildings—the hangars overall setting

continues to be the Airport property, and in this respect their integrity of setting can be said to be fair to good.

All in all, when evaluating the seven aspects of integrity of the hangars that convey their historical significance, they have a relatively high degree of integrity with respect to their design, materials, workmanship, feeling and association. The hangars' location and setting has been impacted by their relocation on the Airport property in 1967 and 1968, but given that that they are being evaluated primarily for their architectural value under Criteria Consideration B for Moved Properties, the hangars retain a high enough degree of integrity to convey their architectural significance.

Significance Evaluation

Because Hangars 1 and 2 were relocated on the Airport property and are being evaluated under the NRHP's Criteria Consideration B for Moved Properties, what follows in this section is not only a general discussion of the hangar's significance but also a brief discussion of the manner in which Hangars 1 and 2 meet the criteria consideration.

Hangars 1 and 2, constructed in 1929, are associated with the early development of the Airport property and the context that follows: The Establishment and Operation of United Air Terminal (1929-1940). They each were evaluated as an example of the Hangar Property Type. Originally, Hangars 1 and 2 were located on either side of the Terminal Building (Building 10). Despite their relocation to another area of the Airport property, Hangars 1 and 2 continue to retain a high level of integrity and therefore clearly convey the historical associations of early commercial air travel. There is no evidence that Hangars 1 and 2 are significantly associated with historic personages or events important to local, State, or national history; therefore, they don't meet Criteria Consideration B as a surviving property most importantly associated with a historic person or event. However, Hangars 1 and 2 do possess architectural value. They were designed and constructed by the Austin Company, a highly proficient construction firm specializing in the development of large-scale industrial complexes in the early twentieth century. Hangars 1 and 2 are excellent examples of late 1920s hangars, displaying innovation in their use of engineering technology. Notable architectural features of the hangars include the following: the use of steel trusses to provide greater light and space than would have been possible to achieve without them; the large Fenestra doors that work to enclose the large door openings located on the front and rear elevations of the hangars at times that planes do not need ready access to the interior space within them; the interior track that allows the large hangar doors to move around the space they enclose with ease; and the large span of metal, industrial clerestory windows located to both sides of the hangars

that permit a large quantity of natural light to enter the interior space of the two buildings.

Therefore, Hangars 1 and 2 appear to meet the threshold of significance to be eligible for the National Register under Criterion C as excellent examples of late 1920s Hangars. Because the Hangars are significant primarily for their architectural value, they meet Criteria Consideration B for Moved Properties, as discussed above.

Building 3

Architectural Description

When Hangar 3—a long, rectangular hangar—was constructed in 1941, the present two-story Building 3 was appended to its rear (south) elevation (**Figures 63** through **67**). At this time, it extended slightly beyond the hangar's side (east and west) elevations. However, in its current form, Building 3 does not represent its historical appearance. Hangar 3 was demolished circa 2004, and as a result of its removal, it appears that the north (rear) elevation of Building 3 has been infilled with concrete.

In its present condition, Building 3 is a utilitarian, two-story concrete building with a rectangular footprint, concrete foundation, reinforced concrete walls with a board form finish, and flat roof with a short parapet. Raised concrete bands encircle the building at locations above and below the first and second floor window openings and at the roof-line with the exception of the altered north elevation. Overall, the windows are a mixture of original and replaced windows, with the multi-pane metal sash industrial style windows dating from the initial construction.

The east elevation is characterized by two rows of single and triple industrial style metal sash windows. Located at the north and south ends of the east elevation are triple industrial style metal sash windows that wrap around to the north and south elevations (alteration, the window panes of one first-floor window were replaced with AC equipment). A single-door entrance with transom windows (alteration, both appear replaced) is located on the second floor. A metal stairway attached to the east elevation leads to the second-floor entrance. Beneath the second-story window to the immediate north of the entrance, the exterior concrete has been patched.

The west elevation has four single-pane fixed windows (alteration, appears to be replacements) and a tall multi-light metal sash industrial style window centered over an oversized garage door opening (alteration, the metal door appears to be a replacement). The primary entrance into the building is centered on the west elevation and consists of glass double doors (alteration). A concrete pathway lined with metal railings (alteration) leads

Figure 63 Aerial photograph of Building 3; note the outline of the former footprint of Hangar 3 located to the right of Building 3



SOURCE: Bing Maps

Figure 64 North (rear) and west (side) elevation of Building 3



SOURCE: ESA, 2015

Figure 65 North (rear) and east (side) elevation of Building 3



SOURCE: ESA, 2015

Figure 66 East (side) elevation of Building 3, View west



SOURCE: ESA, 2015

Figure 67 West (side) elevation of Building 3, View northeast



SOURCE: ESA, 2018

up to the entrance shielded by a wood cover supported by four wood posts (alteration).

The north elevation is a combination of openings of various sizes and windows and doors of various types resulting from the removal of the hangar once attached to this elevation. While the other elevations are board-formed concrete, this elevation is finished with smooth concrete. Along the first floor are single and double door openings (alteration, doors replaced) and a large oversized opening. The second-floor has four multi-pane metal sash windows and one single-pane fixed window (alteration). On the second floor are two single doors, accessed by a metal spiral staircase and a long concrete balcony. Because of dense vegetation and a fence, the south elevation was obscured. ESA did not survey the interior of Building 3.

Integrity Analysis

Building 3 was designed as an appendage to Hangar 3, which served the primary function. Due to the removal of Hangar 3, which was previously attached to the present north elevation of Building 3, Building 3 no longer retains integrity of design, materials, and workmanship. Furthermore, the side (east and west) elevations independent of the hangar have suffered alterations such as the replacement of windows and doors and infill of openings. Because of the loss of the primary Hangar 3, Building 3 no longer conveys feeling or association from the period of significance, 1941, when the hangar was constructed. Furthermore, the setting of Building 3 has been partially compromised by the removal of Hangar 3, contemporary construction, and the relocation of Hangars 1 and 2 to the direct west. Building 3 only retains integrity of location.

Significance Evaluation

A previous evaluation from 2002 recommended Building 3 ineligible under any of the National Register criteria.¹¹⁵ At the time of this evaluation, the hangar attached to Building 3 was extant. ESA agrees with the recommendations provided in the previous evaluation. Based on our evaluation, Building 3 is substantially altered due to the removal of a hangar once attached to its north elevation and does not retain integrity, as described above. **Due to extensive alterations, Building 3 no longer retains enough integrity to convey its historical significance, and it is not found individually eligible to the National Register. Furthermore, Building 3 appears ineligible to the National Register as a contributor to a potential district.**

¹¹⁵ Stacey C. Jordan, Historic Property Inventory and Evaluation for the Burbank-Glendale-Pasadena Airport, Burbank California. Prepared by Mooney & Associates (2002).

Hangars 4 and 5

Architectural Description

Hangars 4 and 5 are examples of Quonset style Hangars exhibiting open two hinge truss construction. Hangar 4 (located to the north) and Hangar 5 (located to the south) are both of identical design, construction and materials. They are connected together at their side elevations by a one-story building with a rectangular plan (**Figures 68** through **77**). The hangars have concrete foundations, are sheathed with corrugated metal sheeting, and covered by round arched roofs. The roofs of both hangars appear to be covered with tar. Located on the east and west elevations of both Hangars 4 and 5 are oversize outrigger doors divided into twelve equal sections, stepped to slide into the side door pockets that extend past the arched roof. There are single-doors centered on these door pockets. Extending the length of the oversize opening is a narrow, corrugated metal, sloped roof overhang attached to the Quonset structure. At the center of the arch on the east and west elevations there is an adjustable door to accommodate the tailgate of the plane (alteration, the east elevation of Hangar 5 has a replacement roll-up, metal door).

As previously stated, a one-story building sheathed in corrugated metal with a long rectangular plan is located between the south elevation of Hangar 4 and the north elevation of Hangar 5, connecting the hangars together. An aerial photograph of the hangars taken in the years immediately following their construction shows that this building was either original to the hangars' construction on the site or was added within six years of their construction (see **Figure 36**). The west elevation of this connector building has a concrete ramp leading up to sliding barn style doors set-back behind the door pocket wings. Meanwhile, the opposite east elevation is recessed behind the east elevations of the hangars and protected by a tall chain link fence. The east elevation of the building that connects the two hangars together appears to be a corrugated metal surface without openings.

To the interior of each of the hangars, the open two hinge truss construction is readily visible, and it is the primary feature of what is otherwise open, undifferentiated space. At an unknown point in time, it also appears that each of the two hangars were subject to minor alterations to their interior; long, one-story bands of office space were added to the north and south sides of both hangars.

Figure 68 Aerial View of Hangar 4 (Right) and Hangar 5 (Left)



SOURCE: Bing Maps

Figure 69 East Elevation of Hangars 4 and 5, View Southwest



SOURCE: ESA, 2015

Figure 70 East Elevation of Hangar 5, View Southwest



SOURCE: ESA, 2018

Figure 71 East Elevation of Hangar 4, View west



SOURCE: ESA, 2015

Figure 72 North elevation of Hangar 4 showing Quonset roof, View south



SOURCE: ESA, 2015

Figure 73 One story Connector Building West elevation View east



SOURCE: ESA, 2015

Figure 74 West Elevation of Hangars 4 and 5, View southeast



SOURCE: ESA, 2015

Figure 75 Interior of Hangar 4, View east



SOURCE: ESA, 2018

Figure 76 West elevation of Hangar 5, View Southeast



SOURCE: ESA, 2018

Figure 77 Interior of Hangar 5, View east



SOURCE: ESA, 2015

Integrity Analysis

Hangars 4 and 5 largely retain their integrity of location, design, setting, materials, workmanship, and association nearly intact. The hangars appear to be unaltered and are situated in their original location. Therefore, the hangars retain their exterior and interior character-defining features and physical and spatial relationships with the other buildings and hangars on the Airport property. Because the hangars retain integrity of design, workmanship and feeling, they also retain their feeling as Mid-Century hangars. Furthermore, the hangars are still in use and therefore retain integrity of association.

Significance Evaluation

Hangars 4 and 5 were constructed in 1946. Therefore, these hangars were evaluated under the historic context that follows: Lockheed Aircraft's Ownership and Occupancy of the Airport Property (1940-1989). They were evaluated as examples of World War II and Cold War Era Airplane Hangars as previously described under the Airplane Hangar Building Type. Due to their construction date of 1946, it appears that Hangars 4 and 5 were constructed shortly after WWII ended. As such, Hangars 4 and 5 do not appear to have direct significance tied to events associated with either World War II or Lockheed Aircraft design and production. The original use of Hangars 4 and 5 are unknown and were most likely built as aircraft storage facilities. In 1989, the first permit of record lists Federal Express as the tenant, who continues the use today. Additionally, there is no evidence that Hangars 4 and 5 are significantly associated with historic personages important to local, State, or national history. Furthermore, Hangars 4 and 5 do not appear to be an excellent example of a pre-fabricated steel Quonset hut style hangar; hangars of this type were ubiquitous during the 1940s, especially on military facilities, and their construction persists to the present day. Moreover, Hangars 4 and 5 do not appear to be custom designed to accommodate a particular function or specific airplane model nor do they appear to be designed by a master architect or contractor.

A previous evaluation from 2002 recommended Hangars 4 and 5 ineligible under any of the National Register criteria.¹¹⁶ ESA concurs with the recommendations provided in the previous evaluation. **Based on our evaluation, Hangars 4 and 5 do not appear individually eligible to the National Register, nor do they appear eligible to the National Register as contributors to a potential district.**

¹¹⁶ Stacey C. Jordan, Historic Property Inventory and Evaluation for the Burbank-Glendale-Pasadena Airport, Burbank California. Prepared by Mooney & Associates (2002).

Hangars 6, 7 and 7a

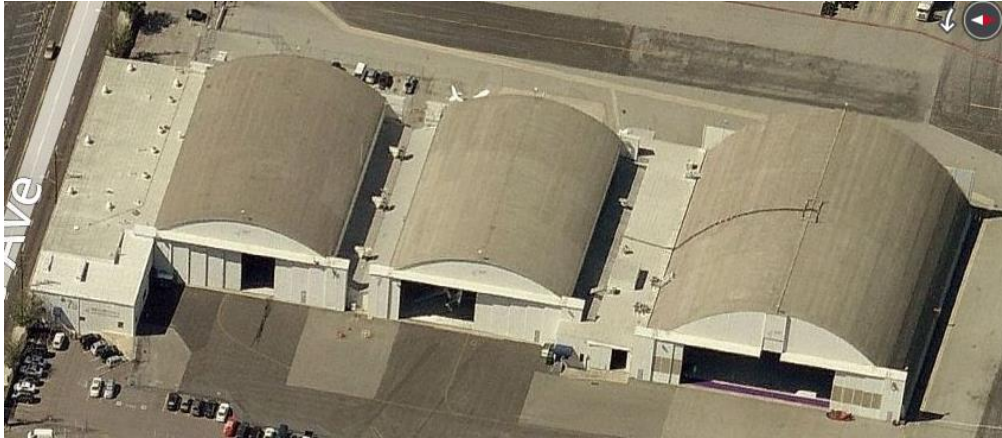
Architectural Description

Located to the east of Hangars 4 and 5, Hangars 6, 7, and 7A are examples of Quonset style Hangars exhibiting two types of construction: closed warren truss and open two hinge truss (**Figures 78 through 82**). Hangars 7 and 7A are of similar size, design and both exhibit closed warren truss construction. Hangars 7 and 7A are connected on their north and south elevations by two, one-story shed roof additions. Hangar 6 is larger in size and exhibits open two hinge truss construction. Hangar 6 is connected to the north elevation of Hangar 7 by a one-story building with a rectangular plan. The three hangars have concrete foundations, are sheathed with corrugated metal sheeting, and covered by round arched roofs. The oversize openings for plane entry and exit are located on the east and west elevations of the hangars. The subtle differences between Hangars 7 and 7A compared to Hangar 6 are described in the following paragraphs.

Located on the east and west elevations of Hangars 7 and 7A are oversize outrigger doors divided into multiple narrow sections, stepped to slide into the side door pockets that extend past the arched roof. Extending the length of the oversize opening is a narrow, corrugated metal, sloped roof overhang attached to the primary Quonset structure. Attached to the south elevation of Hangar 7A is a one-story office building extending beyond the east elevation of Hangar 7A. Sheathed in corrugated metal, the office buildings have a slightly sloping roof, an aluminum slider window, fixed aluminum windows and a pair of glass doors covered by a fabric awning. The closed warren truss construction is apparent in the interior of Hangars 7 and 7A. Offices are located in the one-story shed additions located on the north elevation of Hangar 7A and south elevation of Hangar 7 and these offices are accessed from the interior of the Hangars. Within Hangar 7 there is a passageway to Hangar 6 on the north wall.

Although Hangar 6 is taller and wider, Hangar 6 has a similar design to Hangars 7 and 7A, using an open hinge truss. Hangar 6 also has oversize outrigger doors divided into twelve sections that slide into the side door pockets that extend past the arched roof framed above by a narrow, corrugated metal, sloped roof overhang. At the center of the arch on the east and west elevations there is an adjustable door to accommodate the tailgate of the plane. A one-story building sheathed in corrugated metal with a long rectangular plan is located between the south elevation of Hangar 6 and the north elevation of Hangar 7, connecting the hangars together. The one-story addition is the same length as Hangar 6 and extends past the primary elevations of Hangar 7. The east elevation of this connector building has a concrete ramp leading up to corrugated metal sliding barn style doors, a tall fixed window, and a single-glass door covered by a fabric awning.

Figure 78 Aerial of Hangar 6, 7, and 7A



SOURCE: Bing Maps

Figure 79 West elevation of Hangar 6, with Hangar 7 and 7A in the distance, View southeast



SOURCE: ESA, 2015

Figure 80 West elevation of Hangar 6 and 7, View northeast



SOURCE: ESA, 2015

Figure 81 Interior of Hangar 6



SOURCE: ESA, 2015

Figure 82 Interior of Hangar 7A

SOURCE: ESA, 2015

The opposite west elevation has corrugated metal sliding barn style doors, a single panel door, and a one-room addition with a lower roof height. Within Hangar 6, the open two hinge truss is visible. There are built-in offices located on the north and south walls of the hangar.

Integrity Analysis

Hangars 6, 7 and 7A largely retain their integrity of location, design, setting, materials, workmanship, and association nearly intact. First, the hangars are situated in their original location. Secondly, despite alterations such as additions of ancillary one-story support buildings onto secondary elevations, the hangars retain their exterior and interior character-defining features, such as sheathing materials, hangar form, steel truss work, and doors. Because the hangars retain integrity of design, workmanship and feeling, they also retain their feeling as Mid-Century Hangars. Also, the hangars retain their physical and spatial relationships with the other buildings and hangars on the Airport property. Furthermore, the hangars still maintain their historical airplane use and therefore retain integrity of association.

Significance Evaluation

Hangars 6, 7 and 7A were constructed during a period of time ranging from 1942 to circa 1948, and they were built in a row with their side elevations conjoined. These hangars were evaluated under the historic context that follows: Lockheed Aircraft's Ownership and Occupancy of the Airport Property (1940-1989). They were evaluated as examples of World War II and

Cold War Era Airplane Hangars as previously described under the Airplane Hangar Building Type.

Lockheed's B-5 Plant (Hangars 6, 7, and 7A) was the home of the Field Service Program providing customer service, maintenance advice and services to Lockheed customers when their aircraft was in need of service. During the war years, most of the work performed by the Field Service employees was completed off site, requiring remote assignments at military installations. Therefore, Hangars 6, 7 and 7A do not appear to have direct significance tied to events associated with WWII, or Lockheed Aircraft design and production. Additionally, there is no evidence that Hangars 6, 7, and 7A are significantly associated with historic personages important to local, State, or national history. Furthermore, Hangars 6, 7, and 7A do not appear to be an excellent example of a pre-fabricated steel Quonset hut style hangar constructed during WWII. Hangars of this type were ubiquitous during the 1940s, especially on military facilities, and their construction persists to the present day. Hangars 6, 7 and 7A do not appear to be custom designed to accommodate a particular function or specific airplane model nor do they appear to be designed by a master architect or contractor.

A previous evaluation of the Airport property that dates to 2002 recommended Hangars 6, 7, and 7A ineligible under any of the National Register criteria.¹¹⁷ ESA concurs with the recommendations provided in the previous evaluation. **Based upon ESA's own evaluation, Hangars 6, 7 and 7A do not appear individually eligible to the National Register. Furthermore, Hangars 6, 7 and 7A appear ineligible to the National Register as contributors to a potential district.**

Hangar 22

Architectural Description

Located on the northwest quadrant of the Airport property and towards its western boundary, Hangar 22 is a square hangar with a medium pitch gable roof on a gabled steel girder frame. The east elevation of the building, which is the primary façade and faces onto the runway, is comprised of two sets of four large sliding outrigger doors (**Figure 83**). The front façade extends past the side elevations (the south and north elevations) of the hangar, creating a pocket of space to the interior of the hangar into which each of the two set of doors on the façade can slide (**Figure 84**). This allows the majority of the façade to be open to the exterior in order to facilitate the smooth entry and exit of the planes as they taxi into the hangar. The hangar has a concrete

¹¹⁷ Stacey C. Jordan, Historic Property Inventory and Evaluation for the Burbank-Glendale-Pasadena Airport, Burbank California. Prepared by Mooney & Associates (2002).

Figure 83 Front View of Hangar 22, View West



SOURCE: ESA, 2018

Figure 84 South Elevation of Hangar 22, View East. Towards the center of the image is shown the extension of the front façade, which creates a pocket in which to house the large entry doors that provide access to hangar's interior when they are recessed.



SOURCE: ESA, 2018

foundation, and it is sheathed with corrugated metal sheeting. The roofing material is unknown (it is likely metal), but regularly spaced rectangular skylights punctuate the roof (**Figure 85**). The steel girder frame that supports the structure is expressed to the hangar's interior.

Located to the rear of Hangar 22 is a large one-story addition that provides office space for the hangar, which today serves as a maintenance and storage facility for private aircraft (**Figure 86**). The addition, which is stucco on frame, is appended to the hangar so that it appears to be largely reversible, although some new openings have been introduced into the north and west walls of the hangar, such as a window in one of the offices that directly interfaces with the hangar structure (**Figure 87**). Offices in the addition are arranged along a double-loaded corridor that runs in a north-south direction (**Figure 88**).

Figure 85 Interior View of Hangar 22, View Southeast



SOURCE: ESA, 2018

Figure 86 East and North Elevation of the one-story addition that is appended to the rear of Hangar 22, View Southwest



SOURCE: ESA, 2018

Figure 87 Typical interior of one of the offices in the addition that is appended to the rear of Hangar 22. This office has a window that represents a new opening introduced into the original hangar structure. View Southwest.



SOURCE: ESA, 2018

Figure 88 Offices in the addition appended to the rear of Hangar 22 are arranged along a double-loaded corridor. View South.



SOURCE: ESA, 2018

Integrity Analysis

Hangar 22 largely retains its integrity of location, design, setting, materials, workmanship, and feeling nearly intact. The hangar appears to be unaltered, with the exception of a large addition to the rear of the structure and the recent remodeling of the interior. The hangar is situated in its original location on the Airport property and, therefore, retains the spatial relationships that it originally had to other buildings on the Airport property, although many of the buildings that surround it are infill of more recent construction. The hangar retains its integrity in regard to both the exterior and the interior of the hangar structure, itself, although the large addition to the rear of the hangar has been recently remodeled and does not contribute to the historic significance of the hangar structure. Because the hangar

largely retains integrity of design and workmanship, it also retains its feeling as a World War II and Cold War Era Airplane Hangar. Today, the hangar also continues its historic use as an airplane hangar as it currently serves as a maintenance and storage facility for private aircraft. For this reason, the hangar also retains integrity of association.

Significance Evaluation

Hangar 22 was constructed in 1955. Therefore, the hangar was evaluated under the historic context that follows: Lockheed Aircraft's Ownership and Occupancy of the Airport Property (1940 -1989). It was evaluated as an example of World War II and Cold War Era Airplane Hangars as previously described under the Airplane Hangar Building Type. Due to the hangar's late construction in 1955, Hangar 22 was constructed ten years after the end of World War II. As such, Hangar 22 does not appear to have significance as tied to events associated with World War II or with Lockheed Aircraft design and production during the war. The original use of Hangar 22 is unknown, but it was most likely built as an aircraft maintenance and storage facility, a use that continues to this day. Additionally, there is no evidence that Hangar 22 is significantly associated with historic personages important to local, State, or national history. Furthermore, Hangar 22 does not appear to be an excellent example of a World War II and Cold War Era Airplane Hangar as previously described earlier in this report under the Airplane Hangar Building Type. Hangars of this type were ubiquitous in the decades following World War II. Moreover, Hangar 22 does not appear to be custom designed to accommodate a particular function or specific airplane model nor does it appear to be designed by a master architect, engineer, or contractor. **Based upon ESA's evaluation, Hangar 22 is not found to be eligible to the National Register as an individually-eligible building. Furthermore, Hangar 22 appears ineligible to the National Register as a contributor to a potential district.**

Hangars 34 and 35

Architectural Description

Located across the airfield from Hangars 4 and 5 and Hangars 6, 7 and 7A, Hangars 34 and 35 (**Figures 89** through **97**) are also examples of Quonset style Hangars exhibiting open two hinge truss construction. Hangar 34 (west) and Hangar 35 (east) are both of identical design, construction and materials connected at their side elevations by two hyphens. The Hangars have concrete foundations, are sheathed with corrugated metal sheeting, and covered by round arched roofs. Located on the north and south elevations of both Hangars 34 and 35 are oversize outrigger doors divided into twelve equal sections, stepped to slide into the side door pockets that extend past the arched roof. There are single-doors centered on these door pockets.

Figure 89 Aerial View of Hangar 34 (left) and Hangar 35 (right)



SOURCE: Bing Maps

Figure 90 South Elevation of Hangars 34 and 35, View North



SOURCE: Bing Maps

Figure 91 West Elevation of Hangars 34 and 35, View East



SOURCE: ESA, 2015

Figure 92 South Elevation of Hangar 34, View Northwest



SOURCE: ESA, 2018

Figure 93 South Elevation of Hangar 35, View Northeast



SOURCE: ESA, 2018

Figure 94 Interior of Hangar 35



SOURCE: ESA, 2018

Figure 95 Interior of Hangar 34, View West



SOURCE: ESA, 2015

Figure 96 South Elevation of Building 34A, View North



SOURCE: ESA, 2018

Figure 97 West Elevation of Building 34A, View Northeast



SOURCE: ESA, 2015

Extending the length of the oversize opening is a narrow, corrugated metal, sloped roof overhang attached to the primary Quonset structure. At the center of the arch on the north and south elevations there is an adjustable door to accommodate the tailgate of the plane. In the interior of the hangars, the open two hinge truss construction is apparent and is the primary feature of the open spaces.

Integrity Analysis

Hangars 34 and 35 largely retain their integrity of location, design, setting, materials, workmanship, and feeling nearly intact. The hangars appear to be unaltered and are situated in their original location. Therefore, the hangars retain their exterior and interior character-defining features and physical and spatial relationships with the other buildings on the Airport property.

Located beside the west elevation of Hangar 34 is a small one-story concrete building that appears to be used for maintenance or storage. The south elevation has two eight-light metal frame windows, one single-door (alteration, door replaced) and an attached metal cover (alteration). The west elevation has barn-style metal corrugated doors and two eight-light metal frame windows (alteration, it appears one window opening has been infilled). The east elevation and rear (north) elevations were obscured from view.

Because the Hangars retain integrity of design, workmanship and feeling, they also retain their feeling as World War II and Cold War Era Airplane Hangars. However, today, the hangars are no longer used by the Flying Tigers or for an airplane associated use. Hangar 35 is currently being used as the ARFF station. For this reason, the Hangars do not retain integrity of association.

Significance Evaluation

Hangars 34 and 35 were constructed in approximately 1952. Therefore, these Hangars were evaluated under the historic context that follows: Lockheed Aircraft's Ownership and Occupancy of the Airport Property (1940 - 1989). They were evaluated as an example of World War II and Cold War Era Airplane Hangars as previously described under the Airplane Hangar Building Type. Due to their late construction in 1952, Hangars 34 and 35 were constructed approximately seven years after the end of WWII. As such, Hangars 34 and 35 do not appear to have direct significance tied to events associated with WWII, or Lockheed Aircraft design and production. The original use of Hangars 34 and 35 are unknown and were most likely built as aircraft storage facilities. Additionally, there is no evidence that Hangars 34 and 35 are significantly associated with historic personages important to local, State, or national history. Furthermore, Hangars 34 and 35 do not appear to be an excellent example of a pre-fabricated steel Quonset hut style hangar. Hangars of this type were ubiquitous during the 1940s, especially on military facilities, and their construction persists to the present day. Moreover, Hangars 34 and 35 do not appear to be custom designed to accommodate a particular function or specific airplane model nor do they appear to be designed by a master architect, engineer, or contractor. **Based on our evaluation, Hangars 34 and 35 do not appear eligible to the National Register as individually-eligible buildings. Furthermore, Hangars 34 and 35 appear ineligible to the National Register as contributors to a potential district.**

Conclusion

In this report, ESA analyzed the Airport property to determine if there existed a potential district comprised of facilities associated with the historic United Air Terminal. Although historic research found that the United Air Terminal building complex was significantly associated with early commercial air travel, the facility has lost a majority of the key features associated with that historic context. The National Park Service identified six features commonly associated with historic air terminals, as follows: hangars/aircraft shelters, passenger terminals, airline traffic control towers, ground service facilities, administration facilities, and flight training facilities. In the case of the historic United Air Terminal building complex, only one

building type other than the passenger terminal—the hangar building type—remains extant from the period of significance (1929-1949). The structures that represent this building type and retain a high enough degree of integrity to be considered contributors to a potential district are as follows: Hangar 1, Hangar 2, Hangar 4, Hangar 5, Hangar 6, Hangar 7, Hangar 7A, Hangar 34, and Hangar 35. Although the footprint of the original Terminal Building (Building 10) completed in 1929 remains on the site, the building itself has been remodeled during the 1950s which changed its style from Spanish Colonial Revival to Modern, it was damaged by fire in 1966 when the second floor and control tower were destroyed, the building was substantially reconstructed after the fire, and later further remodeled in a more contemporary style and altered such that it no longer retains any integrity from its original construction. Due to the substantial changes that have occurred in the more than 70 years since the Terminal Building's (Building 10) period of significance, it is not eligible for listing as a contributor to a potential National Register district. Furthermore, the Airport property also has a strong association with Lockheed Aircraft, which owned the property from 1949 - 1978, and subsequently occupied a portion of the Airport property from 1978 - 1989. However, the majority of facilities related to that historic context are no longer extant as they have been subject to demolition. Therefore, based on these findings, ESA has concluded that the Airport property does not retain enough integrity under either of the two historic contexts under which it was evaluated—one related to early commercial air travel and the other to Lockheed Aircraft's ownership and occupancy of the Airport property—to convey its significance. Thus, ESA concluded that the Airport property is not eligible for listing in the National Register as a potential district.

ESA further evaluated the individual eligibility of twelve (12) hangars and buildings over 50 years in age for listing in the National Register. The Terminal Building (Building 10), Building 3, Hangars 4 and 5, Hangars 6, 7, and 7A, Hangar 22, and Hangars 34 and 35 were found to be ineligible for listing on the National Register. This finding also confirms those from previous evaluations conducted in 1987 and 2002, which recommended that the Terminal Building (Building 10), Building 3, Hangars 4 and 5, and Hangars 6, 7 and 7A ineligible to the National Register. ESA found that Hangars 1 and 2, which were previously unevaluated, retain integrity to convey their significance under the National Register's Criteria Consideration B for Moved Properties and that they appear individually eligible to the National Register under Criterion C as rare similar examples of early commercial aviation hangars and under Criteria Consideration B for moved properties that are primarily of architectural significance.

Appendix A

Professional Qualifications



Monica Strauss, RPA

Director, Southern California

Cultural Resources Group

EDUCATION

M.A., Archaeology,
California State
University, Northridge

B.A., Anthropology,
California State
University, Northridge

AA, Humanities, Los
Angeles Pierce College

19 YEARS EXPERIENCE

SPECIALIZED EXPERIENCE

Treatment of Historic
and Prehistoric Human
Remains

Archaeological
Monitoring

Complex Shell Midden
Sites

Groundstone Analysis

PROFESSIONAL AFFILIATIONS

Register of Professional
Archaeologists (RPA),
#12805

Society for California
Archaeology (SCA)

Society for American
Archaeology (SAA)

QUALIFICATIONS

Exceeds Secretary of
Interior Standards

CA State BLM Permitted

Monica has successfully completed dozens of cultural resources projects throughout California and the greater southwest, where she assists clients in navigating cultural resources compliance issues in the context of CEQA, NEPA, and Section 106. Monica has extensive experience with archaeological resources, historic buildings and infrastructure, landscapes, and Tribal resources, including Traditional Cultural Properties. Monica manages a staff of cultural resources specialists throughout the region who conduct Phase 1 archaeological/paleontological and historic architectural surveys, construction monitoring, Native American consultation, archaeological testing and treatment, historic resource significance evaluations, and large-scale data recovery programs. She maintains excellent relationships with agency staff and Tribal representatives. Additionally, Monica manages a general compliance monitoring team who support clients and agencies in ensuring the daily in-field compliance of overall project mitigation measures.

Relevant Experience

County of Los Angeles, Department of Public Works, Sorenson Park Gymnasium Archaeological Monitoring, Lake Los Angeles, CA. *Cultural Resources Principal Investigator.* ESA was retained by the County of Los Angeles, Department of Public Works to conduct archaeological and biological monitoring during ground disturbing activities associated with project construction. Monica provided daily oversight to archaeological and Native American monitors, coordinated work schedules with the County Project Manager, and coordinated the details of the necessary monitoring work with the County Inspector and construction contractors. An Archaeological Resources Monitoring Report documenting the monitoring findings was prepared and submitted, together with daily monitoring logs, at the close of the project

County of Los Angeles, Department of Public Works, Arroyo Seco Bike Path Phase I Cultural Resources Evaluation, Los Angeles, CA. *Project Director.* Working for the County of Los Angeles, Department of Public Works in connection with a project to make improvements to the Arroyo Seco Channel, Monica managed all aspects of Section 106 review in accordance with Caltrans Cultural Resources Environmental guidelines. Monica and her team evaluated the Arroyo Seco Channel, identified character-defining features, informed the design of channel improvements to retain such features, and addressed the channels' potential for eligibility as part of a larger Los Angeles County water management district. She developed the research strategy, directed the field teams, and prepared cultural resources assessment documentation for approval by Caltrans

and FHWA, as well as the cultural resources section for a Mitigated Negative Declaration.

State Route 90 Connector Road and the Admiralty Way Widening

Archaeological Resources Phase I, Marina del Rey, CA. *Project Director.* Monica directed a Phase I Cultural Resources Study for the County of Los Angeles Department of Public Works in compliance with Section 106. Monica worked closely with Caltrans archaeologists and Native American representatives to reach agreement over the impacts and the appropriate treatment of a significant archaeological site located in the project APE.

City of Los Angeles Department of Water and Power On-Call Environmental Consulting Services, Los Angeles, CA. *Project Director.*

Monica has overseen various cultural resources projects from this contract. ESA has initiated over 32 task orders of varying responsibilities ranging from construction monitoring, biological and cultural surveys, and CEQA compliance documentation. Monica provided general oversight of the project and led the coordination with local municipalities.

California Department of Water Resources (DWR), On-Call Environmental Planning Services. Serrano Beach Project, Los Angeles County, CA. *Cultural Resources Principal Investigator.*

Monica provided senior oversight of the Phase I cultural resources study, including archival research, survey, and report. DWR proposes to repair culverts along the Serrano Beach access road near the Pyramid Lake Vista Del Lago Visitors Center, replacement of a fence surrounding an existing water tank, and installation of a new water pipeline near the Warne Powerplant. The project is located within the Angeles National Forest, requiring compliance with Section 106 of the National Historic Preservation Act (NHPA). The study concluded that the area is sensitive for archaeological resources and monitoring was recommended.

City of Calabasas, Archaeological Resources Mapping, Calabasas, CA. *Project Director.*

ESA was awarded an on-call contract by the City of Calabasas to provide environmental compliance services. The City requested that ESA conduct a city-wide archaeological records search and prepare confidential archaeological resources maps and materials to assist the city in planning and permitting endeavors. Maps and documents were linked electronically for quick reference to parcel information. Monica directed archaeologists and GIS staff in the mapping of resources and development of procedures for map usage.

Bureau of Land Management, On-Call Cultural Resources Services, Riverside County, CA. *Project Manager.*

ESA has been retained by the Bureau of Land Management under an on-call contract to provide cultural resource services including compliance monitoring for projects under Bureau of Land Management (BLM) jurisdiction. Monica managed a number of projects for the BLM (Palm Springs South Coast Field Office) providing a wide range of cultural resources services for solar projects and other projects taking place on BLM lands in compliance with Section 106 and specified BLM protocols. Services that she and her staff provide under this contract include compliance monitoring and peer review, Phase I archaeological resources surveys, resource evaluations, the preparation of reports, and Native American consultation. Projects completed under this contract include Dos Palmas Phase I Survey and Archaeological

Monitoring, National Monument Phase I Survey, Windy Pointe Archaeological Monitoring, and Fast and the Furious Phase I Survey.

Topock Compressor Station Remediation CEQA Services. Mohave County, AZ and San Bernardino County, CA. *Cultural Resources Project Director.* Monica is overseeing the preparation of cultural resources EIR sections and is providing project support to the California Department of Toxic Substances Control (DTSC), including facilitating Native American involvement. DTSC provides oversight of the site investigation and cleanup activities for the Pacific Gas and Electric Company (PG&E) Topock Gas Compressor Station, located in San Bernardino County, 15 miles southeast of Needles, California. Groundwater samples taken under and near the Station were found to be contaminated with hexavalent chromium and other chemicals as result of past disposal activities. Soils contamination is also present at the site, requiring investigation and cleanup. These activities are highly scrutinized by the regional Native American Tribes because the area has important cultural and religious significance. ESA is currently preparing an EIR for soil investigations and will be conducting CEQA evaluations that tier off of the Program EIR for the Groundwater Remedy. Additional project-specific EIRs may be required for the final remedy, which is currently undergoing engineering design. ESA will provide these services as well as lead the Native American and public participation efforts.

Los Angeles Department of Water and Power (LADWP) Foothill Trunk Line Project. City of Los Angeles, CA. *Cultural Resources Senior Reviewer.* ESA archaeologists have prepared a Phase I cultural resources study and EIR cultural resources section for the Los Angeles Department of Water and Power (LADWP) Trunk Line Project, located in the City of Los Angeles, CA. The proposed project includes the replacement of 16,600 feet of existing 24-inch-, 26-inch-, and 36-inch-diameter welded steel pipe and 30-inch-diameter riveted steel pipe with a 54-inch-diameter welded steel pipe along Foothill Boulevard within the districts of Pacoima and Sylmar. Monica served as the Senior Reviewer for the Phase I cultural resources study and EIR section.

Los Angeles Department of Water and Power, Path 46 Clearance Surveys, San Bernardino, CA. *Field Director.* ESA has been tasked by Los Angeles Department of Water and Power (LADWP) to conduct required surveys for the Path 46 Transmission Line Clearances Project. The project's objective is to restore required code clearances to the transmission conductors, which will be accomplished by grading the ground surface underneath the transmission lines to achieve required height consistency. The work is being conducted in compliance with BLM guidelines and federal laws and statutes. Biological, archaeological, and paleontological resource surveys are currently being conducted for the 77 proposed grading areas, staging areas, and roads. Reports will be written documenting the results of the surveys and providing recommendations on the areas for access, staging areas, and soil distribution that would have the least amount of impacts on natural resources. Monica is providing support to LADWP in their coordination with the BLM, including providing oversight of map preparation, field surveys, and preparation of pre-field research designs and post-field technical reports.

Santa Clarita Valley Sanitation District, Facilities Plan Update EIR, Los Angeles County, CA. *Cultural Resources Senior Reviewer.* Monica is currently serving as senior reviewer for the Phase I cultural resources study for the project. The study identified 23 cultural resources within or adjacent to the project, including the historical San Fernando Road. The resources were documented and evaluated for their eligibility to the California Register in a technical report and the results were incorporated into the EIR. The project includes installation of an approximately 35-mile recycled water pipeline from the Santa Clarita Valley to east Los Angeles.

Ballona Wetlands Restoration EIR, Los Angeles County, CA. *Cultural Resources Project Director.* As part of the development of the restoration plan for the Ballona Wetlands, the ESA project team characterized existing conditions that included water and sediment sampling and analysis. The water and sediment quality sampling was performed to develop and evaluate potential restoration alternatives, and to develop a conceptual plan. The ESA project team compiled existing data on and conducted additional sampling for water and sediment to assess potential effects on the proposed wetland restoration habitat from the use of urban runoff and tidal in-flow from Ballona Creek. These data were used to complete a baseline report and restoration alternatives assessment. Monica is assisting the CSCC in fulfilling Army Corps of Engineers requirements under Section 106 of the National Historic Preservation Act. In addition, she is coordinating with Tribal members and is overseeing a team of resource specialists who are compiling cultural resources technical in preparation of the EIR's Cultural Resources section.

Bureau of Land Management, Soda Mountain Solar Project, San Bernardino County, CA. *Cultural Resources Director.* ESA prepared a joint EIS/EIR for a 358-megawatt (MW) photovoltaic (PV) solar power plant and related infrastructure on approximately 4,397 acres of public land administered by the BLM near the town of Baker and the Mojave National Preserve. The project includes a substation, switchyard, operations and maintenance buildings, and interconnection to a Los Angeles Department of Water and Power 500 kV transmission line. If BLM approves the requested ROW grant, it will be necessary for the BLM to amend the California Desert Conservation Area Plan to identify the ROW area as appropriate for the proposed solar energy development use. ESA also provided support to BLM related to cultural resources and Section 106 of the NHPA. Monica provided technical and compliance oversight for third-party review of cultural resources studies and for the cultural resources section of the joint EIS/EIR.

Los Angeles Department of Water and Power Moapa Road Repair Cultural and Biological Resources Assessment, Clark County, NV. *Project Director.* The Los Angeles Department of Water and Power (LADWP) is seeking to conduct roadway repairs following flash flooding to several locations of LADWP transmission line access roads on Bureau of Land Management (BLM) lands. ESA conducted cultural and biological resources assessments to identify sensitive resources within the project area. Monica provided general oversight of the project and led the coordination with the BLM Las Vegas Field Office.

Los Angeles Department of Water and Power La Kretz Innovation Campus, Los Angeles County, CA. *Project Director.* The project involved the rehabilitation of

the 61,000-square-foot building located at 518-524 Colyton Street, demolition of the building located at 537-551 Hewitt Street, and construction of an open space public plaza and surface parking lot, and involved compliance with Section 106 of the National Historic Preservation Act and consultation with the California State Historic Preservation Officer. ESA is providing archaeological monitoring and data recovery services and is assisting LADWP with meeting their requirements for Section 106 of the National Historic Preservation Act. Monica is providing oversight to archaeological monitors and crew conducting resource data recovery and laboratory analysis, and is providing guidance to LADWP on meeting Section 106 requirements.

Metro Purple Line Extension Project, Los Angeles County, CA. *Project Construction Compliance Manager.* ESA is retained by the City of Beverly Hills to conduct third-party general compliance monitoring during the advanced utilities relocation phase of construction for the segment of the Metro Purple Line in the city of Beverly Hills. In this role, ESA is responsible for compliance oversight of provisions in a Memorandum of Agreement between Metro and the City of Beverly Hills. Significant issues include traffic control, pedestrian access, and noise. Monica provides oversight to a team of compliance monitors who conduct daily monitoring of site activities, assisting contractors in avoiding non-compliance issues, preparing violation and weekly reports, and coordinating with the City and Metro.

Santa Susana Field Laboratory, Ventura County, CA. *Cultural Resources Project Director.* The Santa Susana Field Laboratory is a former rocket engine test, nuclear, and liquid metals research facility located on a 2,849-acre portion of the Simi Hills in Simi Valley, California. The uses of hazardous substances such as trichloroethylene and other solvents, heavy metals, and radioactive material at the field laboratory have resulted in soil and/or groundwater contamination. The field laboratory is currently the focus of a comprehensive environmental investigation and cleanup program conducted by Boeing, the U.S. Department of Energy (DOE), and the National Aeronautics and Space Administration (NASA) and overseen by the Department of Toxic Substances Control (DTSC). ESA is preparing a Program EIR that will evaluate soil and groundwater remediation activities. Because there are multiple responsible parties with separate cleanup actions, the Program EIR will provide a framework for tiered environmental documents to be prepared to address the development and refinement of remediation approaches and actions. Monica is overseeing a team of specialists who are conducting a geoarchaeological and archaeological district studies for use in addressing impacts to archaeological resources in the EIR. Monica provides strategic guidance to DTSC on cultural resources-related issues, including Tribal outreach, approach to the Traditional Cultural Property, resource evaluations, and treatment of cultural resources on a project and program level.

City of Temecula, Altair Specific Plan EIR, Temecula, CA. *Cultural Resources Project Director.* ESA is preparing a Mixed-Use Specific Plan and EIR in the Old Town area of Temecula. This proposed Specific Plan by Ambient Communities, referred to as "Altair," on 270 acres west of Old Town will include the four-lane divided Western Bypass, up to 1,900 units, an elementary school, a small amount of neighborhood commercial use, a clubhouse, parks, trails, hillside preservation,

and a site for civic use at the southern end of the project site. In addition to the Specific Plan, this project will include a General Plan Amendment, Subdivision Maps, Development Agreement, and City-managed EIR. Monica is directing a team of cultural resources analysts who are conducting archaeological testing of portions of the project that were demonstrated to be potentially sensitive by a geoarcheological study, is coordinating with local Tribes, and is providing strategic guidance to the City.

Los Angeles Department of Water and Power Lone Pine Landfill

Paleontological Resources Recovery, Inyo County, CA. *Cultural Resources*

Project Director. At the request of LADWP, ESA responded to a discovery of large mammal bone at the Lone Pine Landfill in an area where borrow materials were being excavated. ESA conducted geologic map research and recovered what was identified as a mammoth tusk. The tusk was stabilized, prepared for curation, and transported to a storage facility. Monica provided senior oversight of the paleontological resources recovery team and conducted paleontological resources sensitivity training and guidance to landfill staff in the event additional material are encountered.

Viewpoint School, Tennis Courts and Park, Calabasas, CA. *Cultural Resources*

Project Director. ESA is working with the City of Calabasas to prepare an IS/MND to support the development of the proposed Viewpoint School Tennis Courts and Parking Lots project, which includes the development of three sites (Peters, Brown, and Castle Oak) that would become part of the school campus property. Improvements entail installation of six tennis courts (including an accessory building), additional campus parking in three areas, and the renovation of two existing residential structures, one to accommodate offices for school administration and the second to provide a primary residence to the school principal. The project would remove the Peter's property building and appurtenant structures, redevelop the interior of the Castle Oaks property to accommodate the administrative offices, and update the Brown residence to accommodate the principal's primary residence. ESA is preparing three technical studies to support the IS/MND, including air quality, cultural resources, greenhouse gas emissions, and noise. ESA peer reviewed the biological resource reports and traffic study that were prepared to support the document. Monica provided technical and compliance oversight to the cultural resources staff.

Desert Sunlight Solar Farm, Riverside County, CA. *Third-Party Compliance*

Monitoring Manager. Monica provided oversight to compliance monitors who conducted daily monitoring of site activities, assisted contractors in avoiding non-compliance issues, and prepared weekly reports, and she coordinated with First Solar and the BLM on compliance issues. ESA also assists with evaluation and approvals of project Variance Requests.

Historic Assessment for JCPenny Building, San Fernando, CA. *Project Director.*

ESA was retained by Aszkenazy Development, Inc., to conduct a historic assessment for a new development located partially on the site of a former JCPenney Company department store originally built in 1953. The JCPenney Company building was designated a historic resource by the City of San Fernando pursuant to the City's Historic Preservation Ordinance. As such, the building is considered a historical resource under CEQA. The proposed project would

develop a four-story, mixed-use building with a mix of residential units above street level commercial space with subterranean parking below. There would be 101 one-bedroom apartment units located on floors two through four, each unit approximately 550 square feet (sf) in size, with street-level retail.

Monica provided senior oversight to a staff that conducted fieldwork and historical research, and prepared a technical memorandum.

Los Angeles Department of Water and Power, Scattergood Olympic Transmission Line Monitoring, Los Angeles County. *Cultural Resources Principal Investigator.* The Los Angeles Department of Water and Power (LADWP) is proposing to construct and operate approximately 11.4 miles of new 230 kilovolt (kv) underground transmission line that would connect the Scattergood Generation Station and Olympic Receiving Station. The project includes monitoring of potential vault location testing. Monica currently coordinates and provides daily oversight to archaeological, Native American, and paleontological monitors. An Archaeological Resources Monitoring Report and a Paleontological Resources Monitoring Report documenting the monitoring findings will be submitted, together with daily monitoring logs, at the close of the project.

Mission Creek Lagoon and Laguna Channel Restoration Project, Santa Barbara County, CA. *Cultural Resources Project Director.* Monica provided senior oversight of the cultural resources study, which identified several cultural resources that could pose a regulatory constraint on the project, including 18 historic built resources. The area was also identified as sensitive for archaeological resources. ESA is currently assisting the City of Santa Barbara to identify a design alternative within the project area that is economically feasible and meets the multiple objectives of flood control, water quality improvement, public safety and access, and habitat restoration.

Environmental Services for Jacqueline Cochran Regional Airport, Riverside County, CA. *Cultural Resources Project Director.* ESA's Airports group is teamed with C&S Companies to provide technical support and CEQA documentation for the proposed acquisition of land at Jacqueline Cochran Regional Airport in Riverside County, CA. Monica directed a Phase I Cultural Resources Survey Report for the project to support the Initial Study/Mitigated Negative Declaration (MND). The report evaluated the archaeological sites that had been identified as a result of the investigation. The results of the technical report were incorporated into the CEQA document, which included an impacts analysis and appropriate mitigation measures.

Los Angeles Unified School District (LAUSD) Florence Nightingale Middle School Historic Architectural Review, Los Angeles County, CA. *Cultural Resources Project Director.* Monica managed the historical analysis of the LAUSD Florence Nightingale Middle School. The analysis included a cultural resources survey that photo-documented buildings that would be affected by the project. The project includes HVAC replacement to a 1967 Classroom Buildings, kitchen upgrades within the 1937 Domestic Science/Cafeteria Building, and improvements to the 1965 chiller yard. Florence Nightingale Middle School was previously recommended eligible for listing in the California Register.

Los Angeles Department of Water and Power, Rose Valley Well V817 Project, Inyo County, CA. *Cultural Resources Principal Investigator.* ESA prepared an IS MND in connection with the installation of a new water pipeline between an existing water well and the Los Angeles Aqueduct 1. The project is located on lands owned by the LADWP in Rose Valley in southern Inyo County. Monica directed an Extended Phase I Archaeological Resources Investigation in order to determine the boundaries of a known prehistoric archaeological site and to assess its California Register eligibility. The methods of the investigation were presented in a Research Design prepared prior to the start of field work and the results were reported in an Extended Phase 1 Technical Report.

McCoy Solar Energy Project, Riverside County, CA. *Cultural Resources Project Director.* ESA prepared an Environmental Impact Statement and Environmental Impact Report under NEPA and CEQA for an up-to 750-megawatt (MW) photovoltaic (PV) solar power plant and related infrastructure within an approximately 7,700 acre right-of-way near the California-Arizona border. Monica provided technical and compliance oversight for the third party review of the cultural resources study and for the preparation of the EIS and EIR cultural resources sections.

City of Temecula, Bella Linda Residential Development EIR, Temecula, CA. *Cultural Resources Principal Investigator.* ESA is preparing an EIR for a residential development in the city of Temecula on a site that is adjacent to Pechanga Parkway and Loma Linda Road. The project includes 325 apartment units and 49 senior-family units and would require General Plan and zoning amendments. The most controversial project challenges are the considerable cultural sensitivity of the site, including addressing concerns of the Pechanga Band of Luiseño Indians, and the addition of project traffic on roadways with limited capacity. Monica served as principal investigator in the preparation of the phase I cultural resources report, research design, and phase II testing report. She identified resources that might be impacted by the project and determining their California Register and National Register eligibility as well as coordinating with the Pechanga on concerns related to the project.

Los Angeles County Waterworks District 40 (LACWWD40) Regional Recycled Water Project, Phase 2, Palmdale, CA. *Cultural Resources Project Director.* ESA was retained by LACWWD40 in 2009 to prepare an Initial Study/Environmental Assessment and cultural resources technical study for Phase 2 of the Regional Recycled Water Project. In 2010 and 2011, Monica directed a team of ESA archaeologists who performed a pedestrian survey of the 5.25 linear mile project area and documented archaeological sites encountered. Nine cultural resources were documented during the survey; however, because the project APE was narrowed after the survey, only four are located within the current project area.

California Department of Water Resources (DWR), Warm Creek Project, San Bernardino County, CA. *Cultural Resources Project Director.* Monica managed the preparation of a cultural resource assessment for the DWR Warm Creek Project which included repairs to the Santa Anna Pipeline. As part of the cultural resources assessment, archival research and a field survey were conducted. One potential historic resource, a linear alignment of granite boulders possibly related the 19th-century Coburn Swamp Ditch, was identified in the project area.

Western Hills Water District, West Hills Water Treatment Plant Project, San Benito County, CA. *Cultural Resources Senior Reviewer.* ESA prepared a Phase I cultural resources survey report for the proposed West Hills Water Treatment Plant Project located just southwest of the City of Hollister in San Benito County, CA. The proposed project would improve drinking water quality, water supply reliability, and would serve to balance regional water resources in the Hollister Urban Area and includes the construction of the West Hills Water Treatment plant and associated facilities, a raw water pump station, a raw water pipeline, and a treated water pipeline. Monica served as the Senior Reviewer for the Phase I cultural resources survey report.

California Department of Water Resources (DWR), Perris Dam Remediation Program, Riverside County, CA. *Cultural Resources Project Director.* Monica managed the preparation of a Historic Resource Evaluation Report for the DWR Perris Remediation Project. The Project would provide greater seismic stability for Perris Dam and its associated outlet works, as well as adding a new emergency outlet extension channel, thereby increasing public safety in the event of a high-magnitude earthquake. The project involved the U.S. Army Corps of Engineers, requiring compliance with Section 106 of the NHPA. The study concluded that the dam is not individually eligible for the National Register or California Register, but is considered a contributing element of the California Aqueduct. The project would not affect the eligibility or integrity of the California Aqueduct and a finding of no adverse effect were recommended.

California Department of Water Resources, Perris Dam Mitigation Area, Riverside County, CA. *Cultural Resources Senior Reviewer.* ESA prepared a Phase I cultural resources survey report for the project which includes a creation/restoration program within the Western Riverside County Regional Conservation Authority mitigation area with the purpose of creating/restoring riparian habitat that is biologically equivalent or superior to that which is being impacted as a result of the Perris Dam Remediation Program being carried out at Lake Perris. The study concluded that the area is sensitive for archaeological resources and additional work was recommended. Monica served as the Senior Reviewer for the Phase I cultural resources survey report.

California Department of Water Resources, Pearblossom Solar Project, Los Angeles County, CA. *Cultural Resources Project Director.* ESA has prepared a MND for the installation of solar panels adjacent to the Pearblossom Pumping Plant in the Antelope Valley. ESA also conducted biological and cultural surveys of the proposed site, including preparation of a Phase I Cultural Resources Survey Report. Monica managed the cultural resource study including archaeological and historic architectural survey, background research, and the preparation of the survey report which identified the Pearblossom Pumping Plant as a contributor to the National Register-eligible California Aqueduct.

Rancho Malibu Cultural Resources Monitoring Project, Malibu, CA. *Cultural Resources Project Director.* Green Acres, LLC, is developing the Rancho Malibu Resort, a 28.7-acre property located in the City of Malibu, California. The Project includes the construction of 146 guestroom units, retail shops, a restaurant and lobby bar, sundries store, library, ballrooms, meeting rooms, fitness center and

spa, swimming pools/spas, playground, pool cabanas and outdoor function lawns. As part of construction, drilling for percolation borings was carried out. Monica managed cultural resources monitoring of the drilling of 13 borings and conducted Native American coordination.

California Department of Water Resources, On-Call Environmental Planning Services. Cedar Springs Dam Projects. San Bernardino County, CA. *Cultural Resources Principal Investigator.* Monica provided senior oversight of the preparation of a Historic Resources Evaluation Report for Cedar Springs Dam located at Silverwood Lake on the East Branch of the California Aqueduct. The projects included dam face restoration, erosion repair, and installation of a seepage warning system. Two of the projects involved federal oversight by the Federal Energy Regulatory Commission, requiring compliance with Section 106 of the NHPA. The study concluded that while the dam appears eligible for the National Register and California Register, the projects would result in no adverse effects to the dam.

Bureau of Land Management, Native American Monitoring and Archaeological Support, Genesis Solar, Riverside County, CA. *Cultural Resources Project Manager.* The Genesis Solar project is a concentrated solar electric generating facility located in Riverside County. The project consisted of two independent solar electric generating facilities with a nominal net electrical output of 125 MW each, or a total net electrical output of 250 MW. The project site is located approximately 25 miles west of the City of Blythe on lands managed by the Bureau of Land Management (BLM). Monica provided senior oversight and third party review of cultural resources studies. She also directed third party review surveys and the preparation of a Supplemental Cultural Resources Survey Report on behalf of the BLM. The results of the survey were incorporated into a supplemental EA for proposed alterations to gen-tie line routes.

Bureau of Land Management, Palen Solar Electric Generating System (PSEGS) Project, Riverside County, CA. *Cultural Resources Director.* ESA provided the BLM with contractor support services to prepare a Plan Amendment and Supplemental EIS to evaluate the environment effects of changing the proposed solar technology for a 500-MW project in the California Desert from solar thermal trough (considered by BLM and evaluated by ESA in 2010) and BrightSource's power tower. Monica provided technical and compliance oversight for third-party reviews of cultural resources technical reports and the cultural resources section of the Supplemental EIS.

Bureau of Land Management (BLM), Blythe Mesa Solar Project, Riverside County, CA. *Cultural Resources Project Director.* ESA provided the BLM with contractor support services to prepare a Supplemental EIS, Record of Decision, and Administrative Record for the Blythe Solar Power Project. BLM's Proposed Action is to revise the Record of Decision approved in 2010 for Solar Millennium's proposed project. NextEra, which purchased the project out of SM's bankruptcy proceedings, intends to change the solar energy generating technology to photovoltaic (PV) from solar thermal trough. Monica provided technical and compliance oversight for third-party reviews of cultural resources technical reports and the cultural resources section of the Supplemental EIS.

Bureau of Land Management, Ocotillo Wind Farm Express Project, Imperial County, CA. *Cultural Resources Project Director.* ESA was retained to serve as third-party reviewer to the Bureau of Land Management (BLM). Monica is specially trained in BLM protocols and procedures. She is currently assisting BLM (El Centro Field Office) staff with general oversight of the 15,000-acre cultural resources study being carried out for the Ocotillo Wind Farm Express project. Monica conducted peer-review of cultural resources documents to ensure technical accuracy and quality and conformance with BLM requirements, assisted with Native American and Section 106 coordination, and provided oversight to staff who are conducting compliance monitoring of the survey effort.

8minutenergy Renewables LLC, Calexico and Mount Signal Solar Farm EIR, Imperial County, CA. *Cultural Resources Principal Investigator.* The project included the construction of three solar facilities on approximately 4,200-acres of land and a 230-kilovolt (kV) transmission line that will connect the three facilities. The transmission line is located, in part, on lands under the jurisdiction of the Bureau of Land Management. Monica directed a staff who conducted an expedited cultural resources survey and prepared a Phase I Cultural Resources Study. The survey resulted in the identification of two historic-era archaeological resources and one built historic resource within the project area.

Los Angeles Department of Recreation and Parks, Sheldon Skate Plaza Project, Los Angeles, CA. *Cultural Resources Project Director.* Monica directed a cultural resources constraints study for the Los Angeles Department of Recreation and Parks (LADRP) Sheldon Skate Plaza Project. The LADRP plans to develop a 2.2-acre skate plaza on vacant land. The facility would consist of 20,000 square feet of skateable area, with elements to include features such as hubbas, stairs and rails, ledges and curbs, pads, and tranny ramps. Additionally, a new parking lot, a pre-fabricated restroom building, landscaping and irrigation, drinking fountain, security lighting, and Americans with Disabilities (ADA) pathways will be included.

Sulphur Creek Mining District Clean-Up Project, Colusa County, CA. *Cultural Resources Project Director.* The U.S. Army Corps of Engineers is proposing to remediate the effects of abandoned mines on local water supplies with Colusa County. In support of the Sulphur Creek Mining District Clean-up Project Monica provided senior oversight to ESA cultural resources specialists who conducted a Phase I cultural resources investigation. The investigation included an archaeological survey in which a total of six cultural resources were recorded, including the ethnographic village site of Yawi, three historic-period mines, an early homestead, and a series of small earthen dams. The U.S. Army Corps of Engineers is proposing to remediate the effects of abandoned mines on local water supplies.

Patterson Fish Screen Project, Stanislaus County, CA. *Cultural Resources Principal Investigator.* ESA was retained by Montgomery, Watson Harza Americas to provide cultural resources services in connection with the installation of a fish screen in Patterson Irrigation District. During project construction ESA responded to a human remains discovery and facilitated coordination with the Most Likely Descendent, prepared a Treatment Plan and prepared a Section 106 compliant

Phase I Assessment of several expanded project areas in response to a request from the Bureau of Reclamation.

City of Los Angeles Recreation and Parks, Hansen Dam Skate Park Project, Los Angeles County, CA. *Cultural Resources Principal Investigator.* ESA prepared a joint EA and IS/MND for the Los Angeles Department of Recreation and Parks in coordination with the U.S. Army Corps of Engineers (Corps) for a proposed skate park facility within the Hansen Dam Recreation Area. Monica managed a Phase I Cultural resources Study, coordinated with the Army Corps of Engineers and provided senior review for the EA/IS/MND cultural resources section.

Bureau of Land Management, Lakeside and Ridgecrest Abandoned Mine Lands Archaeological Inventory, San Diego and Kern Counties, CA. *Cultural Resources Principal Investigator.* ESA has been retained to provide cultural resources services to the Bureau of Land Management (BLM) in connection with the Abandoned Mine Lands program. The BLM proposes to conduct remediation of physical safety hazards associated with Abandoned Mine Lands. Remediation would consist of backfilling or closing off mine shafts, adits, and prospects. ESA prepared archaeological inventory reports documenting the abandoned mines, in compliance with Section 106 of the NHPA.

California Public Utilities Commission, Lakeview Substation, Riverside County, CA. *Cultural Resources Senior Reviewer.* ESA is prepared a Cultural Resources EIR section in support of Southern California Edison's Lakeview substation project. The project includes the construction of a new 115/12 kV Lakeview electric power substation, two new 115 kV subtransmission source lines, three new 12 kV distribution getaways and the installation and upgrade of telecommunication facilities near the cities of Lakeview and Nuevo. Monica coordinated with the Pechanga Band of Luiseño Indians in order to understand resources of Tribal concern in the vicinity of the project and conducted senior review of the Cultural Resources EIR section.

Helix Water District (HWD), El Monte Valley, San Diego County, CA.

Cultural Resources Principal Investigator. ESA provided professional Environmental Consulting services in support of the HWD's El Monte Mining, Reclamation, and Groundwater Recharge Project. The project includes mining of approximately 10 million tons of aggregate from the El Monte Valley in San Diego County. Monica directed the cultural resources component of this project to ensure it complies with CEQA, Section 106 and the County of San Diego, Guidelines for Determining Significance. Duties involved providing oversight to the management team and coordination with the client on key issues including Section 106 requirements and Native American issues.

Metro Airpark LLC, Metropolitan Air Park, San Diego, CA. *Cultural Resources Principal Investigator.* ESA is preparing a master development plan, EIR, and EA for Metropolitan Air Park at Brown Field Airport in the City of San Diego. The project involves a 50-year land lease from the City of San Diego for a 400-acre portion of the airport property to be developed into airport and non-airport related land uses. The project requires the approval of the City of San Diego and the Federal Aviation Administration, and is being processed as Master Planned Development

Permit Project. Monica is currently directing the cultural resources component of this project. Her duties involve coordination with the City of San Diego to ensure compliance with the City of San Diego Historical Resources Guidelines and oversight of survey and identification methods and resource evaluations.

Sweetwater Reservoir, Water Main Replacement, San Diego County, CA.

Cultural Resources Principal Investigator. ESA was retained by Sweetwater Authority to prepare an IS/MND for the replacement of a 36-inch pipeline leading from Sweetwater Dam. Sweetwater Dam was originally constructed in the late 19th century and was subject to upgrades in 1917. ESA conducted a Phase 1 Cultural Resources Assessment including archival research, pedestrian survey, historical research, Native American outreach, and the preparation of a technical report documenting archaeological and historic-architectural resources that might be impacted by the project. The study concluded that features that would be altered by the project that were contributing elements to the historic dam would need to be replaced in kind. Monica directed the team of researchers which conducted this work, assisted in evaluating project impacts to the dam, and facilitated in the development of appropriate mitigation.

Burns & McDonnell, Sunrise Powerlink Transmission Archaeological and Biological Monitoring, Imperial and San Diego counties, CA.

Cultural Resources Project Manager. ESA was retained by Burns & McDonnell to conduct archaeological and biological monitoring during construction activities for a 120-mile long San Diego Gas & Electric transmission line. Monica served as lead archaeologist to a team of compliance monitors who attended compliance and field safety training and who worked on the project on a full-time basis for over a year.

Cadiz Land Company, Inc., Cadiz Groundwater, San Bernardino County, CA.

Cultural Resources Principal Investigator. ESA prepared an EIR in connection with a water supply project in Cadiz Valley of the Mojave Desert. Monica directed a Phase 1 archaeological resources assessment including literature review, 2,181-acres of pedestrian survey, and Native American outreach to meet CEQA compliance requirements. An Archaeological Resources Technical Report was prepared that evaluated the California Register eligibility of over 90 historic-period and prehistoric archaeological sites that had been identified as a result of the investigation. The results of the technical report were incorporated into the EIR which included an impacts analysis and appropriate mitigation measures.

Sonoma County Water Agency, North San Pablo Bay Restoration and Reuse, Sonoma and Napa Counties, CA.

Cultural Resources Senior Oversight. ESA prepared an EIR/EIS in connection with a project to expand the beneficial use of recycled water in the North Bay Region. To fulfill both NEPA and CEQA requirements, ESA conducted Extended Phase I cultural resources identification efforts to meet CEQA and Section 106 requirements. Extending across multiple counties, the project required extensive archival research and pedestrian survey, sub-surface archaeological testing, and coordination with Native American representatives. The Section 106 component of the work was coordinated with the U.S. Bureau of Reclamation. Monica provided senior oversight to ESA archaeologists; provided quality control reviews of the survey report, testing work

plan, and testing report; and helped facilitate successful coordination with the Bureau of Reclamation.

San Francisco Public Utilities Commission, Seismic Upgrade of Bay Division Pipeline No. 3 & 4, Alameda County, CA. *Cultural Resources Senior Oversight.* ESA was retained by the San Francisco Public Utilities Commission to provide on-call environmental services, including environmental analyses and regulatory permits. The project proposed to replace the existing BDPL No. 3 with a new parallel pipeline across the main trace and two secondary traces of the Hayward Fault, and to subject BDPL No. 4 to a minor seismic upgrade. Because the projects would result in an unavoidable adverse effects to a National Register-eligible archaeological site, ESA archaeologists led the preparation of an Archaeological Research Design and Historic Property Treatment Plan for testing and data recovery to mitigate the project's effects..

Sacramento County Airport System On-Call Natural Resources Advisory & Consulting Services. Sacramento County, CA. *Cultural Resources Senior Oversight.* ESA is providing on-call natural resources support and consulting services for the Sacramento County Airport System. ESA archaeologists provided archaeological monitoring and survey during ground disturbing activities associated with routine disking activities. Monica provided daily oversight to archaeological monitors and provided direction when potential cultural resources were identified.

Antelope Valley Water Bank Initial Recharge and Recovery Facility Improvement, Kern County, CA. *Cultural Resources Principal Investigator.* ESA was retained by GEI Consultants, Inc. to conduct a Phase I Archaeological Resources Assessment in connection with a groundwater banking project designed to provide up to 500,000-acre-feet of total surface water storage capacity underground in a partially depleted aquifer. The project is being carried out by the Antelope Valley East Kern Water Agency with the assistance of a Challenge Grant from the Bureau of Reclamation. Monica directed archaeologists who conducted archival research, pedestrian survey, and Native American outreach to identify the presence of archaeological resources. A technical report was prepared to meet CEQA and Section 106 compliance requirements.

Los Angeles Unified School District, Central Los Angeles High School #9. Los Angeles, CA. *Project Director.* ESA contributed to Data Recovery Report sections for Los Angeles Unified School District's Central High School #9, constructed in downtown Los Angeles. Between 2004 and 2009, Monica led a team of archaeological staff of ten who conducted archaeological monitoring and data recovery of archaeological materials in connection with the 19th century Los Angeles City Cemetery. She coordinated with the Los Angeles County Coroner and office of Vital Statistics to obtain disinterment permits and developed a mitigation plan incorporating components related to the future disposition of remains, artifact curation, and commemoration. She directed an extensive historical research effort to identify the human remains, and at the request of the client, participated in public outreach and coordination with media.

West Kern Water District, Groundwater Recharge Project EIR, Kern County, CA. *Cultural Resources Principal Investigator.* Monica managed a Phase I

archaeological resources survey of a 500-acre Project area proposed for groundwater recharge basins and a nine-mile pipeline in Kern County. The Project was carried out in compliance with CEQA and Section 106 of the NHPA. The survey resulted in the identification of over 20 archaeological sites. She managed the preparation of a Phase I Archaeological Resources Survey Report and Cultural Resources EIR Section that addressed the potential for site eligibility and provided an impacts analysis and mitigation measures.

Pardee Homes, Canyon Hill Cultural Resources Assessment, Lake Elsinore, CA. *Cultural Resources Principal Investigator.* ESA was retained by Pardee Homes to prepare a cultural resources assessment for Phases VII and VIII of the Canyon Hills Specific plan. ESA conducted a Phase I and Phase II Archaeological Resources Investigation, identifying resources that might be impacted by the project. Monica directed the Phase II Testing Program to determine California Register and National Register eligibility of a recorded prehistoric archaeological site. She co-authored the Phase II Testing Research Design and Phase II Testing Evaluation Report.

Joshua Basin Water District, Recharge Basin and Pipeline Project, Joshua Tree, San Bernardino County, CA. *Cultural Resources Project Director.* ESA was retained by the Joshua Basin Water District to prepare a Phase I archaeological assessment as well as a Cultural Resources EIR section for the JBWD Recharge Basin and Pipeline Project, located in Joshua Tree. The project includes the construction of a recharge basin and six-mile pipeline. As part of the Phase I archaeological assessment Monica managed staff that conducted archival research and an archaeological field survey of the project site. As a result of the survey, ten cultural resources were identified and recorded, one of which was subject to extended phase 1 testing.

California Department of Water Resources On-Call Environmental Planning Services. East Branch Enlargement EIR. Antelope Valley, CA. *Cultural Resources Principal Investigator.* Monica managed a Phase I archaeological resources survey for the enlargement of 100 miles of the California Aqueduct from the Tehachapi split through the Antelope Valley and Mojave River Basin to Silverwood Reservoir. The Project was carried out in compliance with CEQA and Section 106 of the NHPA. Monica managed the survey, report effort, and preparation of the EIR section that considered Project impacts to historic architectural and archaeological resources.

California Public Utilities Commission, San Joaquin Cross Valley Loop Project, Tulare County, CA. *Cultural Resources Project Director.* ESA was selected by the CPUC to prepare an EIR for Southern California Edison (SCE)'s proposed San Joaquin Cross Valley Loop Project in Tulare County. The proposed project involves the construction of approximately 20-miles of 220 kV transmission line in mostly new right-of-way through agricultural and rural residential areas. SCE's proposed route was very unpopular with many local residents, as a result, ESA implemented a rigorous public outreach program to engage the stakeholders in meaningful dialogue. Key technical issues which ESA addressed in the CEQA process included biological and cultural resources, aesthetics, air quality and

greenhouse gases, land use and agriculture. Monica conducted review of cultural resources documents for technical and compliance adequacy.

California Department of Water Resources, East Branch Extension Project, San Bernardino County, CA. *Cultural Resources Principal Investigator.* ESA prepared a Cultural Resources EIR sections for the East Branch Extension Phase II Project, which will install 6 miles of pipeline across the Santa Ana River near Redlands. The new pipeline will increase water delivery capacity to the San Geronimo Pass Water Agency. Monica provided senior oversight and review for the EIR section.

California Department of Water Resources, State Water Project Bridges Evaluation, Kern and San Bernardino Counties, CA. *Cultural Resources Principal Investigator.* ESA was retained by the California Department of Water Resources (DWR) to evaluate six bridges that were scheduled to undergo seismic retrofitting. The bridges were under the jurisdiction to the California Department of Transportation. Monica participated in discussions with DWR and Caltrans and provided senior oversight to the survey and evaluation of the six bridges which were eligible for the National Register as contributors to the California Aqueduct, previously determined by DWR to be an eligible resource. ESA prepared an Archaeological Survey Report, a Historical Resources Evaluation Report, a Historic Properties Survey Report, and Finding of Effect document in coordination with the California Department of Transportation (Caltrans) and DWR.

State of California Administrative Office of the Courts, New Santa Barbara Criminal Courthouse Project, Santa Barbara County, CA. *Cultural Resources Project Manager.* ESA was retained by State of California Administrative Office of the Courts (AOC) to prepare a Categorical Exemption for the construction of a new courthouse in Downtown Santa Barbara. The project consisted of demolition of the existing courthouse; demolition of two commercial properties; and the construction and operation of a new Santa Barbara Criminal Courthouse. Monica oversaw the completion of archaeological and historic resources studies.

AboveNet North First Street Project, Santa Clara County, CA. *Cultural Resources Project Director.* AboveNet is planning on installing approximately 4,100 feet of fiber optic cable along North First Street in the City of San Jose. In support of the Project ESA conducted archival research and a subsurface testing program. The testing program indicated a potential for buried resources in some areas and monitoring was recommended. Monica provided senior oversight on this project.

Los Angeles Unified School District, Oliver Wendell Holmes Middle School Gymnasium HVAC Replacement Project, Northridge, CA. *Cultural Resources Project Director.* Monica directed a historic resources evaluation of Holmes Middle School Gymnasium in anticipation of a proposed HVAC replacement project, and in support of a CatEx under CEQA. The school was constructed in 1966, making it more than 45 years old, and it met the minimum age threshold for potential eligibility for listing in the California Register of Historical Resources (CRHR). Based on ESA's findings the property was determined ineligible for listing in the CRHR.

City of Morro Bay-Cayucos Sanitation District, Morro Bay Cayucos Wastewater Treatment Plant, San Luis Obispo County, CA. *Cultural Resources*

Principal Investigator. ESA prepared an EIR for the Morro Bay-Wastewater Treatment Plant upgrade. Monica directed a Phase I Cultural Resources Assessment to identify cultural resources that might be impacted by the project. The assessment included archival research, pedestrian survey, the relocation of a number of archaeological sites, coordination with interested Native American parties in the area, and the preparation of a Phase I Cultural resources Technical Report. Monica facilitated in meeting with Native American tribal members and City representatives to address concerns about buried resources.

City of Los Angeles, Bielensohn Special Needs Ball Field IS/MND and EA/FONSI, Los Angeles, CA. *Cultural Resources Project Director.* ESA prepared a joint EA/FONSI and IS/MND and for the U.S. Army Corps of Engineers and Los Angeles Department of Recreation and Parks, in partnership with the Los Angeles Dodgers Dream Foundation, for a proposed wheelchair accessible softball field within the Sepulveda Basin Recreation Area, Anthony C. Beilenson Park, in Los Angeles, California. The proposed action would include a 50-foot softball field with backstop, dugouts, and field fencing. The field will take advantage of the existing universally accessible restroom and parking lot with ADA access. Monica managed archaeological monitors during project implementation.

Orange County, Saddle Crest Homes Project EIR, Orange County, CA. *Cultural Resources Project Director.* The Saddle Crest project includes the development of 65 residential homes on an approximately 113.7-acre site. Monica managed the preparation of a Cultural Resources EIR section as well as a Phase 1 archaeological resources assessment. As part of the Phase 1 archaeological resources assessment, a literature review, a pedestrian survey, and Native American outreach were undertaken to meet CEQA compliance requirements.

Irvine Ranch Water District, Baker Treatment Plant, Orange County, CA. *Cultural Resources Principal Investigator.* ESA was retained by the Irvine Ranch Water District to provide environmental compliance services. In support of an EIR for the upgrade of the IRWD's Baker Treatment Plant near Lake Forest, ESA cultural resources staff conducted a Phase I Cultural Resources Assessment. Monica directed the archival research, a series of pedestrian surveys, and oversaw the preparation of Phase I Cultural resources Technical reports and the cultural resources section of the EIR.

Los Angeles Department of Water and Power (LADWP) Emergency Repairs to Victorville-Century Transmission Line #2 Tower 211.1 and Access Road, San Bernardino County, CA. *Cultural Resources Principal Investigator.* LADWP retained ESA to conduct a cultural resources site assessment and monitoring in support of emergency repairs to Victorville-Century Transmission Line #2 Tower 211.1. Monica managed archaeological monitoring of these activities and coordinated with the San Bernardino National Forest archaeologist. As a result of monitoring activities, ESA identified three historic-period resources in the Project area.

Coachella Valley Water District WRP 4 and WRP 7 Headworks Design, Riverside, CA. *Cultural Resources Project Director.* ESA prepared technical studies (cultural, biological, and air quality) and separate Initial Studies/MNDs for two proposed headworks projects at the Coachella Valley Water District (CVWD) Water Reclamation Plant (WRP) 4 and WRP 7 facilities, located in Thermal and Indio, Riverside County. Monica managed a phase I cultural resources technical study, which included a records search, Native American contact, field survey, and report preparation.

CDFG Suction Dredging Permitting, Yolo County, CA. *Cultural Resources Senior Oversight.* ESA was retained by Horizon Water and Environment LLC to conduct a cultural resources constraints study to identify cultural resources within areas that would be impacted by the project. ESA conducted archival research and prepared section for an Initial Study and EIR. Monica provided senior technical oversight of the work and provided quality control review of the documents.

California Public Utilities Commission, Devers-Mirage, Palm Springs, CA. *Cultural Resources Senior Oversight.* ESA was retained by the California Public Utilities Commission to prepare an EIR to evaluate the potential impacts from Southern California Edison's proposed Devers-Mirage 115 kV System Split project. ESA cultural resources staff reviewed and synthesized technical documents and prepared a cultural resources EIR section that provided an impacts analysis and mitigation measures. Because the project involved BLM lands, cultural resources studies were required to meet NEPA requirements in addition to CEQA. Monica provided technical oversight of the cultural resources effort and conducted quality control review of the document.

Hellman Ranch Archaeological Resources Monitoring and Data Recovery, Seal Beach, CA. *Field Director.* John Laing Homes constructed the Heron Point housing development in Seal Beach. Monica directed a large-scale excavation and monitoring program under the terms of a Mitigation Plan approved by the California Coastal Commission. She coordinated the daily excavation and monitoring activities of over 20 archaeological field personnel over a period of two years. She worked closely with a staff of eight Native American monitors and assisted in the preparation of remains artifacts for reburial. She also oversaw identification and cataloging activities that took place simultaneously on the job site in a field laboratory. On-site activities included hand excavation at four archaeological sites, construction monitoring, wet and dry-screening, and laboratory analysis, and also involved the evaluation of complex shell midden deposits and appropriate treatment of human remains.

San Clemente Island Section 106 Archaeological Testing and Evaluation Program, Los Angeles, CA. *Project Director.* Working for the U.S. Navy, Southwest Division, Monica directed a team of archaeologists who conducted testing of nine prehistoric archaeological sites on the northern end of San Clemente Island. Testing was conducted in accordance with guidelines set forth by the U.S. Navy and in compliance with Section 106. She authored a comprehensive technical report which considered the results of the testing program in relation to current California coast and San Clemente Island research questions and evaluated the sites for eligibility for the National Register.

Los Angeles Unified School District, South Region Elementary School #1

Archaeological/Paleontological Monitoring, Los Angeles, CA. *Project Director.*

Monica directed archaeological/paleontological monitoring conducted during school site construction for Los Angeles Unified School District. She managed archaeological/paleontological monitors, conducted client coordination, and responded to and evaluated discoveries, including two early 20th century residential refuse deposits. She provided oversight to staff conducting artifact analysis and the preparation of an Archaeological Monitoring report documenting and evaluating the recovered materials.

Alameda Street Improvement Archaeological Monitoring and Assessment. Los

Angeles CA. *Project Director.* Monica directed archaeological monitoring conducted during the construction of roadway improvements in downtown Los Angeles. She responded to the discovery of historic resources including the *Zanja Madre* and the historic brick Alameda Street. She developed mitigation recommendations to address impacts to these resources from the project including an adaptive re-use of the recovered brick materials in the landscape design of the project. Monica provided oversight to laboratory analysts who catalogued the artifact collection.

Thomas Properties Group, Metro Universal Phase I Archaeological Resources, North Hollywood, CA. *Project Director.*

Working as a consultant for Thomas Properties Group, Monica directed archaeological resources assessment for the proposed Metro Universal project to be constructed adjacent the historic *Campo de Cahuenga* in North Hollywood. She conducted extensive literature review and archaeological survey and prepared an archaeological technical report and EIR section. Working with project engineers, she developed a scaled approach to identify varying degrees of cultural resources sensitivity across the project site and determined appropriate mitigation measures. She worked with engineers and landscape designers to inform the design to best enhance existing cultural resources. Monica attended monthly meetings with the *Campo de Cahuenga* Board of Representatives and the Thomas Properties team to address cultural resources concerns.

City of Los Angeles, Department of Water and Power, First Street Trunk Line Monitoring and Assessment, Los Angeles, CA. *Project Director.*

As a consultant to the City of Los Angeles Department of Water and Power, Monica directed paleontological and archaeological monitoring of utilities installations on a continuous basis for over one year. She responded to monitoring discoveries including historic-period utility pipes and determined the appropriate mitigation in the form of recordation.

City of Los Angeles, Bureau of Engineering, Main Street Paleontological Monitoring and Assessment, Los Angeles, CA. *Project Director.*

Working for the City of Los Angeles Bureau of Engineering, Monica directed paleontological/archaeological monitoring during the construction of a police parking facility in downtown Los Angeles. She managed monitors and conducted client coordination. She responded to discoveries of over a dozen intact historic building basements and other refuse deposits to determine appropriate treatment. She provided oversight to specialists conducting analysis of the

artifacts recovered and managed the preparation of a report that documented the findings and evaluated the resources.

Olive View Medical Center Emergency Services Expansion Monitoring and Assessment, Los Angeles, CA. *Project Director.* Working for the City of Los Angeles, Department of Public Works, Monica directed archaeological monitoring and a Phase I cultural resources assessment in support of an EIR for medical center expansion in Sylmar. Two historic resources were identified and determined not significant under CEQA. Monica responded to a discoveries made by construction personnel and determined prehistoric artifacts were present in native soil within the project area.

City of Los Angeles, Department of Public Works, Temple Street Widening Archaeological Monitoring and Assessment, Los Angeles, CA. *Project Director.* Working for the City of Los Angeles, Department of Public Works, Monica directed archaeological monitoring conducted during the widening of Temple Street in downtown Los Angeles. She conducted extensive coordination with general and sub contractors and responded to discoveries including and segment of the zanja irrigation ditch and a large historic refuse deposit to determine appropriate treatment. She developed mitigation and monitored the implementation of mitigation for the zanja including concrete capping and the installation of an interpretive plaque.

Exposition Corridor Transit, Second Phase I Assessment, Los Angeles CA. *Project Director.* Monica directed paleontological, archaeological, and historic architectural resources assessment in compliance with CEQA and Section 106 regulations. Project involved archaeological, paleontological, and historic architectural survey of six-mile alignment, production of APE maps, consultation with SHPO and the preparation of technical reports and EIR sections.

City of Los Angeles, Department of Water and Power, Van Norman Chloramination Station Paleontological Monitoring, San Fernando CA. *Project Director.* Working for the City of Los Angeles, Department of Water and Power, Monica directed paleontological/archaeological and Native American monitoring during project construction. Resources identified during monitoring were assessed for significance under CEQA.

Conejo Park and Recreation District, Lang Ranch Community Park Phase I Archaeological Testing and Assessment, Thousand Oaks, CA. *Project Director.* Working for the Conejo Park and Recreation District, Monica directed a Phase I archaeological survey of the 46-acre project area. Project work involved the archaeological testing at two artifact isolate locations to determine presence of sub-surface deposits and coordination with Native American representatives. Monica prepared an Archaeological Resources Technical Report and EIR section with findings and recommendations for further work, pursuant to CEQA requirements.

San Gabriel & Lower Los Angeles Rivers and Mountains Conservancy, Woodland Duck Farm Phase 1 Cultural Resources Assessment, Avocado Heights, CA. *Project Director.* As a consultant to the San Gabriel & Lower Los Angeles Rivers and Mountains Conservancy, Monica directed a Phase I cultural resources evaluation of the historic-era Woodland Duck Farm property. She

conducted a California Register eligibility assessment for several duck farm buildings and archaeological features identified as a result of the survey. Monica directed extensive background research concerning the history of the duck farm and poultry farming in general and prepared a Cultural Resources Technical Report and MND section with findings and recommendations for further work, pursuant to CEQA requirements.

U.S. Navy, Southwest Division, San Clemente Island Section 106 Archaeological Resources Testing and Evaluation, Los Angeles County, CA.

Project Director. Working for the U.S. Navy, Southwest Division, Monica designed a research strategy and directed a testing program in strict accordance with guidelines set forth by the U.S. Navy and in compliance with Section 106. She authored a comprehensive technical report which considers the results of the testing program in relation to current California coast and San Clemente Island research questions and evaluates the sites for eligibility for the National Register.

City of Los Angeles, Department of Public Works, San Gabriel River Discovery Center at Whittier Narrows Phase I Cultural Resources Assessment, Los Angeles County, CA. *Project Director.* Monica directed a Phase I cultural resources evaluation of the historic-era Discovery Center. She conducted a National Register and California Register eligibility assessment for several historic-era buildings identified as a result of the survey. Monica conducted background research concerning the history of the duck farm and poultry farming in general including consultation with local Native American representatives. She prepared a Cultural Resources Technical Report with findings and recommendations for further work, pursuant to NEPA and CEQA requirements.

Hellman Ranch Monitoring, Orange County, CA. *Archaeological Monitor.* Working for John Laing Homes, Monica conducted archaeological monitoring during the initial rough grade phases of construction at Hellman Ranch. She coordinated with a team of monitors and Native American representatives. She worked with equipment operators according to predetermined monitoring protocols.

Home Depot Monitoring and Assessment, Lake Elsinore, Riverside County, CA. *Project Director.* As a consultant to Twining Laboratories, Monica directed archaeological monitoring of Caltrans road-widening in the vicinity of a historic cemetery and coordinated her findings with Caltrans.

City of Los Angeles, Department of Public Works, Public Safety Facilities Master Plan Phase I Archaeological Resources Evaluation, Los Angeles County, CA. *Project Director.* Monica directed a Phase I archaeological resources evaluation of an approximately five-square block area in downtown Los Angeles. Project work involved an extensive investigation of the area during the cities' early pueblo years and specifically the Zanja Madre irrigation system. Monica prepared a technical report with findings and recommendations for further work, pursuant to CEQA requirements.

Ivy Street Bridge Phase I and Extended Phase I Archaeological Resources Testing and Evaluation, Murrieta, CA. *Project Director.* Working for T.Y. Lin and

the City of Murrieta on a project that proposed to construct a bridge over Murietta Creek, Monica directed an Extended Phase I Testing Program in compliance with Section 106 review. She coordinated with Caltrans to meet Section 106 compliance and evaluated project effects on a nearby ethnohistoric Native American site. Monica coordinated extensively with Native American representatives and developed appropriate mitigation to be carried out prior to and during construction.

San Diego County, Lake Hodges Archaeological Resources Evaluation, San Diego County, CA. *Research Assistant.* Working for the San Diego County Water Authority, Monica conducted laboratory analysis of the groundstone tool collection recovered as a result of testing at a number of sites near Lake Hodges. She prepared a report that documented the findings of her analysis.

City of Los Angeles, Department of Water and Power, Haiwee Dam Phase I Archaeological Resources Evaluation. Lone Pine, CA. *Field Archaeologist.* Monica participated in archaeological field survey involving the identification and recording of prehistoric and historic archaeological sites and structures in preparation for the construction of a new dam.

LMXU Archaeological resources Evaluation, San Diego County, CA. *Archaeological Researcher.* Working for a confidential client, Monica conducted artifact analysis of groundstone artifacts recovered during excavations at sites in San Diego County.

I-5 Manchester, San Diego County, CA. *Archaeological Researcher.* As a consultant to Dokken Engineering for the City of Encinitas, Monica participated in identifying and compiling historic properties within the project area.

North Baja Pipeline, Imperial County, Ehrenberg, AZ to Mexican Border. *Archaeological Surveyor/Excavator.* As a consultant to Pacific Gas & Electric, Monica conducted survey, mapping, and excavation of prehistoric sites for the installation of a natural gas pipeline from Blythe, California, to Yuma, Arizona.

Public Outreach, Education, and Presentations

2015. Poster Presentation Society for California Archaeology. Contextualizing a Historic Archaeological Site. Redding, CA.

2015. ESA Newsletter Contributor. Traditional Cultural Properties. January edition.

2014. NEPA Compliance and Cultural Resources. NPI Training Seminar.

2008. Public Outreach speaker at Chinese Historical Society meeting. Project: Central Los Angeles High School #9. Client: Los Angeles Unified School District.

2008. Paper Presentation Society for California Archaeology. Los Angeles City Cemetery. Burbank, CA.

2006. Guest lecturer at Laurel Hall Elementary and Middle School regarding archaeology in southern California, North Hollywood, CA.

2003. Volunteer lecturer and field advisor at San Clemente Island Field School.

2003. Key speaker at Seal Beach Historical Society community outreach meeting regarding findings from the Hellman Ranch Archaeological Sites, Seal Beach, CA.

2002. Guest lecturer at Rosemead Elementary School regarding career opportunities in cultural resources management, Rosemead, CA.

2001. Paper Presentation at the Society for California Archaeology. Groundstone at Eel Point (CA-LAN-43) on San Clemente Island. Riverside, CA.

1998–2000. Appointment at California State University, Northridge, Anthropology Department. Directed undergraduate peer student advisement center, counseled students regarding course selection graduation reparation, and employment opportunities.



Sara Dietler

Senior Archaeologist

EDUCATION

BA. Anthropology,
San Diego State
University

20 YEARS OF EXPERIENCE

CERTIFICATIONS/ REGISTRATION

California BLM Permit,
Principal Investigator,
Statewide

Nevada BLM Permit,
Paleontology, Field
Agent, Statewide

PROFESSIONAL AFFILIATIONS

Society for American
Archaeology (SAA)

Society for California
Archaeology (SCA)

Sara is a senior archaeology and paleontology lead with 20 years of experience in cultural resources management in Southern California. As a senior project manager, she manages technical studies including archaeological and paleontological assessments and surveys, as well as monitoring and fossil salvage for many clients, including public agencies and private developers. She is a cross-trained paleontological monitor and supervisor, familiar with regulations and guidelines implementing the National Historic Preservation Act (NHPA), National Environmental Policy Act (NEPA), California Environmental Quality Act (CEQA), and the Society of Vertebrate Paleontology guidelines. She has extensive experience providing oversight for long-term monitoring projects throughout the Los Angeles Basin for archaeological, Native American, and paleontological monitoring compliance projects and provides streamlined management for these disciplines.

Relevant Experience

San Pedro Plaza Park, San Pedro, Los Angeles, CA. Senior Cultural Resources Project Manager. Provided archaeological and paleontological monitoring support for the San Pedro Plaza Park Project. The project area is located in the City of Los Angeles port district of San Pedro, approximately 26 miles south of downtown Los Angeles for the City of Los Angeles, Bureau of Engineering, Environmental Management Group. Sara provided quality control oversight for the archaeological and paleontological mitigation. During monitoring on the project, archaeological materials were recovered include refuse associated with park use since it opened in 1889, and historic building debris likely associated with the Carnegie Library which formerly stood on site. Provided recommendations for commemoration and protection of the find.

City of Los Angeles Department of Public Works BOE, Gaffey Street Pool Construction Monitoring, San Pedro, Los Angeles, CA. Project Manager. Sara oversaw the data recovery of a World War I slit trench discovered during project excavation for an ADA compliant sidewalk. Provided mitigation recommendations and immediate response to the find. Served as project manager and senior archaeologist on the project.

Warner Grand Theatre, Historic Resources Technical Report and Conditions Assessment, San Pedro, Los Angeles, CA. Project Manager, Report Co-Author. The City of Los Angeles Bureau of Engineering, Environmental Management Group requested a Cultural Resources Surveys to inform and guide future rehabilitation or redevelopment efforts of the Warner Grand Theatre. The Warner Grand Theatre designed in the Art Deco-Modern style by master architect B. Marcus Priteca in 1931, and is listed on the National Register of Historic Places, and is designated a Los Angeles Historic-Cultural Monument. ESA prepared a historical resources technical report and conditions assessment report, which provided a comprehensive table of character-defining features along with a conditions

assessment of each feature located within the interior and exterior of the Warner Grand Theatre.

City of Los Angeles Department of Public Works BOE, Alameda Street Widening Between Harry Bridges Boulevard and Anaheim Street Project, Los Angeles, CA. *Project Manager.* The project included upgrades to Alameda Street and adjoining streets with improved infrastructure to accept increased traffic from existing and proposed projects located primarily within the Port of Los Angeles and the Wilmington Industrial Park and to adequately deal with storm flows. Conducted a CHRIS record search of the project area for archaeological and paleontological resources and produced technical documents regarding the findings and recommendations for construction activities during the proposed project. In addition, provided archaeological/paleontological monitoring for geotechnical testing and further recommendations based on the results of the testing. Sara provided senior oversight of the reporting and survey and served as project manager.

670 Mesquit Street and Seventh Street Bridge Evaluation, Los Angeles, CA. *Project Manager and Report Co-author.* ESA prepared an EIR for the 670 Mesquit Street project in Los Angeles. As part of the EIR, a Cultural Resources Technical Report was prepared to determine if the project site was eligible for listing as a historical resource. The project site, originally occupied by the Los Angeles Ice and Cold Storage Company, was determined to lack integrity and therefore, ineligible for listing. Although the core of the building on the project site retained elements of the historic cold storage building, the facility was seismically upgraded resulting in significant alterations to its exterior. In its current condition, the facility does not convey its historical associations. The project was also evaluated to determine if it would result in any potential impacts to nearby historic resources, including the Seventh Street Bridge and adjacent railroad tracts. Located south of the project site is the Seventh Street Bridge, which is listed on the California Register of Historical Resources, and eligible for the National Register of Historic Places. Sara provided oversight and analysis for the preparation of Cultural Resources Technical Report.

Long Beach Courthouse Project; Long Beach, CA. *Senior Project Archaeologist and Project Manager.* Under contract to Clark Construction Sara directed the paleontological and archaeological monitoring for the construction of the New Long Beach Courthouse. She supervised monitors inspecting excavations up to 25 feet in depth. Nine archaeological features were recovered. Sara completed an assessment of the artifacts and fossil localities in a technical report at the completion of the project.

Venice Dual Force Main Project, Venice, CA. *Cultural Resources Lead.* The Venice Dual Force Main Project is an \$88 million sewer force main construction project spanning 2 miles within Venice, Marina del Rey, and Playa del Rey. Contracted to Vadnais Trenchless Services and reporting to the City of Los Angeles, Bureau of Engineering, Environmental Management Group, ESA is serving as the project's environmental resource manager. Sara provides quality control oversight for the archaeological and paleontological mitigation.

Advanced Water Treatment Facility Project Groundwater Reliability Improvement Project, Pico Rivera, CA. *Project Manager.* ESA is providing environmental compliance monitoring for the Water Replenishment District to

ensure compliance with the conditions contained in the Mitigation and Monitoring Reporting Programs associated with three environmental documents, including the Final EIR, a Mitigated Negative Declaration, and a Supplemental EIR, pertaining to three infrastructure components associated with the project. ESA provides general compliance monitoring at varying rates of frequency depending on the nature of the activities and is sometimes on-site for 4-hour spot checks and other times for full 24-hour rotations. The project is located near a residential neighborhood and adjacent the San Gabriel River. Issues of concern include noise, vibration, night lighting, biological resources, cultural resources, and air quality. Sara provides quality assurance and oversight of the field monitoring, and day-to-day response to issues. She oversees archaeological and Native American monitoring for ground disturbance and coordinates all sub-consultants for the project. She provides daily, weekly, and quarterly reporting on project compliance to support permitting and agency oversight.

Southern California Edison On-Call Master Services Agreement for Natural and Cultural Resources Services; *Cultural Resources Task Manager.* Sara provides project management and senior archaeological support for an on-call Master Services Agreement with Southern California Edison for cultural and natural resources consulting services. This contract has included numerous surveys and monitoring projects for pole replacements and small- to mid-size reconductoring projects, substation maintenance, and construction projects. Sara has served as project manager for more than 25 projects under this contract. She is the go-to person for all water, gas, and power projects occurring in the city of Avalon on Santa Catalina Island. Sara is responsible for oversight of archaeological and paleontological monitors, serving as report author and report manager.

Los Angeles Unified School District (LAUSD) Central Los Angeles High School #9; Los Angeles, CA. *Senior Project Archaeologist & Project Manager.* Sara conducted on-site monitoring and investigation of archaeological sites exposed as a result of construction activities. During the data recovery phase in connection with a 19th century cemetery located on-site, she participated in locating of features, feature excavation, mapping, and client coordination. She organized background research on the cemetery, including genealogical, local libraries, city and county archives, other local cemetery records, internet, and local fraternal organizations. Sara advised on the lab methodology and setup and served as project manager. Sara was a contributing author and editor for the published monograph, which was published as part of a technical series, "Not Dead but Gone Before: The Archaeology of Los Angeles City Cemetery."

Scattergood Olympic Transmission Line, Los Angeles, CA. *Report Author.* The Los Angeles Department of Water and Power is proposing to construct and operate approximately 11.4 miles of new 230 kilovolt (kv) underground transmission line that would connect the Scattergood Generation Station and Olympic Receiving Station. The project includes monitoring of construction activities occurring in street rights-of-way. Sara is providing final reporting for the long-term monitoring and QA/QC of the field data.

Veterans Administration Long Beach, Long Beach, CA. *Senior Project Manager.* Sara managed a long term monitoring project which also includes implementation of a Memorandum of Agreement, a Plan of Action, and Historic Properties Treatment plan for the mitigation of disturbance to a prehistoric site on the campus.

Downtown Cesar Chavez Median Project, City of Los Angeles, CA. *Project Manager.* Sara assisted the City of Los Angeles Department of Public Works Bureau of Engineering with a Local Assistance Project requiring consultations with Caltrans cultural resources. Sara was responsible for Caltrans coordination, serving as contributing author and report manager for the required Archaeological Survey Report, Historic Properties Survey Report, and Historical Resources Evaluation Report prepared for the project.

Hellman Ranch Project, Orange County, CA. *Lab Director.* Sara served as the lab director for the final monitoring phase of the John Laing Homes development project, cataloging and analyzing artifacts recovered from salvage monitoring and test units placed in relation to recovered intact burials. She conducted microscopic analysis of small items such as bone tools and shell and stone beads, directed lab assistants, and oversaw special studies, including the photo-documentation of the entire collection. Sara completed a section reporting on the results of the bead and ornament analysis in the final report, which was published as part of a technical series.

Hansen Dam Golf Course Water Recycling Project, Los Angeles, CA. *Senior Archaeologist and Project Manager.* Sara directed a phase I historical assessment for the Hansen Dam Golf Course Water Recycling Project located in the San Fernando Valley, City of Los Angeles, California. The project included the construction of an outdoor pumping station adjacent to the existing Hansen Tank located at the Los Angeles Department of Water and Power's (LADWP's) Valley Generating Station. In addition, a pipeline or distribution line was planned to be installed from the pumping station to the Hansen Dam Golf Course along the Tujunga Wash. The phase I study of this project included mitigation for the effects of the project on the portion of the golf course falling within the area of potential effects, which was potentially sensitive for buried cultural resources as the result of a complex of World War II housing units placed on the site between the 1940s and the 1960s. Sara conducted consultation with the USACE regarding the project.



Christian Taylor

Senior Architectural Historian

Christian Taylor is a historic resources specialist with academic and professional experience in assessing historic structures and contributing to California Environmental Quality Act (CEQA)-level documents. Throughout the course of his career, Christian has developed an interest in Los Angeles' industrial, economic, and transportation related history. Christian continues to hone his skills in management of rehabilitation and restoration projects, preparation of historic contexts, the use of non-invasive material investigation methods and advanced methods of documentation, and historic resource assessments.

Christian has completed and co-authored a wide range of architectural investigations including historic resources assessment and impacts analysis reports for compliance with CEQA, character-defining features reports, plan reviews, investment tax credit applications, Section 106 significance evaluations, and HABS/HAER documentations. He has also performed extensive research, survey work, and prepared landmark and preliminary assessment reports as a part of ESA's On-Call Historic Preservation Contract with the City of Santa Monica.

Christian has contributed to the research, site inspections, and report preparation of a number of historic resources assessments in the Los Angeles metropolitan area for compliance with CEQA. He has evaluated a number of different types of potential historical resources, including single-family and multi-family residences, factories and industrial properties, commercial buildings, and schools, in West Hollywood, Venice, Los Angeles, Culver City, and Santa Monica.

Relevant Experience

Venice Historic Resource Assessments, Los Angeles, CA. *Architectural Historian.* These projects included over a dozen historic resource assessment reports for various properties located in the Venice Community Plan Area investigated by SurveyLA in 2015. The reports developed a historic context statement related to the settlement history of Venice and the specific sites. Often the reports included an Impacts Analysis, reviewing new projects for compatibility with potential districts identified by SurveyLA.

344 8th Street, Long Beach, CA. *Architectural Historian.* ESA prepared a historic resources analysis for the 344 8th Street project. This project included a physical inspection of a small corner store constructed in the early twentieth century. The building was recorded and evaluated on Department of Parks and Recreation (DPR) record forms based on relevant historic contexts surrounding its development. Recommendations for restoration treatments of the building were provided as a result of the investigation. Chris was responsible for conducting the

site survey, archival research and preparing the DPR forms and restoration treatment recommendations.

929 E. 2nd Street IS/MND, Los Angeles, CA. *Architectural Historian.* ESA prepared an IS/MND for the 929 E. 2nd Street project. The project required a Historic Resources Assessment to evaluate the existing two-story industrial building for individual eligibility at the local, state, and national level. The results of the evaluation were that the former Challenge Creamery Association Building did not appear individually eligible under the applicable local, state, or national criteria. The building is located within the boundaries of a potential historic district identified by SurveyLA. The assessment of the property included a review of the potential district and its contributors. A district description was developed and the building was found eligible as a contributor. The proposed project was then reviewed for potential impacts to the district, nearby contributors and individual resources, and the contributor within the project area. Mitigation measures and project alterations were recommended to the client as a result of the investigations. Chris conducted the HRA and prepared the Historic Technical Report for the IS/MND.

5001 Balboa Boulevard, Los Angeles, CA. *Architectural Historian.* ESA prepared a Plan Review Letter for the 5001 Balboa Blvd. project. The client was seeking to adaptively reuse an existing fire station identified by SurveyLA as eligible for the National Register, California Register, and local designation. The Plan Review Letter involved a review and recommended modifications of the project plans for compliances with CEQA and the Secretary of the Interior's Standards for Rehabilitation. Chris was responsible for preparation of the Plan Review Letter.

711 E. Anaheim Street, Los Angeles, CA. *Architectural Historian.* ESA prepared a Historic Resources Assessment for the 711 E. Anaheim Street project, which is occupied by a former Santa Fe Railroad Depot identified in SurveyLA as potentially eligible for national, state, or local listing. A preliminary evaluation of the building was conducted to determine if there was sufficient information available to dispute SurveyLA's finding. The preliminary evaluation discovered that the Santa Fe's association with the port and development of Wilmington was less than significant. Furthermore, the building lacked integrity to serve as an example of the railroad depot property type. Chris prepared the Historic Resources Assessment, which was prepared to overturn SurveyLA's finding of eligibility.

Rocketdyne Historic American Engineering Record, Los Angeles, CA. *Architectural Historian.* ESA prepared a Historic American Engineering Record (HAER), documenting the former home of Rocketdyne in Canoga Park, Los Angeles, California. The HAER included a thorough investigation of the site's history, description of the various buildings and their uses, historic images, plans, and HAER level photography of the site. The report has been compiled and is currently being reviewed for submission to the Library of Congress in compliance with mitigation required for the redevelopment of the site. Chris was responsible for preparing the HAER.

9534 Reseda Boulevard, Los Angeles, CA. *Architectural Historian.* ESA prepared a Historic Resources Assessment for the 9534 Reseda Blvd. project to determine if



the property was eligible for listing on the National Register, California Register, or for local listing. The building on the project site was a Mid-Century Modern post office representing construction methods and designs used by the U. S. Post Office during the post war era. Research of the potential resource, which was previously identified by SurveyLA, uncovered evidence that the building had been significantly altered along its front elevation. Additional post office buildings with stronger integrity were identified and found to be better examples of the post-war post office property type. The result of the assessment was removal of the property from SurveyLA and approval for the project to redevelop the site. Chris was responsible for preparing the HRA for this project.

AML Project: Keeler Mines, Bureau of Land Management. *Architectural Historian.* ESA prepared or performed an Archaeological Resources Survey and Inventory Report for multiple properties under the jurisdiction of the Bureau of Land Management. The project included a site survey and evaluation to determine if cultural resources were present and provide recommendations for treatment of features as part of the Bureau of Land Management's Abandoned Mine Lands project. The survey documented over 150 features at three different sites and determined that the mines were not individually eligible but may be part of a larger district. The report provided recommended treatment approaches for the remediation of physical safety hazards within the project area. Chris assisted in the survey of potential resources and was responsible for archival research and evaluations of identified features for potential eligibility as historic resources.

Boething Tree Farms EIR, 23475 Long Valley Road, Los Angeles, CA. *Architectural Historian.* ESA prepared an EIR for the Boething Tree Farms project in Los Angeles. The project included redevelopment of the site occupied by a single-family residence and nursery business established in 1956 by self-taught horticulturalist John Boething. ESA conducted a Historic Resources Assessment as part of the EIR, which included a site survey and evaluation of the site, resulting in a recommendation for ineligibility as a historical resource. The project was then evaluated for potential impacts to any historical resources identified in the surrounding area. The report found no direct or indirect impacts to historical resource. The nearby Leonis Adobe, Calenda Ostronic Residential Historic District and Los Encinos Residential Historic District would have no significant views of the project site and each of the historical resources would remain eligible despite project completion. Chris was responsible for preparing the HRA and Historic Technical Report for the EIR.

670 Mesquit Street, Los Angeles, CA. *Architectural Historian.* ESA prepared an IS/MND for the 670 Mesquit Street project in Los Angeles. As part of the IS/MND, a Historic Resources Assessment was prepared to determine if the project site was eligible for listing as a historical resource. The project site, originally occupied by the Los Angeles Ice and Cold Storage Company, was determined to lack integrity and therefore, ineligible for listing. Although the core of the building on the project site retained elements of the historic cold storage building, the facility was seismically upgraded resulting in significant alterations to its exterior. In its current condition, the facility does not convey its historical associations. The project was also evaluated to determine if it would result in any potential impacts to nearby historic resources. Located south of the project site is the Seventh Street Bridge, which is listed on the California Register of Historical Resources,

and eligible for the National Register of Historic Places. The project would alter the setting of the bridge; however, the impact was determined to be less than significant. Chris was responsible for preparing the Historic Resources Assessment & Historic Technical Report for the IS/MND.

John Marshall High School, Los Angeles, CA. *Architectural Historian.* ESA was hired to review a proposed project comprising of seismic upgrades and the repair of damaged façade elements, including brickwork, retooling of brick joints, replacement of damaged window frame elements, repair of façade concrete work, and repair and/or reconstruction of crenellations on the John Marshall High School main building tower. John Marshall High School was previously determined eligible for the National Register of Historic Places through the Section 106 process and listed in the California Register of Historical Resources. As such, Marshall High School is considered a historical resource pursuant to CEQA. Chris conducted a survey of the building's current conditions and reviewed the proposed project for compliance with CEQA and conformance with the Secretary of the Interior's Standards for Rehabilitation. Chris was responsible for preparing a letter report summarizing the findings of the plan review.

Fred C. Nelles School, 11850 Whittier Boulevard, Whittier, CA. *Architectural Historian.* ESA is providing on-going historical resources management and preservation consultation services for the redevelopment of a 72-acre site and rehabilitation of four principal historic buildings on the now vacant, formerly state-owned Fred C. Nelles Youth Correctional Facility (Whittier State School). Opened in 1891, the school is a California State Historical Landmark (1997) and is an historical resource pursuant to CEQA. ESA prepared a Historic American Building Survey (HABS) report as part of the mitigation program and provided preservation design consultation for development of the preferred project, including the rehabilitation of four historic buildings to be retained including the Superintendent's Residence, Administration Building, Assistant Superintendent's Residence, and Chapels Building. The consultation included plan reviews for the site development plan, Certificate of Appropriateness submittal package for the architectural plans, and Tenant Improvement plans, ensuring that the project conformed with the Secretary of the Interior's Standards for Rehabilitation. Chris is responsible for completion of the HABS documentation and consultation on proposed project plans.

Burbank Bob Hope Airport, 2627 N. Hollywood Way, Burbank, CA. *Architectural Historian.* ESA evaluated the Burbank Airport for eligibility as a historic district, recommending ineligibility due to a lack of integrity. However, it was determined that a number of buildings on the property were individually significant. To make this determination, ESA architectural historians prepared a context covering the airport's historic development and its use by the Lockheed Martin Aircraft Company. ESA staff developed an airplane hangar property type, which was used to evaluate eleven of the airport's individual structures for architectural significance. The report evaluated three different options for the terminal replacement project, identifying the preferred arrangement with the least impact on identified historic resources. Chris assisted in conducting the site survey, archival research and preparation of the historic resource assessment and corresponding EIR section.

Research Projects

Mission La Purisima: Civilian Conservation Corps Historic Garden and Cultural Landscape Report, California Department of Parks and Recreation, January 2011

Manufacturing America: Alexander Hamilton's Efforts to Industrialize the Nation, University of Southern California, November 2009

Sculpting Liberty: Augustus Saint-Gaudens's Standing Lincoln, University of Southern California, May 2010

Googie: Unsavory Design or Tasteless Inspiration? University of Southern California, May 2009

The Shankland House, 715 West 28th Street: Assessment of Materials and Recommendations for Treatment and Maintenance (Metal), University of Southern California, May 2009



Gabrielle Harlan, Ph.D.

Architectural Historian

EDUCATION

Doctor of Philosophy,
History of Art and
Architecture, University
of Virginia

Master of Architectural
History, University of
Virginia

Certificate in Historic
Preservation, University
of Virginia

Bachelor of Architecture,
University of Arizona

20 YEARS OF EXPERIENCE

AWARDS

Andrew Mellon
Foundation Fellowship
Recipient, Huntington
Library, San Marino,
California, 2010

Helen Bing Fellowship
Recipient, Huntington
Library, San Marino,
California, 2010

Du Pont Fellowship
Recipient, University of
Virginia, Charlottesville,
Virginia, 2005

William Rucker Art and
Architecture Fellowship
Recipient and Du Pont
Fellowship Recipient,
University of Virginia,
Charlottesville, Virginia,
2004

Dean's Forum
Fellowship Recipient,
University of Virginia,
Charlottesville, Virginia,
2003

Arizona Women in
Construction
Scholarship Recipient,
University of Arizona,
Tucson, Arizona, 1994

Gabrielle is a senior architectural historian with more than 20 years of academic and professional experience preparing documentation to address the restoration, rehabilitation, and adaptive reuse of historic properties—including historic structures reports, preservation and interpretation plans, and National Register of Historic Places nominations. Gabrielle also has experience contributing to California Environmental Quality Act (CEQA)-level documents. She has worked primarily in California for the last ten years, and she continues to expand upon her knowledge of Southern California history by conducting primary source research and developing historic contexts.

Relevant Experience

Long Beach Airport (LGB) Terminal Phase II Improvements, Los Angeles County, CA. Architectural Historian. LGB is proposing improvements to the terminal building and related facilities in order to accommodate recent increases in flight activity and to improve the passenger experience through a variety of terminal, security, and parking improvements. The Federal Aviation Administration (FAA) is the lead federal agency charged with conducting Section 106. In support of this project, ESA conducted an archaeological and historic resources inventory and evaluation for LGB. In collaboration with an ESA staff archeologist, Gabrielle prepared a Historic Properties Inventory Report that documented historic properties and potential adverse effects resulting from the project.

Pasadena Rose Bowl Lighting Replacement Project, Pasadena, CA.

Architectural Historian. The Rose Bowl Operating Company, the concessioner of a City of Pasadena-owned property, is proposing to replace the exterior pole-mounted lighting at the site, which is a National Historic Landmark listed on the National Register of Historic Places. The proposed project would modernize and improve the existing lighting at the Rose Bowl Stadium by replacing existing tower light fixtures with new modern fixtures. The overall purpose is to enhance the quality of lighting for events consistent with other stadiums, to improve the viewing experience, and to increase efficiency. In order to facilitate a successful project that would maintain the integrity of the historical resource, ESA prepared a technical memorandum analyzing the project for its conformance with the Secretary of the Interior's Standards for the Treatment of Historic Properties. The technical memorandum provided documentation in support of an application for a categorical exemption under the California Environmental Quality Act (CEQA). Gabrielle conducted a site survey and prepared the technical memorandum.

Long Beach Landmark List Analysis, Long Beach, CA. Architectural Historian. The City of Long Beach requested that ESA work with its list of locally-designated properties in order to ascertain which properties might be good candidates for

both listing on the National Register of Historic Places and potential rehabilitation tax-credits. This effort encompasses an initial research effort to identify which local landmarks are already listed or determined eligible to the National Register of Historic Places, which ones are listed on the California Register, and which properties have previously been surveyed and assigned historical resource status codes that indicate that they are good candidates for listing. Subsequent to this initial effort, further research is being undertaken to identify the historic contexts and criteria under which potential candidates are likely eligible for listing. The intent of this research and inventory effort is so that the City of Long Beach has the necessary information at its disposal to better encourage the full utilization of the federal government's historic tax-credit incentives program for historic preservation projects within the community. Gabrielle developed the research approach and is supervising others in the completion of the research efforts.

South Orange County Reliability Enhancement (SOCRE) Project, San Juan Capistrano, CA. *Architectural Historian.* San Diego Gas & Electric (SDG&E) proposed to rebuild and upgrade a portion of its transmission infrastructure in South Orange County. The purpose of the proposed SOCRE project is to increase the reliability and operational flexibility of SDG&E's South Orange County 138-kilovolt (kV) system to reduce the risk of electrical outages. The project would also upgrade aging electrical infrastructure in the South Orange County area, including SDG&E's Capistrano Substation in the City of San Juan Capistrano. The Capistrano Substation building is a 1920s-era electrical substation. In support of the project, Gabrielle prepared a Historic Resource Assessment for the building that found that it was likely eligible for listing on either the National Register of Historic Places or the California Register of Historic Resources and, therefore, a historical resource under CEQA. Gabrielle also worked with SDG&E's team to develop design project alternatives that would lessen potential impacts to the historical resource.

National Historic Landmark Ahwahnee Hotel Comprehensive Rehabilitation Project in Yosemite National Park, CA. *Historical Architect.* The project entailed addressing seismic issues, ADA accessibility, and fire life safety concerns. Gabrielle's responsibilities on the project included working as a primary reviewer of all architectural planning documents for the project (including the schematic and design development drawings, an HSR, and an HFR) in order to minimize adverse effects to this National Historic Landmark and to make an assessment of effect in compliance with Section 106 of the National Historic Preservation Act.

Update to Historic Structures Report for Hollyhock House and Historic Structures Report for the Director's House at the National Historic Landmark Barnsdall Art Park for the City of Los Angeles, Los Angeles, CA. *Architectural Historian.* The City of Los Angeles owns and manages a complex of buildings at Barnsdall Art Park that are designed by master architect Frank Lloyd Wright and that, together, comprise a National Historic Landmark (NHL) listed on the National Register of Historic Places. However, in 1994, the crown jewel of the NHL—the Hollyhock House— as well as other buildings in the complex sustained damage in the Northridge Earthquake, prompting a series of multi-million dollar restoration projects at the building complex over the next fifteen years. In 2008, Project Restore—a Los Angeles-based public-private partnership with a dedicated

mission to restore historic city landmarks which play unique roles as centerpieces of the city's history—was awarded a \$1.935 million grant from the California Cultural and Historical Endowment for a Phase III restoration project of the building complex, and the City of Los Angeles provided \$1.935 million in matching funds. In response, the City's Bureau of Engineering initiated a project to prepare a supplemental Historic Structures Report (HSR) for Hollyhock House and a new HSR for the Director's House, another Frank Lloyd Wright building on the property. These two technical studies were necessary to support the larger restoration effort by assessing the current condition of the two buildings and providing treatment recommendations for a focused list of priorities to facilitate Phase III repairs. Gabrielle's responsibilities as one of the two leads responsible for the preparation of the two HSRs entailed working in collaboration with a Los Angeles-based environmental consulting firm to identify and engage appropriate sub-consultants to conduct studies and non-destructive testing, such as a structural engineer, a forensic water infiltration specialist, a materials conservator, and an historic fountain specialist. Gabrielle also conducted extensive primary historic research, prepared detailed condition assessments, and helped to organize a two-day visioning workshop to discuss future potential uses of the larger site with city officials and other important stakeholders.

Historical Resource Assessment for Mariners' Medical Arts Building, Newport Beach, CA. *Architectural Historian.* This project for the City of Newport Beach established the historic significance of a medical office building complex designed by architect Richard Neutra in the early 1960s. Gabrielle was responsible for writing the historic context and a majority of the historic research effort, as well as for directing and supervising junior staff in archival research tasks and the production of the final document.

Rehabilitation and Reconstruction of Bob's Big Boy Broiler for the City of Downey, Los Angeles County, CA. *Architectural Historian.* This project entailed assisting the City of Downey in identifying the remaining historic features of a 1950s Googie coffee shop, which had been subject to an illegal partial demolition. Gabrielle's responsibilities as a project manager were to identify and document extant character-defining features of the building, to provide design collaboration for a successful rehabilitation project, and to assist in the negotiation of a Memorandum of Understanding between the city and the California Office of Historic Preservation. In 2010, the Los Angeles Conservancy awarded the project team its top honor, the President's Preservation Award.

Victor Clothing Company Building, Los Angeles, CA. *Architectural Historian.* The project was to assist the owner of an early twentieth-century commercial mid-rise building located in downtown Los Angeles in developing a successful approach for historic restoration of the facade and interior commercial space and elevator lobby in order to comply with the terms of a federal tax-credit. Gabrielle's responsibilities as project manager were to gather and analyze research, to coordinate the work of sub-consultants, to consult with the California Office of Historic Preservation and to prepare the required documentation for the tax-credit application.

Hollywood Historic Resources Survey for the Los Angeles Community Redevelopment Agency, Los Angeles, CA. *Architectural Historian.* This project

was to survey potential historic resources in Hollywood and to prepare multiple historic context statements for the various property types. These ranged from large industrial film and music studios to religious facilities and civic institutions to small-scale domestic architecture. Gabrielle's primary responsibility on the project was to research and write the majority of the historic context statements, and to oversee the preparation of historic context statements by other staff. She also participated as a member of the survey team and trained junior staff on inventory methods.

Chicago Bungalow Historic Resources Survey and Multiple Property Nomination to the National Register of Historic Places, Chicago, IL.

Architectural Historian. As part of a four-person team, Gabrielle surveyed two different Chicago neighborhoods—one on the north side of the city and the other on the south side—consisting primarily of early 20th century historic bungalows. This survey effort represented a pilot project, as led by the non-profit Chicago Bungalow Association, within a larger initiative sponsored by then-Mayor Richard M. Daley to document the extensive “bungalow belt” that encircles the city of Chicago and to put in place a tax incentive program for private owners to preserve and maintain them. In addition to surveying these two neighborhoods—each of which was comprised of several hundreds of single-family houses—Gabrielle researched and assisted in the preparation of historic contexts for two early 20th century neighborhoods. This resulted in a successful Multiple Property nomination to the National Register of Historic Places entitled “Chicago Bungalows” as listed on February 25, 2004.

Historic Resources Survey of the Huning-Highlands Neighborhood, Albuquerque, NM.

Architectural Historian. This project encompassed surveying 200 properties for the City of Albuquerque in order that it could better evaluate the neighborhood's potential for nomination as a district to the National Register of Historic Places. Gabrielle participated on the project as a member of a three-person team in order to record all properties on survey forms.

Historic Resources Survey and Multiple Property Document Nomination to the National Register of Historic Places, Casa Grande, AZ.

Architectural Historian. This project was to identify for the City of Casa Grande a concentrated and cohesive area of historic properties eligible for nomination to the National Register of Historic Places as supported by a single historic context documented on a Multiple Property Documentation Form. Gabrielle served as project manager for the effort, participated in the survey effort as part of a two-person team, wrote the historic context and property type descriptions, and prepared the nomination forms for twenty-three properties successfully nominated to the National Register of Historic Places on November 20, 2002.

Historic Resources Survey of Clifton, Arizona, Greenlee County, AZ.

Architectural Historian. This project encompassed surveying the entirety of a small, historic late-19th century mining town in Arizona for the City of Clifton in order that it could evaluate whether there existed the potential to nominate either individual properties or districts to the National Register of Historic Places. The ultimate objective of the City was to facilitate rehabilitation and economic development to further encourage tourism to the area. Gabrielle participated on



the project as a member of a two-person team in order to record all properties on survey forms.

Appendix B

SCCIC Records Search

Report List

Burbank A.P.

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
LA-00160		1988	Dames and Moore	Phase 1 Cultural Resources Survey Fiber Optic Cable Project Burbank to Santa Barbara, California for Us Sprint Communications Company	Dames & Moore	56-000027, 56-000196, 56-000202, 56-000240, 56-000241, 56-000341, 56-000342, 56-000343, 56-000550, 56-000643, 56-000644, 56-000655, 56-000729, 56-000789, 56-000895, 56-000916, 56-000917, 56-000918
LA-02645		1991	Peak and Associates, Inc.	Class 3 Cultural Resource Assessment of the Proposed Carpintera and Southern Reroutes, Santa Barbara, Ventura, and Los Angeles Counties, California	Peak and Associates, Inc.	56-001089
LA-02950		1992	Anonymous	Consolidated Report: Cultural Resource Studies for the Proposed Pacific Pipeline Project	Peak & Associates, Inc.	19-000007, 19-000021, 19-000034, 19-000089, 19-000251, 19-000357, 19-000385, 19-000389, 19-000390, 19-000407, 19-000409, 19-000668, 19-000781, 19-000830, 19-000887, 19-000901, 19-000963, 19-001097, 19-001112, 19-001124, 19-001575, 19-001620
LA-03726		1977	Anonymous	Historic Property Survey Hollywood Way Between Golden State Freeway and Cohasset Street W.o. 21149	Department of Public Works	
LA-03979		1998	McLean, Deborah K.	Archaeological Assessment for Pacific Bell Mobile Services Telecommunications Facility La133-02, Sherman Way, Sun Valley, City and County of Los Angeles, California	LSA Associates, Inc.	
LA-06599		2002	Foster, John M.	Historic Resource Evaluation Report Mason Avenue At-grade Crossing and Safety Improvements Project Los Angeles City, California	Greenwood and Associates	
LA-06740		2000	Sylvia, Barbara	Highway Project to Construct Soundwalls at Three Locations Along Interstate 5 in the San Fernando Valley Area of Los Angeles County	Caltrans District 7	
LA-06748		2001	Christy, Juliet L.	Archaeological Survey for Sun Valley Health Center	Greenwood and Associates	
LA-06753		1999	Kessler, David B. and Edward L. Melisky	No Eligibility Determination for Inclusion in the National Register of Historic Places Regarding the Remains of Building 360 at the Former Lockheed-martin B-6 Site, Burbank, California	Burbank-Glendale-Pasadena Airport Authority	

Report List

Burbank A.P.

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
LA-06754		1997	Widell, Cheryllyn E.	Burbank-glendale-pasadena Airport, National Register of Historic Places Eligibility Evaluation for the Lockheed-martin B-6 Site, Los Angeles County	Burbank-Glendale-Pasadena-Airport Authority	
LA-07833		2003	Foster, John M.	Archaeological Survey for Sun Valley Watershed Management Plan Coutny of Los Angeles, California	Greenwood and Associates	
LA-07949		2006	Billat, Lorna	Personal Storage, La-0073c	EarthTouch, Inc.	19-187327, 19-187328, 19-187329
LA-08104		2002	Jordan, Stacey C.	Historic Properties Inventory and Evaluation for the Burbank-glendale-pasadena Airport, Burbank, California	Mooney & Associates	19-187327, 19-187328, 19-187329, 19-187330
LA-08255		2006	Arrington, Cindy and Nancy Sikes	Cultural Resources Final Report of Monitoring and Findings for the Qwest Network Construction Project State of California: Volumes I and II	SWCA Environmental Consultants, Inc.	
LA-08692		2006	Bonner, Wayne H.	Cultural Resource Records Search Results and Site Visit for T-mobile Usa Candidate Sv00908e (extra Storage), 7670 North Hollywood Way, Burbank, Los Angeles County, California	Michael Brandman Associates	
LA-09250		2007	Bonner, Wayne H.	Cultural Resources Records Search and Site Visit Results for T-Mobile Candidate SV00908F (Public Storage), 7475 North San Fernando Road, Burbank, Los Angeles County, California	Michael Brandman Associates	
LA-09251		2007	Bonner, Wayne H.	Cultural Resources Records Search and Site Visit Results for T-Mobile Candidate SV01471C(R) (Fry's Electronics), 2311 North Hollywood Way, Burbank Los Angeles County, California	Michael Brandman Associates	19-187328, 19-187329
LA-10512		2010	Robert J. Wlodarski	A Phase I Archaeological Study for the Media Studies North Planned Development (PD) Project, City of Burbank, Los Angeles County, California	H.E.A.R.T.	19-000060

Report List

Burbank A.P.

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
LA-10756		2010	McKenna, Jeanette	A Cultural Resources Overview and Preliminary Assessment of the Pacoima/Panorama City Redevelopment Plan Amendment/Expansion Project Area, Los Angeles County, California	McKenna, et al.	19-000002, 19-000005, 19-000034, 19-000054, 19-000055, 19-000060, 19-000063, 19-000095, 19-000150, 19-000169, 19-000300, 19-000407, 19-000408, 19-000409, 19-000410, 19-000411, 19-000412, 19-000475, 19-000490, 19-000491, 19-000492, 19-000495, 19-000642, 19-000643, 19-000646, 19-001124, 19-001945, 19-002003, 19-002006, 19-002073, 19-002087, 19-002089, 19-002090, 19-002681, 19-002760, 19-002766, 19-003182, 19-003416, 19-100431, 19-100436, 19-150411, 19-150417, 19-167231, 19-167264, 19-167268, 19-167292, 19-167303, 19-170966, 19-170967, 19-171020, 19-173060, 19-173146, 19-174268, 19-180686, 19-180721, 19-180722, 19-186526, 19-186537, 19-186558, 19-186559, 19-186560, 19-186574, 19-186676, 19-186902, 19-186958, 19-187328, 19-187329, 19-187330, 19-187899, 19-187900, 19-188089, 19-188173, 19-188183, 19-188272, 19-188465, 19-188473
LA-11156		1999	Morrison, Andrea Sue	Historic Resource Evaluation Report for the Proposed Improvements of Route 39 Including Drainage Rehabilitation, Repairing an Existing Retaining Wall the Construction of Two New Retaining Walls, and Roadway Widening, ARR05-01-0575, ARR05-01-0573	California Department of Transportation	
LA-11307		2010	Kessler, David	Proposed Construction of a Regional Intermodel Transportation Center and Runway 33 Runway Safety Area Restoration Bob Hope Airport Burbank, Los Angeles county, California Section 106 Coordination	Federal Aviation Administration	19-187327, 19-187328, 19-187329
LA-11885		2012	Supernowicz, Dana	Cultural Resources Study of the Burbank Das Hub Project, MetroPCS California, LLC Site No. LAD093A, 3024 N Hollywood Way, Burbank, Los Angeles County, California	Historic Resource Associates	19-186991, 19-187105, 19-190053
LA-11921		2012	Wyard, Kimberly	Clinic Renovation, 7223 N Fair Avenue, Sun Valley, CA	Northeast Valley Health Corporation	

Report List

Burbank A.P.

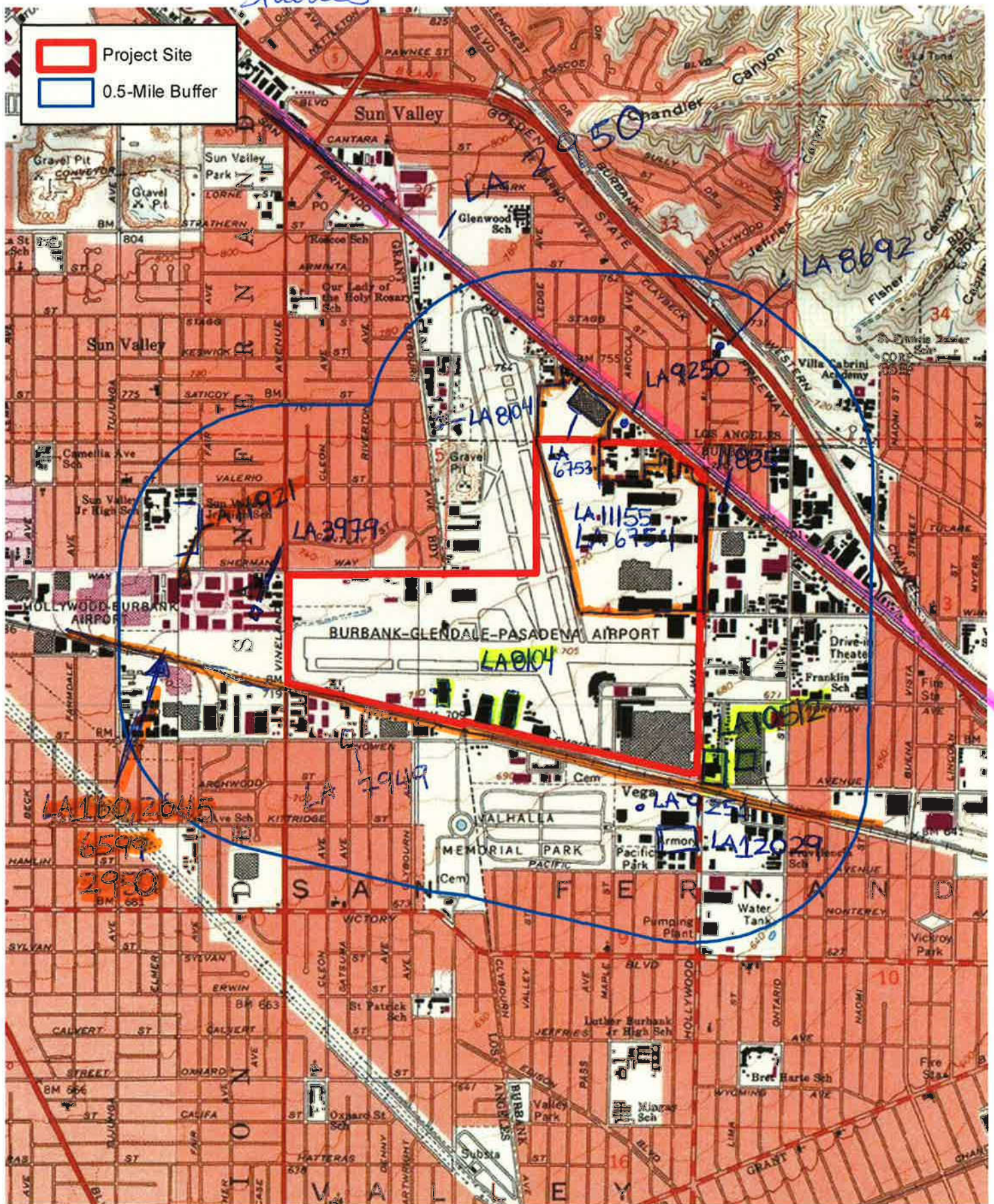
Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
LA-12029		2002	Lassell, Susan	Final Inventory and Evaluation of National Register of Historic Places Eligibility of California Army National Guard Armories	Jones & Stokes	19-190112
LA-12526		2013	Ehringer, Candace, Ramirez, Katherine, and Vader, Michael	Santa Clarita Valley Sanitation District Chloride TMDL Facilities Plan Project, Phase I Cultural Resources Assessment	ESA	19-002150, 19-002233, 19-002234, 19-002681, 19-004321, 19-179645, 19-186112, 19-186541, 19-186567, 19-186859, 19-187055, 19-188007, 19-190312, 19-190313, 19-190314, 19-190315, 19-190316, 19-190317, 19-190318, 19-190319, 19-190320, 19-190321, 19-190322, 56-001262, 56-151768



FIGURE

1

studies



0 2,000 Feet

0 600 Meters

Record Search Map

Burbank Airport Terminal Replacement Project
Source: USGS Topographic Series (Van Nuys, Burbank, CA); PCR Services Corporation, 2015.

FIGURE

1

Burbank Airport Terminal Replacement Project
Source: USGS Topographic Series (Van Nuys, Burbank, CA); PCR Services Corporation, 2015.

PROPERTY-NUMBER	PRIMARY-#	STREET-ADDRESS	NAMES	CITY-NAME	OWN	YR-C	OHP-PROG.	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT
027801	19-177125	9930 TOWER LANE	J.R. PINKHAM RESIDENCE	BEVERLY HILLS	P	1923	PROJ.REVW.	FCC011101HH	12/17/01	2S2	AC
027802	19-177126	1143 TOWER RD	IMERMAN RESIDENCE	BEVERLY HILLS	P	1936	HIST.SURV.	0213-0068-0000		3S	
027803	19-177127	1146 TOWER RD	KOLB ESTATE	BEVERLY HILLS	P	1927	HIST.SURV.	0053-0104-0000		3S	
027804	19-177128	1162 TOWER RD	SCOTT RESIDENCE	BEVERLY HILLS	P	1933	HIST.SURV.	0213-0069-0000		3S	
120064	9333 W 3RD ST	SALVAGE AND STREET MAINTENANCE BUI	BEVERLY HILLS	BEVERLY HILLS	M	1948	HIST.SURV.	0213-0070-0000		5S2	
027805	19-177129	516 WALDEN DR	WILLAT STUDIO/LASCHELLE HOUSE, SPAD	BEVERLY HILLS	P	1920	HIST.REV.	0213-0071-0000	03/23/99	6Y	
027778	19-177102	WHITTIER DR	BEVERLY HILLS SCHOOLS THEMATIC GRO	BEVERLY HILLS	M	1924	PROJ.REVW.	DOE-19-99-0075-0000	03/23/99	6Y	
027774	19-177098	605 WHITTIER DR	EL RODO DE OLAS AGUAS SCHOOL, EL	BEVERLY HILLS	D	1927	ST.FND.PRG	FEMA990203J	12/19/88	3	
027993	19-177317	WILSHIRE BLVD	BEV HILLS NEIGHBORHOOD THTRS.	BEVERLY HILLS	P	1936	HIST.SURV.	0213-0046-0000		7N	
028001	19-177325	WILSHIRE BLVD	WILSHIRE BOULEVARD SPECIALTY STORE	BEVERLY HILLS	P	1935	HIST.SURV.	0213-0093-0000		7N	
027988	19-177312	8423 WILSHIRE BLVD	CLOCK MARKET, BEVERLY HILLS PORSCHE	BEVERLY HILLS	P	1929	HIST.SURV.	0213-0094-0001		3S	
027989	19-177313	8440 WILSHIRE BLVD	FOX WILSHIRE THEATRE, WILSHIRE THE	BEVERLY HILLS	P	1930	HIST.SURV.	0213-0098-9999		5S2	
027990	19-177314	8554 WILSHIRE BLVD	REGINA WILSHIRE THEATRE, FINE ARTS	BEVERLY HILLS	P	1936	HIST.SURV.	0213-0092-0000	10/19/11	7J	
027994	19-177318	8810 WILSHIRE BLVD	COLUMBIA SAVINGS	BEVERLY HILLS	P	1929	NAT.REG.	19-0615			
179167	9033 WILSHIRE BLVD			BEVERLY HILLS	P	1955	HIST.SURV.	0213-0099-0000		7N	
027991	19-177315	9036 WILSHIRE BLVD	ELITE THEATRE, MUSIC HALL THEATRE	BEVERLY HILLS	P	1936	HIST.SURV.	0213-0094-0002	03/09/10	6Y	
128601	9111 WILSHIRE BLVD			BEVERLY HILLS	P	1955	HIST.SURV.	FCC100216J			
027995	19-177319	9400 WILSHIRE BLVD	WARNER BROTHERS THEATRE, BEVERLY T	BEVERLY HILLS	P	1930	HIST.SURV.	DOE-19-01-0188-0000	09/19/01	6Y	
027996	19-177320	9429 WILSHIRE BLVD	CALIFORNIA BANK BUILDING	BEVERLY HILLS	P	1929	PROJ.REVW.	FCC010705N	09/19/01	6Y	
027705	19-177029	9528 WILSHIRE BLVD	BEVERLY WILSHIRE HOTEL	BEVERLY HILLS	P	1926	HIST.SURV.	0213-0096-0000		3S	
027997	19-177321	9536 WILSHIRE BLVD	W. & J. SLOAN, HAGGARTY'S, BONWIT	BEVERLY HILLS	P	1935	HIST.SURV.	0213-0097-0000	06/12/87	1S	C
027998	19-177322	9544 WILSHIRE BLVD	W. AND J. SLOAN, HAGGARTY'S, BONWIT	BEVERLY HILLS	P	1935	HIST.SURV.	NPS-87000908-0000	10/01/76	3S	C
027999	19-177323	9600 WILSHIRE BLVD	SAKS FIFTH AVENUE	BEVERLY HILLS	P	1938	HIST.SURV.	0213-0098-0001		3S	
181253	9601 WILSHIRE BLVD	CA-LOS4784A		BEVERLY HILLS	P	1965	HIST.SURV.	0213-0098-0002		3S	
028000	19-177324	9634 WILSHIRE BLVD	I. MAGNIN & COMPANY	BEVERLY HILLS	P	1946	HIST.SURV.	0213-0098-0003	01/18/11	6Y	
185507	INDIANA AVE	651, 655, 665, 671 INDIANA AVE, 4-	BRENTWOOD		P	1938	PROJ.REVW.	FCC100824D		7N	
128779		BRIDGE #53-0535 / SAN FERNANDO B P	BURBANK		S	1942	HIST.SURV.	0213-0098-0004	05/13/10	6Y	
128777		BRIDGE #53-1109 / SAN FERNANDO NB	BURBANK		S	1960	HIST.REV.	HUD100504D			
128776		BRIDGE #53-1215 / SAN FERNANDO BOU	BURBANK		S	1960	PROJ.REVW.	DOE-19-01-0217-0000	04/13/01	6Y	
128775		BRIDGE #53-1673M / BURBANK WEST C	BURBANK		S	1960	HIST.REV.	FHWAO10307A	04/13/01	6Y	
128774		BRIDGE #53-1089 / BURBANK BOULEVAR	BURBANK		S	1960	PROJ.REVW.	DOE-19-01-0215-0000	04/13/01	6Y	
128778		BRIDGE #53-0535K / SAN FERNANDO B	BURBANK		S	1942	HIST.REV.	DOE-19-01-0214-0000	04/13/01	6Y	
128757	1116 BROADWAY ST		BURBANK		P	1937	PROJ.REVW.	DOE-19-01-0213-0000	04/13/01	6Y	
128758	1200 BROADWAY ST		BURBANK		P	1938	HIST.REV.	FHWAO10307A	04/13/01	6Y	
128767	1521 BROADWAY ST		BURBANK		P	1952	PROJ.REVW.	DOE-19-01-0200-0000	04/13/01	6Y	
					P		PROJ.REVW.	FHWAO10307A	04/13/01	6Y	
					P		HIST.REV.	DOE-19-01-0201-0000	04/13/01	6Y	
					P		PROJ.REVW.	FHWAO10307A	04/13/01	6Y	
					P		HIST.REV.	DOE-19-01-0210-0000	04/13/01	6Y	
					P		PROJ.REVW.	FHWAO10307A	04/13/01	6Y	

OFFICE OF HISTORIC PRESERVATION * * * Directory of Properties in the Historic Property Data File for LOS ANGELES County. Page 54 04-05-12											
PROPERTY-NUMBER	PRIMARY-#	STREET-ADDRESS	NAMES	CITY-NAME	OWN	YR-C	OHP-PROG.	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT
128768		1530 BROADWAY ST		BURBANK	P	1938	HIST. RES.	DOE-19-01-0211-0000	04/13/01	6Y	
							PROJ. REVW.	FHWA010307A	04/13/01	6Y	
084227		1534 BROADWAY ST		BURBANK	P	1920	PROJ. REVW.	HUD930820A	09/17/93	6Y	
100355		1920 CLARK AVE	BURROUGHS HIGH SCHOOL	BURBANK	D	1945	PROJ. REVW.	FEXA970415C	04/22/97	6Y	
							HIST. RES.	DOE-19-95-0109-0000	03/30/95	6Y	
							PROJ. REVW.	HRS940202Z	03/30/95	6Y	
095726		4713 CLARK AVE		BURBANK	P	1928	PROJ. REVW.	HUD950323J	05/03/95	6Y	
067203		1240 CORDOVA ST	PROPERTY REHABILITATION	BURBANK	U		PROJ. REVW.	HUD900316Q	04/05/90	6Y	
067174		703 E ANGELENO AVE	PROPERTY REHABILITATION	BURBANK	U		PROJ. REVW.	HUD900223H	03/21/90	6Y	
088542		449 E BUENA VISTA DR		BURBANK	P	1937	PROJ. REVW.	HUD940211B	03/21/94	6Y	
072916		925 E CEDAR AVE		BURBANK	U	1940	PROJ. REVW.	HUD910819B	08/23/91	6Y	
095732		222 E CEDAR ST		BURBANK	P	1931	PROJ. REVW.	HUD950323P	05/03/95	6Y	
069971		811 E CYPRESS AVE		BURBANK	U	1941	PROJ. REVW.	HUD910122D	01/31/91	6Y	
070140		317 E ELMWOOD AVE		BURBANK	U	1937	PROJ. REVW.	HUD910308D	04/10/91	6Y	
065604		1040 E ELMWOOD AVE		BURBANK	U		PROJ. REVW.	HUD881205A	12/28/88	6Y	
184070		60 E MAGNOLIA BLVD		BURBANK	P	1946	PROJ. REVW.	FCC091210B	03/04/10	6Y	
122584		201 E MAGNOLIA BLVD	LOOFF, CHARLES, 20-SWEEP MENAGERIE	BURBANK	P	1895	NAT. REG.	19-0280			
033695		125 E OLIVE AVE	DOWNTOWN BURBANK STATION/U. S. POS	BURBANK	F	1937	HIST. RES.	NPS-85000127-0000	01/11/85	1S	
							HIST. SURV.	1510-0001-0000	01/01/85	1S	
095500		275 E OLIVE AVE	BURBANK CITY HALL	BURBANK	M	1941	HIST. RES.	NPS-96000426-0000	04/18/96	1S	AC
							NAT. REG.	19-0208	11/17/95	3S	
101615		465 E OLIVE AVE	BELLARMINE JEFFERSON HIGH SCHOOL	BURBANK	P	1945	HIST. RES.	DOE-19-94-0505-0000	10/19/95	2S2	C
							PROJ. REVW.	HRS940202Z	10/19/95	2S2	C
066895		820 E OLIVE AVE		BURBANK	U		PROJ. REVW.	HUD890921A	10/19/89	6Y	
075404		353 E SAN JOSE AVE		BURBANK	U	1927	PROJ. REVW.	HUD920302C	03/24/92	6Y	
087398		908 E SAN JOSE AVE		BURBANK	P	1924	PROJ. REVW.	HUD931230A	02/02/94	6Y	
065203		223 E SANTA ANITA AVE	RESIDENCE	BURBANK	U		PROJ. REVW.	HUD870518B	06/10/87	6Y	
084078		369 E SANTA ANITA AVE		BURBANK	P	1920	PROJ. REVW.	HUD930721C	09/03/93	6Y	
095965		715 E TUJUNGA AVE		BURBANK	P	1921	PROJ. REVW.	HUD950410I	05/30/95	6Y	
067302		264 E VERDUGO AVE	PROPERTY REHABILITATION	BURBANK	U		PROJ. REVW.	HUD900411C	04/25/90	6Y	
081341		830 E VERDUGO AVE		BURBANK	U	1942	PROJ. REVW.	HUD930326F	05/06/93	6Y	
074185		903 E VERDUGO AVE		BURBANK	U	1938	PROJ. REVW.	HUD911127D	12/31/91	6Y	
070066		915 E VERDUGO AVE		BURBANK	U	1929	PROJ. REVW.	HUD910215B	03/14/91	6Y	
081411		1050 E VERDUGO AVE		BURBANK	U	1927	PROJ. REVW.	HUD921106H	12/07/92	6Y	
169428		1515 GLENOAKS BLVD	MCCAMBRIDGE RECREATION CENTER AND	BURBANK	M	1957	PROJ. REVW.	FHWA071116A	12/08/07	6Y	
033696		2627 HOLLYWOOD WY	UNITED AIRPORT, BURBANK-LENDALE-P	BURBANK	D	1929	HIST. SURV.	1510-0002-0001	7R		
033699		2627 HOLLYWOOD WY	UNITED AIRPORT, BURBANK AIRPORT BL	BURBANK	D	1960	HIST. SURV.	1510-0002-0004	7R		
033707		2627 HOLLYWOOD WY	UNITED AIRPORT, BURBANK AIRPORT HA	BURBANK	D	1940	HIST. SURV.	1510-0002-0012	7R		
033701		2627 HOLLYWOOD WY	UNITED AIRPORT, BURBANK AIRPORT BL	BURBANK	D	1960	HIST. SURV.	1510-0002-0006	7R		
033700		2627 HOLLYWOOD WY	UNITED AIRPORT, BURBANK AIRPORT BL	BURBANK	D	1960	HIST. SURV.	1510-0002-0005	7R		
033697		2627 HOLLYWOOD WY	UNITED AIRPORT, BURBANK-LENDALE-P	BURBANK	D	1956	HIST. SURV.	1510-0002-0002	7R		
033698		2627 HOLLYWOOD WY	UNITED AIRPORT, BURBANK-LENDALE-P	BURBANK	D	1956	HIST. SURV.	1510-0002-0003	7R		
033711		2627 HOLLYWOOD WY	UNITED AIRPORT DISTRICT, BURBANK,	BURBANK	D	1929	HIST. SURV.	1510-0002-9999	7R		
033710		2627 HOLLYWOOD WY	UNITED AIRPORT, BURBANK AIRPORT HA	BURBANK	D	1940	HIST. SURV.	1510-0002-0015	7R		
033709		2627 HOLLYWOOD WY	UNITED AIRPORT, BURBANK AIRPORT HA	BURBANK	D	1940	HIST. SURV.	1510-0002-0014	7R		
033704		2627 HOLLYWOOD WY	UNITED AIRPORT, BURBANK AIRPORT BL	BURBANK	D	1960	HIST. SURV.	1510-0002-0009	7R		
033706		2627 HOLLYWOOD WY	UNITED AIRPORT, BURBANK AIRPORT BL	BURBANK	D	1960	HIST. SURV.	1510-0002-0011	7R		
033705		2627 HOLLYWOOD WY	UNITED AIRPORT, BURBANK AIRPORT BL	BURBANK	D	1960	HIST. SURV.	1510-0002-0010	7R		
033703		2627 HOLLYWOOD WY	UNITED AIRPORT, BURBANK AIRPORT BL	BURBANK	D	1960	HIST. SURV.	1510-0002-0008	7R		
033702		2627 HOLLYWOOD WY	UNITED AIRPORT, BURBANK AIRPORT BL	BURBANK	D	1960	HIST. SURV.	1510-0002-0007	7R		
033708		2627 HOLLYWOOD WY	UNITED AIRPORT, BURBANK AIRPORT HA	BURBANK	D	1940	HIST. SURV.	1510-0002-0013	7R		
084960		2761 HOLLYWOOD WY	HAMILTON AERO HANGAR, UNITED AIRPO	BURBANK	P	1930	HIST. RES.	SPHI-LAN-060	03/11/94	7L	
							ST. PT. INT.	19-0155	02/18/94	7L	
074173		1718 LANDIS ST		BURBANK	U	1924	PROJ. REVW.	HUD911118A	12/03/91	6Y	
128759		1210 LELAND WY		BURBANK	P	1939	HIST. RES.	DOE-19-01-0202-0000	04/13/01	6Y	

PROPERTY-NUMBER	PRIMARY-#	STREET-ADDRESS	NAMES	CITY	OWN	YR-C	OHP-PROG.	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT
128761		1230 LELAND WY		BURBANK	P	1940	PROJ. REVW.	FHWA010307A	04/13/01	6Y	
128760		1300 LELAND WY		BURBANK	P	1941	HIST. RES.	DOE-19-01-0204-0000	04/13/01	6Y	
128762		1312 LELAND WY		BURBANK	P	1941	PROJ. REVW.	FHWA010307A	04/13/01	6Y	
128763		1318 LELAND WY		BURBANK	P	1939	HIST. RES.	DOE-19-01-0203-0000	04/13/01	6Y	
128764		1410 LELAND WY		BURBANK	P	1939	PROJ. REVW.	FHWA010307A	04/13/01	6Y	
128765		1420 LELAND WY		BURBANK	P	1943	HIST. RES.	DOE-19-01-0205-0000	04/13/01	6Y	
128766		1504 LELAND WY		BURBANK	P	1943	PROJ. REVW.	FHWA010307A	04/13/01	6Y	
095728		218 LINCOLN ST		BURBANK	P	1943	HIST. RES.	DOE-19-01-0206-0000	04/13/01	6Y	
073930		317 LUTGE AVE		BURBANK	P	1943	PROJ. REVW.	FHWA010307A	04/13/01	6Y	
067196		721 MAPLE ST		BURBANK	P	1943	HIST. RES.	DOE-19-01-0207-0000	04/13/01	6Y	
065780		1515 MORNINGSIDE DR		BURBANK	P	1943	PROJ. REVW.	FHWA010307A	04/13/01	6Y	
097872		154 N 5TH ST	ST. ROBERT BELLARMIANE ELEMENTARY S	BURBANK	P	1943	HIST. RES.	DOE-19-01-0208-0000	04/13/01	6Y	
123991		115 N AVON ST		BURBANK	P	1944	PROJ. REVW.	FHWA010307A	04/13/01	6Y	
123990		117 N AVON ST		BURBANK	P	1944	HIST. RES.	DOE-19-01-0209-0000	04/13/01	6Y	
127357		121 N AVON ST		BURBANK	P	1923	PROJ. REVW.	FHWA010307A	04/13/01	6Y	
123987		125 N AVON ST		BURBANK	P	1923	HIST. RES.	DOE-19-01-0209-0000	04/13/01	6Y	
123986		129 N AVON ST		BURBANK	P	1923	PROJ. REVW.	FHWA010307A	04/13/01	6Y	
123977		133 N AVON ST		BURBANK	P	1923	HIST. RES.	DOE-19-01-0209-0000	04/13/01	6Y	
080379		1620 N AVON ST		BURBANK	P	1923	PROJ. REVW.	FHWA010307A	04/13/01	6Y	
074237		1800 N AVON ST		BURBANK	P	1923	HIST. RES.	DOE-19-01-0209-0000	04/13/01	6Y	
080537		1133 N BEACHWOOD DR		BURBANK	P	1923	PROJ. REVW.	FHWA010307A	04/13/01	6Y	
065626		400 N BEL AIRE DR		BURBANK	P	1923	HIST. RES.	DOE-19-01-0209-0000	04/13/01	6Y	
065774		815 N BEL AIRE DR		BURBANK	P	1923	PROJ. REVW.	FHWA010307A	04/13/01	6Y	
067175		740 N BRIGHTON ST		BURBANK	P	1923	HIST. RES.	DOE-19-01-0209-0000	04/13/01	6Y	
081912		930 N BRIGHTON ST		BURBANK	P	1923	PROJ. REVW.	FHWA010307A	04/13/01	6Y	
095727		1300 N BRIGHTON ST		BURBANK	P	1923	HIST. RES.	DOE-19-01-0209-0000	04/13/01	6Y	
065781		1720 N BRIGHTON ST		BURBANK	P	1923	PROJ. REVW.	FHWA010307A	04/13/01	6Y	
074298		2132 N BRIGHTON ST		BURBANK	P	1923	HIST. RES.	DOE-19-01-0209-0000	04/13/01	6Y	
097871		330 N BUENA VISTA ST		BURBANK	P	1923	PROJ. REVW.	FHWA010307A	04/13/01	6Y	
084223		619 N BUENA VISTA ST		BURBANK	P	1923	HIST. RES.	DOE-19-01-0209-0000	04/13/01	6Y	
095961		647 N BUENA VISTA ST		BURBANK	P	1923	PROJ. REVW.	FHWA010307A	04/13/01	6Y	
065605		1324 N BUENA VISTA ST		BURBANK	P	1923	HIST. RES.	DOE-19-01-0209-0000	04/13/01	6Y	
080532		1640 N BUENA VISTA ST		BURBANK	P	1923	PROJ. REVW.	FHWA010307A	04/13/01	6Y	
066938		4287 N BUENA VISTA ST		BURBANK	P	1923	HIST. RES.	DOE-19-01-0209-0000	04/13/01	6Y	
066941		534 N CALIFORNIA ST		BURBANK	P	1923	PROJ. REVW.	FHWA010307A	04/13/01	6Y	
082396		621 N CALIFORNIA ST		BURBANK	P	1923	HIST. RES.	DOE-19-01-0209-0000	04/13/01	6Y	
067369		1110 N CATALINA ST		BURBANK	P	1923	PROJ. REVW.	FHWA010307A	04/13/01	6Y	
072873		1220 N CATALINA ST		BURBANK	P	1923	HIST. RES.	DOE-19-01-0209-0000	04/13/01	6Y	
067213		1703 N CATALINA ST		BURBANK	P	1923	PROJ. REVW.	FHWA010307A	04/13/01	6Y	
067213		1703 N. CATALINA STREET		BURBANK	P	1923	HIST. RES.	DOE-19-01-0209-0000	04/13/01	6Y	

PROPERTY-NUMBER	PRIMARY-#	STREET-ADDRESS	NAMES	CITY-NAME	OWN	YR-C	OHP-PROG.	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT
066576		2226 N CATALINA ST		BURBANK	U		PROJ. REVW.	HUD880330D	04/28/88	6Y	
088921		2300 N CATALINA ST		BURBANK	P	1941	PROJ. REVW.	HUD940228G	04/06/94	6Y	
095725		853 N CORDOVA ST		BURBANK	P	1926	PROJ. REVW.	HUD950323I	05/03/95	6Y	
095723		907 N CORDOVA ST		BURBANK	P	1926	PROJ. REVW.	HUD950323F	05/03/95	6Y	
095730		931 N CORDOVA ST		BURBANK	P	1927	PROJ. REVW.	HUD950323N	05/03/95	6Y	
095729		105 N EVERGREEN ST		BURBANK	P	1935	PROJ. REVW.	HUD950323M	05/03/95	6Y	
073406		927 N EVERGREEN ST		BURBANK	U	1924	PROJ. REVW.	HUD910923E	10/29/91	6Y	
070260		1420 N EVERGREEN ST		BURBANK	U	1940	PROJ. REVW.	HUD910405B	05/08/91	6Y	
066054		2043 N EVERGREEN ST		BURBANK	U		PROJ. REVW.	HUD9890727K	08/25/89	6Y	
067411		340 N FAIRVIEW ST		BURBANK	P	0	PROJ. REVW.	HUD900509A	06/06/90	6Y	
079778		1021 N FAIRVIEW ST		BURBANK	U	1924	PROJ. REVW.	HUD921215A	01/05/93	6Y	
073190		1729 N FAIRVIEW ST		BURBANK	U	1941	PROJ. REVW.	HUD910913A	10/23/91	6Y	
095731		437 N FLORENCE ST		BURBANK	P	1927	PROJ. REVW.	HUD950323O	05/03/95	6Y	
077916		731 N FLORENCE ST		BURBANK	U	1924	PROJ. REVW.	HUD920925D	11/03/92	6Y	
065476		1020 N FLORENCE ST		BURBANK	U		PROJ. REVW.	HUD881013A	11/09/88	6Y	
080674		1040 N FLORENCE ST		BURBANK	U	1941	PROJ. REVW.	HUD930219B	03/16/93	6Y	
095964		900 N FORD ST		BURBANK	P	1923	PROJ. REVW.	HUD950410H	05/30/95	6Y	
077390		501 N FREDERIC ST		BURBANK	U	1929	PROJ. REVW.	HUD920630A	07/22/92	6Y	
065606		522 N FREDERIC ST		BURBANK	U	1941	PROJ. REVW.	HUD881205C	12/28/88	6Y	
073085		620 N FREDERIC ST		BURBANK	U		PROJ. REVW.	HUD910826A	09/11/91	6Y	
066075		644 N FREDERIC ST		BURBANK	U		PROJ. REVW.	HUD890801A	08/28/89	6Y	
067222		824 N FREDERIC ST	824 N. FREDERIC STREET	BURBANK	U		PROJ. REVW.	HUD900328B	04/11/90	6Y	
066090		1231 N FREDERIC ST		BURBANK	U		PROJ. REVW.	HUD890807E	09/07/89	6Y	
082589		1405 N FREDERIC ST		BURBANK	P	1941	PROJ. REVW.	HUD930525B	07/01/93	6Y	
066955		1636 N FREDERIC ST		BURBANK	U		PROJ. REVW.	HUD891017A	11/21/89	6Y	
076953		2235 N FREDERIC ST		BURBANK	U	1924	PROJ. REVW.	HUD920420B	05/26/92	6Y	
136569		2101 N GLENOAKS BLVD		BURBANK	P	1946	HIST. RES.	DOE-19-02-1172-0000	11/19/02	6Y	
072869		1708 N KEELER ST		BURBANK	U	1941	PROJ. REVW.	FCC021022H	11/19/02	6Y	
069962		903 N KENWOOD ST		BURBANK	U	1927	PROJ. REVW.	HUD910812N	08/22/91	6Y	
066970		1039 N KENWOOD ST		BURBANK	U		PROJ. REVW.	HUD910107C	01/25/91	6Y	
089383		1300 N KENWOOD ST		BURBANK	U	1944	PROJ. REVW.	HUD891023X	11/27/89	6Y	
086841		2033 N KENWOOD ST		BURBANK	P	1940	PROJ. REVW.	HUD940426B	06/01/94	6Y	
079700		2049 N KENWOOD ST		BURBANK	U	1940	PROJ. REVW.	HUD931223E	02/02/94	6Y	
074330		2121 N KENWOOD ST		BURBANK	U	1940	PROJ. REVW.	HUD921029E	12/03/93	6Y	
081920		1031 N KEYSTONE ST	RESIDENCE	BURBANK	U	1939	PROJ. REVW.	HUD920108C	01/23/92	6Y	
066987		1238 N KEYSTONE ST		BURBANK	U		PROJ. REVW.	HUD930412R	05/26/93	6Y	
067012		1447 N KEYSTONE ST		BURBANK	U		PROJ. REVW.	HUD891106C	12/05/89	6Y	
087627		503 N LAMER ST		BURBANK	U		PROJ. REVW.	HUD891122D	12/26/89	6Y	
067577		631 N LAMER ST		BURBANK	P	1924	PROJ. REVW.	HUD940211X	02/18/94	6Y	
065871		1016 N LAMER ST	HOUSING REHABILITATION	BURBANK	U	1937	PROJ. REVW.	HUD900705B	08/06/90	6Y	
084983		1059 N LAMER ST		BURBANK	U		PROJ. REVW.	HUD890505A	06/02/89	6Y	
073303		2219 N LAMER ST		BURBANK	P	1940	PROJ. REVW.	HUD931102F	12/15/93	6Y	
070425		1321 N LIMA ST		BURBANK	U	1929	PROJ. REVW.	HUD910923F	10/29/91	6Y	
067304		1425 N LIMA ST	PROPERTY REHABILITATION	BURBANK	U	0	PROJ. REVW.	HUD910515H	06/06/91	6Y	
077534		136 N LINCOLN ST		BURBANK	U		PROJ. REVW.	HUD900404A	04/23/90	6Y	
077502		221 N LINCOLN ST		BURBANK	U	1925	PROJ. REVW.	HUD920806A	09/04/92	6Y	
067119		337 N LINCOLN ST	REHABILITATION BLDG	BURBANK	U	1939	PROJ. REVW.	HUD920819E	02/23/90	6Y	
089199		731 N LINCOLN ST		BURBANK	P	1940	PROJ. REVW.	HUD940408B	04/26/94	6Y	
079793		1717 N LINCOLN ST		BURBANK	U	1937	PROJ. REVW.	HUD910712D	08/06/91	6Y	
066792		2322 N LINCOLN ST	WASHINGTON ELEMENTARY SCHOOL	BURBANK	U	1925	PROJ. REVW.	FEWA970415B	04/22/97	6Y	
				BURBANK	U		PROJ. REVW.	HUD940718F	11/23/94	6Y	
				BURBANK	U		PROJ. REVW.	HUD880705I	08/09/88	6Y	
069968		325 N LOMITA ST		BURBANK	U	1942	PROJ. REVW.	HUD910111A	01/29/91	6Y	
156674		247 N MAPLE ST		BURBANK	P	1953	PROJ. REVW.	FHWA051005G	11/09/05	6Y	
067010		723 N MAPLE ST		BURBANK	U		PROJ. REVW.	HUD891120D	12/26/89	6Y	

PROPERTY-NUMBER	PRIMARY-#	STREET-ADDRESS	NAMES	CITY	OWN	YR-C	OHP-PROG.	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT
073994		1027 N MAPLE ST	BURBANK	U	1935		PROJ. REV.	HUD911105B	11/25/91	6Y	
065734		2032 N MAPLE ST	BURBANK	U			PROJ. REV.	HUD890227E	03/30/89	6Y	
089244		1141 N MARIPOSA ST	BURBANK	P	1943		PROJ. REV.	HUD940418R	04/29/94	6Y	
097252		210 N MYERS ST	BURBANK	P	1937		PROJ. REV.	HUD950703D	08/30/95	6Y	
073198		335 N MYERS ST	BURBANK	P	1937		PROJ. REV.	HUD910918F	10/23/91	6Y	
077061		521 N MYERS ST	BURBANK	U	1941		PROJ. REV.	HUD920513B	06/03/92	6Y	
072774		815 N MYERS ST	BURBANK	U	1929		PROJ. REV.	HUD910630X	08/01/91	6Y	
065441		1230 N MYERS ST	BURBANK	U			PROJ. REV.	HUD880826A	10/20/88	6Y	
069976		1447 N MYERS ST	BURBANK	U	1940		PROJ. REV.	HUD910111B	01/29/91	6Y	
073111		1417 N NAOMI ST	BURBANK	U	1941		PROJ. REV.	HUD910910J	09/17/91	6Y	
076955		1502 N NAOMI ST	BURBANK	U	1941		PROJ. REV.	HUD9204240	05/26/92	6Y	
068271		1509 N NAOMI ST	BURBANK	U			PROJ. REV.	HUD881129A	12/27/88	6Y	
067140		2321 N NAOMI ST	BURBANK	U			PROJ. REV.	HUD900208A	03/07/90	6Y	
067212		2344 N NAOMI ST	BURBANK	U			PROJ. REV.	HUD900322E	04/11/90	6Y	
065732		809 N NIAGARA ST	BURBANK	U			PROJ. REV.	HUD890227B	03/30/89	6Y	
073110		1227 N NIAGARA ST	BURBANK	U	1941		PROJ. REV.	HUD910910I	09/17/91	6Y	
065400		1329 N NIAGARA ST	BURBANK	U			PROJ. REV.	HUD880908A	10/07/88	6Y	
080779		1820 N NIAGARA ST	BURBANK	U	1939		PROJ. REV.	HUD930303C	04/02/93	6Y	
067046		920 N ONTARIO ST	BURBANK	U			PROJ. REV.	HUD891218A	01/12/90	6Y	
067193		1024 N ONTARIO ST	BURBANK	U			PROJ. REV.	HUD900306D	03/29/90	6Y	
095734		1200 N ONTARIO ST	BURBANK	P	1939		PROJ. REV.	HUD950323R	05/03/95	6Y	
084228		1204 N ONTARIO ST	BURBANK	P	1940		PROJ. REV.	HUD930820B	09/17/93	6Y	
073931		247 N ORCHARD DR	BURBANK	U	1941		PROJ. REV.	HUD911009A	11/06/91	6Y	
065458		706 N ORCHARD DR	BURBANK	U			PROJ. REV.	HUD881004L	10/26/88	6Y	
066940		534 N PARISH PL	BURBANK	U			PROJ. REV.	HUD891002E	11/07/89	6Y	
066575		1341 N PARISH PL	BURBANK	U			PROJ. REV.	HUD880330D	04/28/88	6Y	
069972		1953 N PARISH PL	BURBANK	U	1943		PROJ. REV.	HUD910122E	01/31/91	6Y	
080673		1616 N PASS AVE	BURBANK	U	1941		PROJ. REV.	HUD930217A	03/16/93	6Y	
083590		1750 N PASS AVE	BURBANK	P	1939		PROJ. REV.	HUD930720B	08/12/93	6Y	
066986		1933 N PASS AVE	BURBANK	U			PROJ. REV.	HUD891108A	12/05/89	6Y	
073970		1525 N PEPPER ST	BURBANK	U	1937		PROJ. REV.	HUD911029G	11/18/91	6Y	
084123		2311 N REESE PL	BURBANK	P	1941		PROJ. REV.	HUD930803I	09/03/93	6Y	
095962		2354 N REESE PL	BURBANK	P	1941		PROJ. REV.	HUD950410F	05/30/95	6Y	
067587		130 N ROSE ST	BURBANK	U			PROJ. REV.	HUD891130A	12/28/89	6Y	
066058		914 N ROSE ST	BURBANK	U			PROJ. REV.	HUD890727A	08/28/89	6Y	
077347		915 N ROSE ST	BURBANK	U	1942		PROJ. REV.	HUD920605G	06/30/92	6Y	
081421		1534 N ROSE ST	BURBANK	U	1941		PROJ. REV.	HUD921119A	12/22/92	6Y	
079697		1606 N ROSE ST	BURBANK	U	1941		PROJ. REV.	HUD921029D	12/03/92	6Y	
156675		215 N SCREENLAND DR	BURBANK	P	1951		PROJ. REV.	FHWA051005G	11/09/05	6Y	
066892		926 N SCREENLAND DR	BURBANK	U			PROJ. REV.	HUD890918G	10/19/89	6Y	
084366		1125 N SCREENLAND DR	BURBANK	P	1939		PROJ. REV.	HUD930903A	09/30/93	6Y	
065744		118 N SPARKS ST	BURBANK	U			PROJ. REV.	HUD890327C	04/04/89	6Y	
065457		541 N SPARKS ST	BURBANK	U			PROJ. REV.	HUD881004K	10/26/88	6Y	
066083		1334 N SPARKS ST	BURBANK	U			PROJ. REV.	HUD890727B	08/25/89	6Y	
066069		1334 N SPARKS ST	BURBANK	U			PROJ. REV.	HUD890727B	08/25/89	6Y	
089094		2374 N SPARKS ST	BURBANK	P	1942		PROJ. REV.	HUD940311F	04/13/94	6Y	
070060		1129 N VALLEY ST	BURBANK	U	1940		PROJ. REV.	HUD910205A	03/13/91	6Y	
084365		1240 N VALLEY ST	BURBANK	P	1940		PROJ. REV.	HUD930903B	09/30/93	6Y	
097253		225 N WHITWALL SR	BURBANK	P	1941		PROJ. REV.	HUD950703C	08/30/95	6Y	
067057		1103 NAOMI ST	BURBANK	U			PROJ. REV.	HUD891226B	01/16/90	6Y	
067198		4234 NATIONAL AVE	BURBANK	U			PROJ. REV.	HUD900308H	04/03/90	6Y	
076986		2016 OAK ST	BURBANK	U	1921		PROJ. REV.	HUD920505R	05/29/92	6Y	
095963		1716 ONTARIO ST	BURBANK	P	1943		PROJ. REV.	HUD950410G	05/30/95	6Y	
066541		1345 ORCHARD DR	BURBANK	U			PROJ. REV.	HUD880330C	04/14/88	6Y	
072867		1811 PARKSIDE AVE	BURBANK	U	1938		PROJ. REV.	HUD910726H	08/22/91	6Y	
077528		4211 RIVERSIDE DR	BURBANK	P	1949		HIST. RES.	SPHI-LAN-054	11/12/92	7L	

PROPERTY-NUMBER	PRIMARY-#	STREET-ADDRESS	NAMES	BLDG	360/SKUNK WORKS/BURBANK-GLEND	(VIC)	BURBANK	OWN	YR-C	OHP-PROG.	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT
123921		N HOLLYWOOD WY									DOE-19-99-0346-0000	06/01/99	6Y	
											FAA910128A	06/01/99	6Y	
171573			BRANDT HOUSE GARAGE			CALABASAS		P		PROJ. REVW.	NPS070424A	05/16/07	6Y	
171566			GILLETTE RESIDENCE			CALABASAS		P	1928	PROJ. REVW.	NPS070424A	05/16/07	6Y	
171580			CISTERN AND RESERVOIR RUINS			CALABASAS		U		PROJ. REVW.	NPS070424A	05/16/07	6Y	
171579			TENNIS COURTS			CALABASAS		P	1937	PROJ. REVW.	NPS070424A	05/16/07	6Y	
171578			SWIMMING POOL			CALABASAS		P	1937	PROJ. REVW.	NPS070424A	05/16/07	6Y	
171577			CONCRETE BRIDGE			CALABASAS		U	1928	PROJ. REVW.	NPS070424A	05/16/07	6Y	
171576			BARBEQUE			CALABASAS		P	1928	PROJ. REVW.	NPS070424A	05/16/07	6Y	
171575			POND AND DAM			CALABASAS		P	1928	PROJ. REVW.	NPS070424A	05/16/07	6Y	
171567			GILLETTE GARAGE			CALABASAS		P	1928	PROJ. REVW.	NPS070424A	05/16/07	6Y	
171574			FRISK HOUSE			CALABASAS		P	1927	PROJ. REVW.	NPS070424A	05/16/07	6Y	
171572			BRANDT HOUSE			CALABASAS		P	1928	PROJ. REVW.	NPS070424A	05/16/07	6Y	
171571			WHITE HOUSE GARAGE			CALABASAS		P	1928	PROJ. REVW.	NPS070424A	05/16/07	6Y	
171570			WHITE HOUSE			CALABASAS		P	1928	PROJ. REVW.	NPS070424A	05/16/07	6Y	
171569			STABLE			CALABASAS		P	1928	PROJ. REVW.	NPS070424A	05/16/07	6Y	
171568			COOKS HOUSE			CALABASAS		P	1928	PROJ. REVW.	NPS070424A	05/16/07	6Y	
171565			GILLETTE-BROWN RANCH			CALABASAS		P	1926	PROJ. REVW.	NPS070424A	05/16/07	6Y	
072960		0 CALABASAS RD	OLD TOWN CALABASAS			CALABASAS		U	0	ST. PT. INT.	19-0039	09/01/89	7L	
079354		23537 CALABASAS RD	LEONIS ADOBE			CALABASAS		P	1880	HIST. RES.	SPHI-LAN-055	02/16/93	7L	
										ST. PT. INT.	19-0083	10/13/92	7L	
										HIST. RES.	NPS-75000433-000	05/29/75	1S	
179985		4803 EL CANON AVE				CALABASAS		P	1940	PROJ. REVW.	1302-0001-0000	01/01/75	1S	
100625		1925 LAS VIRGENES RD	SEPULVEDA ADOBE			CALABASAS		S	1863	PROJ. REVW.	HUD090209C	02/10/09	6U	
										HIST. RES.	FEMA980327S	04/23/98	2S2	AC
097875		2577 LAS VIRGENES RD	WHITE OAK HOUSE			CALABASAS		S	1890	PROJ. REVW.	DOE-19-94-0528-0000	08/11/94	6Y	
										HIST. RES.	HSG940202Z	08/11/94	6Y	
										PROJ. REVW.	DOE-19-94-0529-0000	08/11/94	6Y	
										PROJ. REVW.	HSG940202Z	08/11/94	6Y	
157523		4276 OLD TOPANGA CANYON RD	UTILITY POLE			CALABASAS		P	1959	PROJ. REVW.	FCC051208D	12/12/05	6Y	
116063		26800 W MULHOLLAND SR	GILLETTE RANCH HOUSE - CENTRAL HAL			CALABASAS		P	1928	CHRIS	19-150295	01/01/92	7	
116088		26800 W MULHOLLAND SR	GATE HOUSE			CALABASAS		P	1989	CHRIS	19-150317	01/31/92	7	
116062		26800 W MULHOLLAND SR	MINUTEMAN HALL			CALABASAS		P	1954	CHRIS	19-150294	01/31/92	7	
116064		26800 W MULHOLLAND SR	GARAGE - FACULTY/STUDENT HOUSING			CALABASAS		P	1929	CHRIS	19-150296	01/31/92	7	
116067		26800 W MULHOLLAND SR	WISDOM HALL			CALABASAS		P	1960	CHRIS	19-150298	01/31/92	7	
116068		26800 W MULHOLLAND SR	COOK'S HOUSE/MEADOW HOUSE			CALABASAS		P	1928	CHRIS	19-150297	01/31/92	7	
116069		26800 W MULHOLLAND SR	STABLES / CLASSROOM BUILDING			CALABASAS		P	1929	CHRIS	19-150299	01/31/92	7	
116070		26800 W MULHOLLAND SR				CALABASAS		P	1970	CHRIS	19-150300	01/31/92	7	
116071		26800 W MULHOLLAND SR	WHITE HOUSE / RESIDENCE			CALABASAS		P	1928	CHRIS	19-150301	01/31/92	7	
116072		26800 W MULHOLLAND SR	RESIDENCE & GARAGE			CALABASAS		P	1927	CHRIS	19-150302	01/31/92	7	
116073		26800 W MULHOLLAND SR	RESIDENCE			CALABASAS		P	1927	CHRIS	19-150303	01/31/92	7	
116074		26800 W MULHOLLAND SR	CABIN - RESIDENCE			CALABASAS		P	1947	CHRIS	19-150304	01/31/92	7	
116075		26800 W MULHOLLAND SR	RESIDENCE			CALABASAS		P	1948	CHRIS	19-150305	01/31/92	7	
116076		26800 W MULHOLLAND SR	DINING HALL - OFFICE			CALABASAS		P	1922	CHRIS	19-150307	01/31/92	7	
116077		26800 W MULHOLLAND SR	SADDLE HOUSE / BARN			CALABASAS		P	1922	CHRIS	19-150308	01/31/92	7	
116078		26800 W MULHOLLAND SR	BARN			CALABASAS		P		CHRIS	19-150308	01/31/92	7	
116079		26800 W MULHOLLAND SR	CRAFT ROOM			CALABASAS		P		CHRIS	19-150309	01/31/92	7	
116080		26800 W MULHOLLAND SR	STORAGE BUNGALOW - GUEST RESIDENCE			CALABASAS		P	1948	CHRIS	19-150310	01/31/92	7	
116081		26800 W MULHOLLAND SR	RESIDENCE			CALABASAS		P	1938	CHRIS	19-150311	01/31/92	7	
116082		26800 W MULHOLLAND SR	STORAGE SHED			CALABASAS		P		CHRIS	19-150312	01/31/92	7	
116083		26800 W MULHOLLAND SR	RESIDENCE			CALABASAS		P	1936	CHRIS	19-150313	01/31/92	7	
116085		26800 W MULHOLLAND SR	CABANA - POOL HOUSE			CALABASAS		P	1952	CHRIS	19-150314	01/31/92	7	
116086		26800 W MULHOLLAND SR	GARAGE			CALABASAS		P	1938	CHRIS	19-150315	01/31/92	7	
116090		26800 W MULHOLLAND SR	GATE			CALABASAS		P	1927	CHRIS	19-150318	01/31/92	7	
116095		26800 W MULHOLLAND SR	TRAILERS/MOUNTAIN VIEW			CALABASAS		P		CHRIS	19-150319	01/31/92	7	

Appendix C

DPR Forms for Newly Evaluated Buildings

Page 1 of 6*Resource Name or #: (Assigned by recorder) Hangar 1

P1. Other Identifier: _____

*P2. Location: ☐ Not for Publication ☒ Unrestricted*a. County Los Angeles and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)*b. USGS 7.5' Quad Date T ; R ; ; of of of Sec ; B.M.c. Address 2627 Hollywood Way City Burbank Zip 92505d. UTM: (Give more than one for large and/or linear resources) Zone ; mE/ mN

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

APN: 2466-019-902

*P3a. **Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
 Hangars 1 and 2 were constructed in 1929 of identical design and construction to one another. Today, both hangars still retain their character-defining features including a rectangular footprint that is approximately 200 feet by 125 feet, concrete foundations, steel hangar doors of the "slide around the corner type," slight gable roofs with a parapet extending above the roofline, and closed truss construction. The hangars are anchored by concrete, square piers located at the four corners of the building sheathed in corrugated metal to resemble fluting. The north and south (side) elevations of each hangar have steel sash industrial style windows.

[See Continuation Sheets]

*P3b. **Resource Attributes:** (List attributes and codes) HP39 (Other: Hangar)*P4. **Resources Present:**☐ Building ☒ Structure ☐ Object ☐ Site ☐ District ☐ Element of District☐ Other (Isolates, etc.)

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

P5b. Description of Photo: (view, date, accession #) East Elevation of Hangar 1, view facing west*P6. **Date Constructed/Age and Source:** ☒ Historic ☐ Prehistoric ☐ Both1929/ESA*P7. **Owner and Address:**
Burbank-Glendale-Pasadena
Airport Authority
2627 Hollywood Way
Burbank, CA 915050*P8. **Recorded by:** (Name, affiliation, and address) Hanna Winzenried
ESA626 Wilshire Blvd., Suite 1100
Los Angeles, CA 90017*P9. **Date Recorded:** January, 2020*P10. **Survey Type:** (Describe)
Intensive Pedestrian*P11. **Report Citation:** (Cite survey report and other sources, or enter "none.")
ESA, Bob Hope "Hollywood
Burbank" Airport Terminal
Replacement Project, Burbank,

California, Historical Resources Assessment, January, 2020.

*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): _____

*Resource Name or # (Assigned by recorder) Hangar 1 *NRHP Status Code 3S; 3C
Page 2 of 6

B1. Historic Name: _____

B2. Common Name: _____

B3. Original Use: Airplane Hangar B4. Present Use: Airplane Hangar

*B5. Architectural Style: Industrial Vernacular

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

No original building permit for Hangar 1 could be found; only two relatively recent permits dating from the 1990s were located. However, a previous evaluation of the building identified the Austin Company as the builder of both Hangars 1 and 2 as part of the original United Airport in 1930. Moreover, historic aerial photographs show Hangar 1 and Hangar 2 flanking the Terminal Building early in its history. As previously stated in this report, neither Hangars 1 or 2 are in their original location on the Airport property. Documents do exist—and are on file with the Burbank-Glendale-Pasadena Airport Authority's facilities department—that reveal that Hangar 1 was relocated from its original position flanking the Terminal Building to a location to the west of the Terminal Building in 1968. The relocation of Hangar 1 during this period is further confirmed by historic aerials dating from 1964 and 1972; the historic aerial photograph from 1964 shows the hangar's original placement on the site prior to relocation, while the historic aerial photograph from 1972 shows its placement on the site after its relocation. Subsequent to the relocation of Hangar 1, the building underwent minor alterations. New offices were added to the building's south elevation in August of 1968. As documented in the building's very brief permit history, there were additional alterations to Hangar 1 in the early 1990s. In April of 1991, contractor Eberhard Roofing tore off and reroofed a flat roof using Firestone modified ply at a cost of \$20,000 to the Department of Airports-Burbank. In October of the same year, contractor Zora Sheffner worked on prefab partition offices for tenant Ameriflight Inc. for \$45,000. No other alterations to the building are known.

*B7. Moved? ☐ No ☒ Yes ☐ Unknown Date: 1967 Original Location: Adjacent to the Terminal Building

*B8. Related Features:

B9a. Architect: _____ b. Builder: _____

*B10. Significance: Theme Early Development of the City of Burbank (1888-1933), The Establishment and Operation of United Air Terminal (1929-1949), Lockheed Aircraft's Ownership and Operation of the Airport Property (1940-1989) Area Burbank

Period of Significance 1929-1930 Property Type Airport Applicable Criteria B, C

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Because Hangars 1 and 2 were relocated on the Airport property and are being evaluated under the NRHP's Criteria Consideration B for Moved Properties, what follows in this section is not only a general discussion of the hangars significance but also a brief discussion of the manner in which Hangars 1 and 2 meet the criteria consideration.

[See Continuation Sheets]

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

*B12. References:

[See Continuation Sheets]

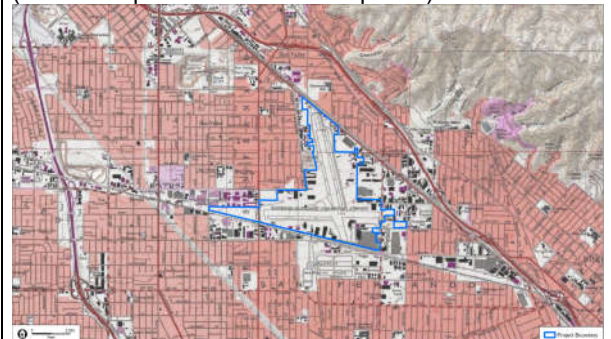
B13. Remarks:

*B14. Evaluator: Hanna Winzenried

*Date of Evaluation: January 2020

(This space reserved for official comments.)

(Sketch Map with north arrow required.)



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

The large steel multi-glass-paned sliding doors known as “Fenestra Airplane Hangar Doors” comprise the east and west sides of the hangars. The doors are broken into segments, and each segment generally consists of four panels of sixteen-light windows. Each segment is equipped with wheel mechanisms at the base that fit a curved track mounted on the concrete floor of the hangar. As a result, when the doors are opened, the segments roll inside the central portion of the hangar along the north and south walls. Above these doors is a band of twelve-light clerestory windows with metal sash that align vertically with the windows in the doors. Spanning between the two piers is a concrete, stepped parapet.

Today, Hangar 1 and Hangar 2 also possess subtle differences in their construction due to some limited alteration to each of them, such as the limited replacement of some glass panes in windows. It appears that some of the glass panes in the industrial windows on the north and south elevations have been replaced over the years as there is a variety of different glass types. Some glass panes are also missing. In addition, the concrete, square piers located at the four corners of each of the two buildings, which are sheathed in corrugated metal to resemble fluting, also appear to be an alteration. Furthermore, the concrete pads that both hangars sit upon are also known to be non-original replacements of the original concrete pads.

Both hangars also have non-original additions to them; however, these additions all occur on secondary elevations and they adjoin the hangars in an additive manner that permits the original hangar structures to still read as distinct entities. Both hangars have one-story additions attached to their south (side) elevations. These additions stretch the entire length (approximately 200 feet) of these elevations. The additions are rectangular in plan, and they serve as office space. The additions were added to each hangar sometime around 1968, and they appear to be replacements of similar additions that were affixed to each of these two hangars historically. Hangar 1 also has two additions located on its other side (north) elevation. One of the two additions is one story in height, and the other is two stories. The one-story addition is constructed of corrugated metal, while the two-story addition is constructed of concrete block. It appears that the two-story addition was constructed to simply abut the existing north elevation, leaving what was previously an exterior wall of sash windows on the north elevation of the hangar intact so that the addition is essentially reversible. However, the one-story addition cannot be considered completely reversible as when it was constructed, some panels of windows on the lower east corner of the south elevation were removed. However, this alteration of the hangar is relatively minor so that the structure, itself, remains largely intact.

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

Hangars 1 and 2, constructed in 1929, are associated with the early development of the Airport property and the context that follows: The Establishment and Operation of United Air Terminal (1929-1940). They each were evaluated as an example of the Hangar Property Type. Originally, Hangars 1 and 2 were

located on either side of the Terminal Building (Building 10). Despite their relocation to another area of the Airport property, Hangars 1 and 2 continue to retain a high level of integrity and therefore clearly convey the historical associations of early commercial air travel. There is no evidence that Hangars 1 and 2 are significantly associated with historic personages or events important to local, State, or national history; therefore, they don't meet Criteria Consideration B as a surviving property most importantly associated with a historic person or event. However, Hangars 1 and 2 do possess architectural value. They were designed and constructed by the Austin Company, a highly proficient construction firm specializing in the development of large-scale industrial complexes in the early twentieth century. Hangars 1 and 2 are excellent examples of late 1920s hangars, displaying innovation in their use of engineering technology. Notable architectural features of the hangars include the following: the use of steel trusses to provide greater light and space than would have been possible to achieve without them; the large Fenestra doors that work to enclose the large door openings located on the front and rear elevations of the hangars at times that planes do not need ready access to the interior space within them; the interior track that allows the large hangar doors to move around the space they enclose with ease; and the large span of metal, industrial clerestory windows located to both sides of the hangars that permit a large quantity of natural light to enter the interior space of the two buildings.

Therefore, Hangars 1 and 2 appear to meet the threshold of significance to be eligible for the National Register under Criterion C as excellent examples of late 1920s Hangars. Because the Hangars are significant primarily for their architectural value, they meet Criteria Consideration B for Moved Properties, as discussed above.

***B12. References (continued):**

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Widell, Cheryl E., State Historic Preservation Officer, State of California Office of Historic Preservation. "Burbank-Glendale-Pasadena Airport, National Register of Historic Place Eligibility Evaluation for the Lockheed Martin B-6 Site, Los Angeles County." Addressed to David Kessler, Environmental Protection Specialist, Planning Section, Federal Avenue Administration, Western-Pacific Region Airports Division. August 26, 1997. |

Page 1 of 6*Resource Name or #: (Assigned by recorder) Hangar 2

P1. Other Identifier: _____

*P2. Location: ☐ Not for Publication ☒ Unrestricted*a. County Los Angeles and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)*b. USGS 7.5' Quad Date T ; R ; ; of of of Sec ; B.M.c. Address 2627 Hollywood Way City Burbank Zip 92505d. UTM: (Give more than one for large and/or linear resources) Zone ; mE/ mN

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

APN: 2466-019-902

*P3a. **Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
Hangars 1 and 2 were constructed in 1929 of identical design and construction to one another. Today, both hangars still retain their character-defining features including a rectangular footprint that is approximately 200 feet by 125 feet, concrete foundations, steel hangar doors of the "slide around the corner type," slight gable roofs with a parapet extending above the roofline, and closed truss construction. The hangars are anchored by concrete, square piers located at the four corners of the building sheathed in corrugated metal to resemble fluting. The north and south (side) elevations of each hangar have steel sash industrial style windows.

[See Continuation Sheets]

*P3b. **Resource Attributes:** (List attributes and codes) HP39 (Other: Hangar)*P4. **Resources Present:**☐ Building ☒ Structure ☐ Object ☐ Site ☐ District ☐ Element of District☐ Other (Isolates, etc.)

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

P5b. Description of Photo: (view, date, accession #) East elevation of Hangar 2, view facing west*P6. **Date Constructed/Age and****Source:** ☒ Historic ☐ Prehistoric☐ Both1929/ESA*P7. **Owner and Address:**Burbank-Glendale-PasadenaAirport Authority2627 Hollywood WayBurbank, CA 915050*P8. **Recorded by:** (Name, affiliation, andaddress) Hanna WinzenriedESA626 Wilshire Blvd., Suite 1100Los Angeles, CA 90017*P9. **Date Recorded:** January, 2020*P10. **Survey Type:** (Describe)Intensive Pedestrian*P11. **Report Citation:** (Cite survey report and other sources, or enter "none.")ESA, Bob Hope "HollywoodBurbank" Airport TerminalReplacement Project, Burbank,California, Historical ResourcesAssessment, January, 2020.*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): _____

*Resource Name or # (Assigned by recorder) Hangar 2 *NRHP Status Code 3S; 3C
Page 2 of 6

B1. Historic Name: _____

B2. Common Name: _____

B3. Original Use: Airplane Hangar B4. Present Use: Airplane Hangar

*B5. Architectural Style: Industrial Vernacular

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

No original building permit for Hangar 2 could be found; only one relatively recent permit dating from the 1990s was located. However, a previous evaluation of the building identified the Austin Company as the builder of both Hangars 1 and 2 as part of the original United Airport in 1930. Moreover, historic aerial photographs show Hangar 2—in addition to Hangar 1—flanking the Terminal Building early in its history. As previously stated earlier in this report, neither Hangars 1 or 2 are in their original location on the Airport property. Documents do exist—and are on file with the Burbank-Glendale-Pasadena Airport Authority's facilities department—that reveal that Hangar 2 was relocated from its original position flanking the Terminal Building to a location to the west of the Terminal Building in 1967 (one year earlier than the relocation of Hangar 1). The relocation of Hangar 2 during this period is further confirmed by historic aerials dating from 1964 and 1972; the historic aerial photograph from 1964 shows the hangar's original placement on the site prior to relocation, while the historic aerial photograph from 1972 shows its placement on the site after its relocation. Subsequent to the relocation of Hangar 2, the building underwent one minor alteration, according to the available permit history. In July of 1967, new offices were added to the south elevation of Hangar 2. In 1990, a permit was issued to owner Burbank Glendale Pasadena Airport—with contractor Calderone Construction—for services regarding a patio roof at the entrance measuring 20' x 6' for \$1,500. No other alterations to the building are known.

*B7. Moved? ☐ No ☒ Yes ☐ Unknown Date: 1967 Original Location: Adjacent to the Terminal Building

*B8. Related Features:

B9a. Architect: _____ b. Builder: _____

*B10. Significance: Theme Early Development of the City of Burbank (1888-1933), The Establishment and Operation of United Air Terminal (1929-1949), Lockheed Aircraft's Ownership and Operation of the Airport Property (1940-1989) Area Burbank

Period of Significance 1929-1930 Property Type Airport Applicable Criteria B, C

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Because Hangars 1 and 2 were relocated on the Airport property and are being evaluated under the NRHP's Criteria Consideration B for Moved Properties, what follows in this section is not only a general discussion of the hangars significance but also a brief discussion of the manner in which Hangars 1 and 2 meet the criteria consideration.

[See Continuation Sheets]

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

*B12. References:

[See Continuation Sheets]

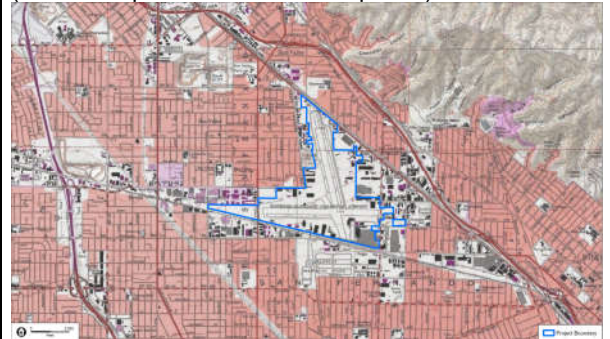
B13. Remarks:

*B14. Evaluator: Hanna Winzenried

*Date of Evaluation: January 2020

(This space reserved for official comments.)

(Sketch Map with north arrow required.)



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

The large steel multi-glass-paned sliding doors known as “Fenestra Airplane Hangar Doors” comprise the east and west sides of the hangars. The doors are broken into segments, and each segment generally consists of four panels of sixteen-light windows. Each segment is equipped with wheel mechanisms at the base that fit a curved track mounted on the concrete floor of the hangar. As a result, when the doors are opened, the segments roll inside the central portion of the hangar along the north and south walls. Above these doors is a band of twelve-light clerestory windows with metal sash that align vertically with the windows in the doors. Spanning between the two piers is a concrete, stepped parapet.

Today, Hangar 1 and Hangar 2 also possess subtle differences in their construction due to some limited alteration to each of them, such as the limited replacement of some glass panes in windows. It appears that some of the glass panes in the industrial windows on the north and south elevations have been replaced over the years as there is a variety of different glass types. Some glass panes are also missing. In addition, the concrete, square piers located at the four corners of each of the two buildings, which are sheathed in corrugated metal to resemble fluting, also appear to be an alteration. Furthermore, the concrete pads that both hangars sit upon are also known to be non-original replacements of the original concrete pads.

Both hangars also have non-original additions to them; however, these additions all occur on secondary elevations and they adjoin the hangars in an additive manner that permits the original hangar structures to still read as distinct entities. Both hangars have one-story additions attached to their south (side) elevations. These additions stretch the entire length (approximately 200 feet) of these elevations. The additions are rectangular in plan, and they serve as office space. The additions were added to each hangar sometime around 1968, and they appear to be replacements of similar additions that were affixed to each of these two hangars historically. Hangar 1 also has two additions located on its other side (north) elevation. One of the two additions is one story in height, and the other is two stories. The one-story addition is constructed of corrugated metal, while the two-story addition is constructed of concrete block. It appears that the two-story addition was constructed to simply abut the existing north elevation, leaving what was previously an exterior wall of sash windows on the north elevation of the hangar intact so that the addition is essentially reversible. However, the one-story addition cannot be considered completely reversible as when it was constructed, some panels of windows on the lower east corner of the south elevation were removed. However, this alteration of the hangar is relatively minor so that the structure, itself, remains largely intact.

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

Hangars 1 and 2, constructed in 1929, are associated with the early development of the Airport property and the context that follows: The Establishment and Operation of United Air Terminal (1929-1940). They each were evaluated as an example of the Hangar Property Type. Originally, Hangars 1 and 2 were

located on either side of the Terminal Building (Building 10). Despite their relocation to another area of the Airport property, Hangars 1 and 2 continue to retain a high level of integrity and therefore clearly convey the historical associations of early commercial air travel. There is no evidence that Hangars 1 and 2 are significantly associated with historic personages or events important to local, State, or national history; therefore, they don't meet Criteria Consideration B as a surviving property most importantly associated with a historic person or event. However, Hangars 1 and 2 do possess architectural value. They were designed and constructed by the Austin Company, a highly proficient construction firm specializing in the development of large-scale industrial complexes in the early twentieth century. Hangars 1 and 2 are excellent examples of late 1920s hangars, displaying innovation in their use of engineering technology. Notable architectural features of the hangars include the following: the use of steel trusses to provide greater light and space than would have been possible to achieve without them; the large Fenestra doors that work to enclose the large door openings located on the front and rear elevations of the hangars at times that planes do not need ready access to the interior space within them; the interior track that allows the large hangar doors to move around the space they enclose with ease; and the large span of metal, industrial clerestory windows located to both sides of the hangars that permit a large quantity of natural light to enter the interior space of the two buildings.

Therefore, Hangars 1 and 2 appear to meet the threshold of significance to be eligible for the National Register under Criterion C as excellent examples of late 1920s Hangars. Because the Hangars are significant primarily for their architectural value, they meet Criteria Consideration B for Moved Properties, as discussed above.

***B12. References (continued):**

Aaron, Jayne. Historical and Architectural Overview of Aircraft Hangars of the Reserves and National Guard Installations from World War I through the Cold War. Prepared for the Department of Defense Legacy Resource Management Program. June 2011.

Allen, Richard Sanders. Revolution of the Sky. Brattleboro, VT: The Stephen Greene Press, 1964.

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Eggebeen, Janna. Airport Age: Architecture and Modernity in America, Dissertation Submitted to the Graduate faculty in Art History, The City University of New York. 2007, <https://books.google.com/books?id=ivDDT3nI8NwC&pg=PA23&dq=hangar+design+and+albert+kahn&hl=en&sa=X&ved=0ahUKEwi9-fCoh-vKAhVDy2MKHSYbAE4Q6AEIMTAC#v=onepage&q=hangar%20design%20and%20albert%20kahn&f=false>, accessed February 9, 2016.

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"Fire Fails to Slow Planning." Los Angeles Times. February 15, 1966.

Galvin Preservation Associates. City of Burbank: Citywide Historic Context Report. Prepared for the Burbank Heritage Commission and City of Burbank Planning Division. September 2009.

Jordan, Stacey C., Ph.D., Environmental Science Associates and Mooney & Associates. Historic Properties Inventory and Evaluation for the Burbank-Glendale-Pasadena Airport, Burbank, California. Submitted to Burbank-Glendale-Pasadena Airport Authority. October 2002.

Kessler, David B., AICP, and Edward L. Melisky, Federal Aviation Administration. "U.S. Department of Transportation Federal Aviation Administration "No Eligibility Determination" regarding the Lockheed-Martin B-6 Site for inclusion in the National Register of Historic Places." August 1997.

Los Angeles Public Library Photo Collection

Mayers, Jackson. Burbank History. Burbank, CA: Soldado Publishing Company, 1974.

McAlester, Virginia and Lee. A Field Guide to American Houses. Alfred A. Knopf, Inc., 1985.

Miller, Jay. Lockheed Martin's Skunk Works. Arlington, TX: Aerofax, Inc. 1993.

National Park Service. National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation. Washington DC: U.S. Dept. of the Interior, National Park Service, Interagency Resources Division, 1990, rev. 1991.

National Park Service. National Register Bulletin 16: Guidelines for Completing National Register Forms. Washington, D.C.: U.S. Dept. of the Interior, National Park Service, 1986.

National Register Bulletin 43: Guidelines for Evaluating and Documenting Historic Aviation Properties, 22-23, <http://www.nps.gov/nr/publications/bulletins/pdfs/nrb43.pdf>.

Preservation Brief 17: Architectural Character: Identifying the Visual Aspects of Historic Buildings as an Aid to Preserving their Character <http://www.nps.gov/tps/how-to-preserve/briefs/17-architectural-character.htm>(accessed January 27, 2016).

National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation, 44-45, <http://www.nps.gov/nr/publications/bulletins/pdfs/nrb15.pdf>, accessed July 7, 2013. 46.

Pace, Steve. Lockheed Skunk Works. Osceola, WI: Motorbooks International Publishers & Wholesalers, 1992.

Perry, E. Caswell. Burbank: An Illustrated History. Northridge, CA: Windsor Publications, Inc., 1987.

"Persistence Gains Honor." The Times. September 23, 1985.

Sanborn Fire Insurance Maps, City of Los Angeles, 1921, 1950, 1955.

Schonauer, Erin K. and Jamie C. Images of America: Early Burbank. Charleston, SC: Arcadia Publishing, 2014.

State CEQA Guidelines, 14 CCR Section 15064.5(a).

"United Airport Bespeaks Aviation's Progress." Airports. July 1930.

"The United Airport at Burbank, California." Airway Age. July 1930.

SurveyLA Historic Context Outline and Summary Tables: Aviation and Aerospace, 1911-1989, <http://www.preservation.lacity.org/files/Industrial%20Development%2C%201850-1980.pdf>, accessed January 27, 2015.

Trojan, David, "Building a World War One Aerodome," American Aviators of World WWI, <http://www.usaww1.com/USAS-Aerodromes-Payne-Field.php4>, accessed February 8, 2016.

Widell, Cheryl E., State Historic Preservation Officer, State of California Office of Historic Preservation. "Burbank-Glendale-Pasadena Airport, National Register of Historic Place Eligibility Evaluation for the Lockheed Martin B-6 Site, Los Angeles County." Addressed to David Kessler, Environmental Protection Specialist, Planning Section, Federal Avenue Administration, Western-Pacific Region Airports Division. August 26, 1997. |

Page 1 of 6*Resource Name or #: (Assigned by recorder) Building 3

P1. Other Identifier: _____

*P2. Location: ☐ Not for Publication ☒ Unrestricted*a. County Los Angeles and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)*b. USGS 7.5' Quad Date T ; R ; of of Sec ; B.M.c. Address 2627 Hollywood Way City Burbank Zip 92505d. UTM: (Give more than one for large and/or linear resources) Zone , mE/ mN

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

APN: 2466-019-902

*P3a. **Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries) When Hangar 3—a long, rectangular hangar—was constructed in 1941, the present two-story Building 3 was appended to its rear (south) elevation. At this time, it extended slightly beyond the hangar's side (east and west) elevations. However, in its current form, Building 3 does not represent its historical appearance. Hangar 3 was demolished circa 2004, and as a result of its removal, it appears that the north (rear) elevation of Building 3 has been infilled with concrete. [See Continuation Sheets]

*P3b. **Resource Attributes:** (List attributes and codes) HP8 (Industrial Building)

*P4. Resources Present:

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

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



P5b. Description of Photo: (view, date, accession #) North (rear) and west (side) elevation of Building 2, view facing southeast

*P6. **Date Constructed/Age and Source:** ☒ Historic ☐ Prehistoric
☐ Both

1941/ESA

*P7. **Owner and Address:**
Burbank-Glendale-Pasadena
Airport Authority
2627 Hollywood Way
Burbank, CA 915050

*P8. **Recorded by:** (Name, affiliation, and address) Hanna Winzenried
ESA

626 Wilshire Blvd., Suite 1100
Los Angeles, CA 90017

*P9. **Date Recorded:** January, 2020*P10. **Survey Type:** (Describe)Intensive Pedestrian

*P11. **Report Citation:** (Cite survey report and other sources, or enter "none.")
ESA, Bob Hope "Hollywood
Burbank" Airport Terminal

Replacement Project, Burbank, California, Historical Resources Assessment, January, 2020.

*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): _____

*Resource Name or # (Assigned by recorder) Building 3 *NRHP Status Code 6Z
Page 2 of 6

B1. Historic Name: _____

B2. Common Name: _____

B3. Original Use: Appendage to Airplane Hangar B4. Present Use: _____

*B5. Architectural Style: Industrial Vernacular

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

The California State Architect designed and built Building 3 for the National Guard in 1941. The building originally had a hangar attached to it. No permits were discovered that document alterations to Building 3; however, a careful study of historic aerials reveals that Building 3 once had a much larger footprint than it does today. However, this building footprint was substantially reduced in 2004 when the hangar portion of the building (on the north side of the current building) was demolished.

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

*B8. Related Features:

B9a. Architect: _____ b. Builder: _____

*B10. Significance: Theme Early Development of the City of Burbank (1888-1933), The Establishment and Operation of United Air Terminal (1929-1949), Lockheed Aircraft's Ownership and Operation of the Airport Property (1940-1989) Area Burbank

Period of Significance 1941 Property Type Airport Applicable Criteria _____

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

A previous evaluation from 2002 recommended Building 3 ineligible under any of the National Register criteria.¹ At the time of this evaluation, the hangar attached to Building 3 was extant. ESA agrees with the recommendations provided in the previous evaluation. Based on our evaluation, Building 3 is substantially altered due to the removal of a hangar once attached to its north elevation and does not retain integrity, as described above. **Due to extensive alterations, Building 3 no longer retains enough integrity to convey its historical significance, and it is not found individually eligible to the National Register. Furthermore, Building 3 appears ineligible to the National Register as a contributor to a potential historic district.**

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

*B12. References:

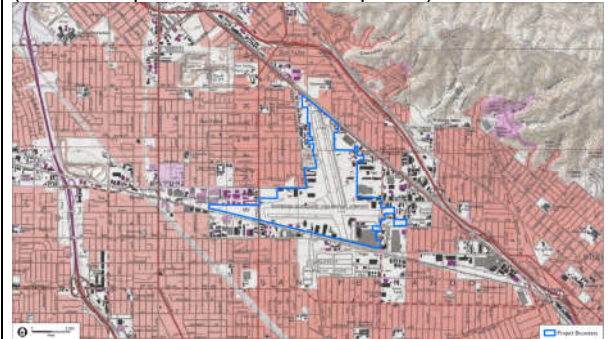
[See Continuation Sheets]

B13. Remarks:

*B14. Evaluator: Hanna Winzenried

*Date of Evaluation: January 2020

(Sketch Map with north arrow required.)



(This space reserved for official comments.)

¹ Stacey C. Jordan, Historic Property Inventory and Evaluation for the Burbank-Glendale- Pasadena Airport, Burbank California. Prepared by Mooney & Associates (2002).

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

In its present condition, Building 3 is a utilitarian, two-story concrete building with a rectangular footprint, concrete foundation, reinforced concrete walls with a board form finish, and flat roof with a short parapet. Raised concrete bands encircle the building at locations above and below the first and second floor window openings and at the roof-line with the exception of the altered north elevation. Overall, the windows are a mixture of original and replaced windows, with the multi-pane metal sash industrial style windows dating from the initial construction.

The east elevation is characterized by two rows of single and triple industrial style metal sash windows. Located at the north and south ends of the east elevation are triple industrial style metal sash windows that wrap around to the north and south elevations (alteration, the window panes of one first-floor window were replaced with AC equipment). A single-door entrance with transom windows (alteration, both appear replaced) is located on the second floor. A metal stairway attached to the east elevation leads to the second-floor entrance. Beneath the second-story window to the immediate north of the entrance, the exterior concrete has been patched.

The west elevation has four single-pane fixed windows (alteration, appears to be replacements) and a tall multi-light metal sash industrial style window centered over an oversized garage door opening (alteration, the metal door appears to be a replacement). The primary entrance into the building is centered on the west elevation and consists of glass double doors (alteration). A concrete pathway lined with metal railings (alteration) leads up to the entrance shielded by a wood cover supported by four wood posts (alteration).

The north elevation is a combination of openings of various sizes and windows and doors of various types resulting from the removal of the hangar once attached to this elevation. While the other elevations are board-formed concrete, this elevation is finished with smooth concrete. Along the first floor are single and double door openings (alteration, doors replaced) and a large oversized opening. The second- floor has four multi-pane metal sash windows and one single-pane fixed window (alteration). On the second floor are two single doors, accessed by a metal spiral staircase and a long concrete balcony. Because of dense vegetation and a fence, the south elevation was obscured. ESA did not survey the interior of Building 3.

***B12. References (continued):**

Aaron, Jayne. Historical and Architectural Overview of Aircraft Hangars of the Reserves and National Guard Installations from World War I through the Cold War. Prepared for the Department of Defense Legacy Resource Management Program. June 2011.

Allen, Richard Sanders. Revolution of the Sky. Brattleboro, VT: The Stephen Greene Press, 1964.

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Eggebeen, Janna. Airport Age: Architecture and Modernity in America, Dissertation Submitted to the Graduate faculty in Art History, The City University of New York. 2007, <https://books.google.com/books?id=ivDDT3nI8NwC&pg=PA23&dq=hangar+design+and+albert+kahn&hl=en&sa=X&ved=0ahUKEwi9-fCoh-vKAhVDy2MKHSYbAE4Q6AEIMTAC#v=onepage&q=hangar%20design%20and%20albert%20kahn&f=false>, accessed February 9, 2016.

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Mayers, Jackson. Burbank History. Burbank, CA: Soldado Publishing Company, 1974.

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National Park Service. National Register Bulletin 16: Guidelines for Completing National Register Forms. Washington, D.C.: U.S. Dept. of the Interior, National Park Service, 1986.

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Preservation Brief 17: Architectural Character: Identifying the Visual Aspects of Historic Buildings as an Aid to Preserving their Character <http://www.nps.gov/tps/how-to-preserve/briefs/17-architectural-character.htm>(accessed January 27, 2016).

National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation, 44-45, <http://www.nps.gov/nr/publications/bulletins/pdfs/nrb15.pdf>, accessed July 7, 2013. 46.

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Trojan, David, "Building a World War One Aerodome," American Aviators of World WWI, <http://www.usaww1.com/USAS-Aerodromes-Payne-Field.php4>, accessed February 8, 2016.

Widell, Cheryl E., State Historic Preservation Officer, State of California Office of Historic Preservation. "Burbank-Glendale-Pasadena Airport, National Register of Historic Place Eligibility Evaluation for

the Lockheed Martin B-6 Site, Los Angeles County.” Addressed to David Kessler, Environmental Protection Specialist, Planning Section, Federal Avenue Administration, Western-Pacific Region Airports Division. August 26, 1997. |

*Resource Name or # (Assigned by recorder) Terminal Building (Building 10) *NRHP Status Code 6Z
Page 2 of 6

B1. Historic Name: _____

B2. Common Name: _____

B3. Original Use: Airport Terminal B4. Present Use: Airport Terminal

*B5. Architectural Style: Originally Spanish Colonial Revival/Art Deco, now Modern

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

Research results, as detailed below, found that although the existing Terminal Building is in the same location as the original 1929 terminal and has a similar footprint and overall form and massing, the existing Terminal Building is substantially changed from the original as a result of extensive remodeling and alterations over the course of its ninety-year history so that it no longer retains integrity to convey its significance in the history of early commercial air travel in order to be eligible for the National Register of Historic Places (National Register) as an individual resource. Extensive remodeling during the 1950s changed the original Terminal Building's style from Spanish Colonial Revival to Modern. Substantial fire damage in 1966 destroyed the control tower and second floor; after the fire, the Terminal Building was substantially reconstructed, and many later alterations have since been completed. As a result, the existing Terminal Building does not retain any integrity from its original construction and is not eligible for the National Register as an individual resource.

[See Continuation Sheets]

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

*B8. Related Features:

B9a. Architect: _____ b. Builder: Austin Company of California

*B10. Significance: Theme Early Development of the City of Burbank (1888-1933), The Establishment and Operation of United Air Terminal (1929-1949), Lockheed Aircraft's Ownership and Operation of the Airport Property (1940-1989) Area Burbank

Period of Significance 1929-1950 Property Type Airport Applicable Criteria _____

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

While the Terminal Building was evaluated for its potential significance for its association with early commercial air travel, ESA found that it no longer conveys its significant historical association due to substantial changes to the building through remodeling, partial demolition by fire, substantial reconstruction after the fire, and later remodeling and alterations that have resulted in its current lack of integrity of design, workmanship, materials, feeling, and setting. There is no evidence that the building is significantly associated with historic personages important to local, state, or national history. Furthermore, the Terminal Building does not appear to be an excellent example of a particular type or style of architecture. The original Spanish Colonial Revival-style in which it was built has been significantly altered through remodeling, reconstruction and alterations so that the building no longer retains any integrity from its original construction. The Terminal Building was previously evaluated in 1987, and at this time, it was found ineligible for historic designation because it was found to lack its original design integrity. ESA concurs with this previous determination. Based upon ESA's own evaluation of the Terminal Building, it is not found to be individually eligible to the National Register under any of the applicable criteria. Furthermore, the Terminal Building does not retain sufficient integrity for consideration as a contributor to a potential district eligible to the National Register.

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

*B12. References:

[See Continuation Sheets]

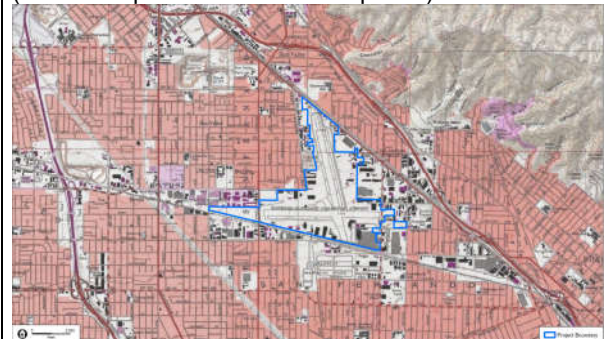
B13. Remarks:

*B14. Evaluator: Hanna Winzenried

*Date of Evaluation: January 2020

(This space reserved for official comments.)

(Sketch Map with north arrow required.)



Page 1 of 6 *Resource Name or #: (Assigned by recorder) Terminal Building (Building 10)

P1. Other Identifier: _____

*P2. Location: ☐ Not for Publication ☒ Unrestricted*a. County Los Angeles and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)*b. USGS 7.5' Quad Date T ; R ; ; of of of Sec ; B.M.c. Address 2627 Hollywood Way City Burbank Zip 92505d. UTM: (Give more than one for large and/or linear resources) Zone ; mE/ mN

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

APN: 2466-011-902

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The original Spanish Colonial Revival and Art Deco terminal was built in 1929. However, it was remodeled to have a modern appearance sometime prior to the 1950s, which dramatically changed its style from the original design. The second floor of the building and the control tower was substantially damaged by a fire in 1966. Subsequently, the damaged portions of the building—the second floor and Airport Traffic Control Tower—were reconstructed, and the first floor also would have had to be reconstructed. In the intervening years since the fire, the building has been substantially remodeled once again to a more contemporary appearance and further altered so that it no longer resembles either its original architectural style or its remodeled pre-fire appearance.

[See Continuation Sheets]

*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.)

P5b. Description of Photo: (view, date, accession #) Southwest elevation of the Terminal Building, view facing west

*P6. Date Constructed/Age and Source: ☒ Historic ☐ Prehistoric
☐ Both

1929/ESA

*P7. Owner and Address:

Burbank-Glendale-PasadenaAirport Authority2627 Hollywood WayBurbank, CA 915050

*P8. Recorded by: (Name, affiliation, and address) Hanna Winzenried
ESA

626 Wilshire Blvd., Suite 1100
Los Angeles, CA 90017

*P9. Date Recorded: January, 2020

*P10. Survey Type: (Describe)

Intensive Pedestrian

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

ESA, Bob Hope "Hollywood
Burbank" Airport Terminal
Replacement Project, Burbank,

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



California, Historical Resources Assessment, January, 2020.

*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): _____

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

The Terminal Building still has its original arced footprint and a similar overall massing, however, it does not retain any integrity from its original construction due to its remodeling, reconstruction and alterations. Two wings, one to the south and one to the east, extend from a centrally located tower. In 1956, Building 9 was constructed and attached to the Terminal Building's east end. In 1974, the PSA Concourse (Building 11) was built and attached to the south end of the Terminal Building. The primary entrance to the Terminal Building is located at the base of the tower and consists of automatic sliding glass doors (alteration). A flat roofed awning extends from the building and reads "Terminal A" (alteration). The Terminal Building is clad in stucco siding and features rows of fixed plate glass windows on the second floor (alterations). The rear of the building features the same basic architectural vocabulary as the front of the building in terms of materials and finishes, but it is much more utilitarian in character. The interior of the building has been subject to numerous tenant improvements projects over the years so that very little in the way of interior finishes or fixed furnishings, such as airport seating, appears to be original.

***B6. Construction History (continued):**

The original Terminal Building was built in 1929 for owner United Airport by the contractor The Austin Company of California at a cost of \$60,000. However, despite this detailed information about the building's original construction, the subsequent evolution of the building over time is not very well documented through its permit history. As stated earlier, more than 3000 pages of permits are available for the Airport property at the City of Burbank; however, the available permit history for the Terminal Building is extremely limited up until the 1980s, when it becomes much more robust. As is shown in the table below, only three permit records exist for the thirty-year period of time spanning from the building's original construction in 1929 until 1959.

Here, it important to note that there were no permits on file for the Terminal Building between 1945 and 1959, which appears to likely be the period of time in which the building was extensively remodeled to update the style of the building to a modern appearance. However, according to the limited permit records for the building that do exist, by 1939, only ten years after the building's original construction, the building was already subject to some alteration. In that year, architect/engineer H. L. Fogerty designed an addition to the Terminal Building at a cost of \$3,700. In 1945, additional offices were added to and existing partitions removed from what was now being called the Lockheed Air Terminal; these modifications cost a total of \$15,000, and the architect/engineer for them was Charles Stickney working in conjunction with contractor Reginold Vestey. Despite the lack of any permit to document the alteration, historic plans on file with the Burbank-Glendale-Pasadena Airport Authority's facilities department show the construction of Building 9 attached to the east end of the Terminal Building in 1956. The fact that a building was constructed during this time—for which no permits exist at the City—strongly suggests that the permit history of the airport property is far from complete. However, the

available photographic evidence for the building paints a more complete picture of the building's construction history.

As based upon photographic evidence, the Terminal Building retained its original Spanish Colonial Revival appearance until at least 1937. A dated photograph—as available from the Los Angeles Public Library—reveals that by at least 1958, the Terminal Building had undergone a substantial modernization project that radically altered its original appearance and changed its architectural style, despite a lack of permits documenting substantial alterations to the building. An undated photograph—also very likely dating to the 1950s as based upon the car models shown in the foreground—shows the remodeled Terminal Building during this decade as does a dated photograph from 1961 that provides a view of the remodeled Terminal Building from above. Based upon this photographic documentation, it is quite clear that the building was substantially altered from its original appearance sometime between 1937 and 1958.

***B12. References (continued):**

Aaron, Jayne. Historical and Architectural Overview of Aircraft Hangars of the Reserves and National Guard Installations from World War I through the Cold War. Prepared for the Department of Defense Legacy Resource Management Program. June 2011.

Allen, Richard Sanders. *Revolution of the Sky*. Brattleboro, VT: The Stephen Greene Press, 1964.

The Austin Company. *From Plans to Pour: The Austin Method*. 1925.

“The Austin Company History.” The Austin Company. <http://www.theaustin.com/austin-company-history>, accessed August 28, 2015.

California Code of Regulations, California Register of Historical Resources (Title 14, Chapter 11.5), Section 4852(c).

California Public Resources Code, Section 21084.1, and Section 5024.1.

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vKAhVDy2MKHSYbAE4Q6AEIMTAC#v=onepage&q=hangar%20design%20and%20albert%20kahn
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the Lockheed Martin B-6 Site, Los Angeles County." Addressed to David Kessler, Environmental
Protection Specialist, Planning Section, Federal Avenue Administration, Western-Pacific Region
Airports Division. August 26, 1997. |

Page 1 of 5*Resource Name or #: (Assigned by recorder) Hangar 34

P1. Other Identifier: _____

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

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad Date T ; R ; ☐ of ☐ of Sec ; B.M.c. Address 2627 Hollywood Way City Burbank Zip 92505d. UTM: (Give more than one for large and/or linear resources) Zone , mE/ mN

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

APN: 2466-011-902

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Located across the airfield from Hangars 4 and 5 and Hangars 6, 7 and 7A, Hangars 34 and 35 are also examples of Quonset style Hangars exhibiting open two hinge truss construction. Hangar 34 (west) and Hangar 35 (east) are both of identical design, construction and materials connected at their side elevations by two hyphens. The hangars have concrete foundations, are sheathed with corrugated metal sheeting, and covered by round arched roofs. Located on the north and south elevations of both Hangars 34 and 35 are oversize outrigger doors divided into twelve equal sections, stepped to slide into the side door pockets that extend past the arched roof. There are single-doors centered on these door pockets. Extending the length of the oversize opening is a narrow, corrugated metal, sloped roof overhang attached to the primary Quonset structure. At the center of the arch on the north and south elevations there is an adjustable door to accommodate the tailgate of the plane. In the interior of the hangars, the open two hinge truss construction is apparent and is the primary feature of the open spaces. [See Continuation Sheets]

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

*P3b. Resource Attributes: (List attributes and codes) HP39 (Other: Hangar)

*P4. Resources Present:

☐ Building ☒ Structure ☐ Object
☐ Site ☐ District ☐ Element of District
☐ Other (Isolates, etc.)
P5b. Description of Photo: (view, date, accession #) South elevation ofHangar 34, view facing northwest*P6. Date Constructed/Age and Source: ☒ Historic ☐ Prehistoric☐ Both1952/ESA

*P7. Owner and Address:

Burbank-Glendale-PasadenaAirport Authority2627 Hollywood WayBurbank, CA 915050*P8. Recorded by: (Name, affiliation, and address) Hanna WinzenriedESA626 Wilshire Blvd., Suite 1100Los Angeles, CA 90017*P9. Date Recorded: January, 2020

*P10. Survey Type: (Describe)

Intensive Pedestrian

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

ESA, Bob Hope "Hollywood Burbank" Airport Terminal Replacement Project, Burbank, California, Historical Resources
Assessment, January, 2020.
*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): _____

*Resource Name or # (Assigned by recorder) Hangar 34 *NRHP Status Code 6Z
 Page 2 of 5

B1. Historic Name: _____

B2. Common Name: _____

B3. Original Use: Airplane Hangar B4. Present Use: Airplane Hangar

*B5. Architectural Style: Industrial Vernacular

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

Although no original building permit for Hangar 34 was found, historic aerials from 1952 show the building in its current location. Original building plans for Hangar 34 could not be located; however, plans for neighboring Hangar 35—dated September 30, 1950—indicate that Hangar 34 had been constructed by that time. Two recent permits for the hangar were located, that show that the hangar has been subject to extensive remodeling in the last decade. In 2011, contractor Tredick Brothers Demolition and Recycling Inc. demolished 5,500 square feet of office partitions for the Burbank Glendale Pasadena Airport Authority at a cost of \$15,000. In 2012 architect/engineer John Bruce Camino and contractor Bara Infoware carried out office tenant improvements within the hangar for the Bob Hope Airport at a cost of \$1.2M.

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

*B8. Related Features:

B9a. Architect: _____ b. Builder: _____

*B10. Significance: Theme Early Development of the City of Burbank (1888-1933), The Establishment and Operation of United Air Terminal (1929-1949), Lockheed Aircraft's Ownership and Operation of the Airport Property (1940-1989) Area Burbank

Period of Significance 1952 Property Type Airport Applicable Criteria _____

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Hangars 34 and 35 were constructed in approximately 1952. Therefore, these Hangars were evaluated under the historic context that follows: Lockheed Aircraft's Ownership and Occupancy of the Airport Property (1940 -1989). They were evaluated as an example of World War II and Cold War Era Airplane Hangars as previously described under the Airplane Hangar Building Type. Due to their late construction in 1952, Hangars 34 and 35 were constructed approximately seven years after the end of WWII. As such, Hangars 34 and 35 do not appear to have direct significance tied to events associated with WWII, or Lockheed Aircraft design and production. The original use of Hangars 34 and 35 are unknown and were most likely built as aircraft storage facilities. Additionally, there is no evidence that Hangars 34 and 35 are significantly associated with historic personages important to local, State, or national history. Furthermore, Hangars 34 and 35 do not appear to be an excellent example of a pre-fabricated steel Quonset hut style hangar. Hangars of this type were ubiquitous during the 1940s, especially on military facilities, and their construction persists to the present day. Moreover, Hangars 34 and 35 do not appear to be custom designed to accommodate a particular function or specific airplane model nor do they appear to be designed by a master architect, engineer, or contractor. Based on our evaluation, Hangars 34 and 35 do not appear eligible to the National Register as individually-eligible buildings. Furthermore, Hangars 34 and 35 appear ineligible to the National Register as contributors to a potential historic district.

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

*B12. References:

[See Continuation Sheets]

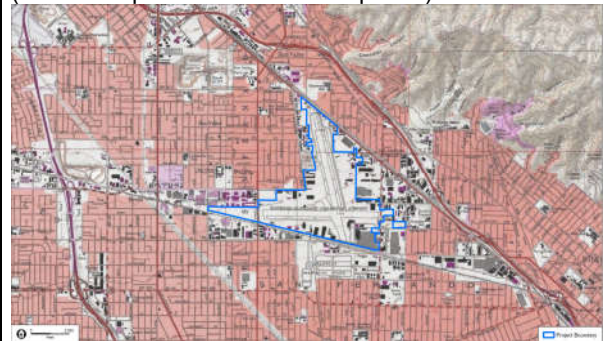
B13. Remarks:

*B14. Evaluator: Hanna Winzenried

*Date of Evaluation: January 2020

(This space reserved for official comments.)

(Sketch Map with north arrow required.)



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

Located beside the west elevation of Hangar 34 is a small one-story concrete building that appears to be used for maintenance or storage. The south elevation has two eight-light metal frame windows, one single-door (alteration, door replaced) and an attached metal cover (alteration). The west elevation has barn-style metal corrugated doors and two eight-light metal frame windows (alteration, it appears one window opening has been infilled). The east elevation and rear (north) elevations were obscured from view.

***B12. References (continued):**

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National Register Bulletin 43: Guidelines for Evaluating and Documenting Historic Aviation Properties, 22-23, <http://www.nps.gov/nr/publications/bulletins/pdfs/nrb43.pdf>.

Preservation Brief 17: Architectural Character: Identifying the Visual Aspects of Historic Buildings as an Aid to Preserving their Character <http://www.nps.gov/tps/how-to-preserve/briefs/17-architectural-character.htm>(accessed January 27, 2016).

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"Persistence Gains Honor." The Times. September 23, 1985.

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Schonauer, Erin K. and Jamie C. Images of America: Early Burbank. Charleston, SC: Arcadia Publishing, 2014.

State CEQA Guidelines, 14 CCR Section 15064.5(a).

"United Airport Bespeaks Aviation's Progress." Airports. July 1930.

"The United Airport at Burbank, California." Airway Age. July 1930.

SurveyLA Historic Context Outline and Summary Tables: Aviation and Aerospace, 1911-1989,
<http://www.preservation.lacity.org/files/Industrial%20Development%2C%201850-1980.pdf>,
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<http://www.usaww1.com/USAS-Aerodromes-Payne-Field.php4>, accessed February 8, 2016.

Widell, Cheryl E., State Historic Preservation Officer, State of California Office of Historic Preservation.
"Burbank-Glendale-Pasadena Airport, National Register of Historic Place Eligibility Evaluation for
the Lockheed Martin B-6 Site, Los Angeles County." Addressed to David Kessler, Environmental
Protection Specialist, Planning Section, Federal Avenue Administration, Western-Pacific Region
Airports Division. August 26, 1997. |

Page 1 of 5*Resource Name or #: (Assigned by recorder) Hangar 35

P1. Other Identifier: _____

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

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad Date T ; R ; ☐ of ☐ of Sec ; B.M.c. Address 2627 Hollywood Way City Burbank Zip 92505d. UTM: (Give more than one for large and/or linear resources) Zone , mE/ mN

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

APN: 2466-011-902

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Located across the airfield from Hangars 4 and 5 and Hangars 6, 7 and 7A, Hangars 34 and 35 are also examples of Quonset style Hangars exhibiting open two hinge truss construction. Hangar 34 (west) and Hangar 35 (east) are both of identical design, construction and materials connected at their side elevations by two hyphens. The Hangars have concrete foundations, are sheathed with corrugated metal sheeting, and covered by round arched roofs. Located on the north and south elevations of both Hangars 34 and 35 are oversize outrigger doors divided into twelve equal sections, stepped to slide into the side door pockets that extend past the arched roof. There are single-doors centered on these door pockets. Extending the length of the oversize opening is a narrow, corrugated metal, sloped roof overhang attached to the primary Quonset structure. At the center of the arch on the north and south elevations there is an adjustable door to accommodate the tailgate of the plane. In the interior of the hangars, the open two hinge truss construction is apparent and is the primary feature of the open spaces. [See Continuation Sheets]

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

*P3b. Resource Attributes: (List attributes and codes) HP39 (Other: Hangar)

*P4. Resources Present:

☐ Building ☒ Structure ☐ Object
☐ Site ☐ District ☐ Element of District
☐ Other (Isolates, etc.)
P5b. Description of Photo: (view, date, accession #) South elevation ofHangars 35 and 35, view north*P6. Date Constructed/Age and Source: ☒ Historic ☐ Prehistoric☐ Both1952/ESA

*P7. Owner and Address:

Burbank-Glendale-PasadenaAirport Authority2627 Hollywood WayBurbank, CA 915050*P8. Recorded by: (Name, affiliation, and address) Hanna WinzenriedESA626 Wilshire Blvd., Suite 1100Los Angeles, CA 90017*P9. Date Recorded: January, 2020

*P10. Survey Type: (Describe)

Intensive Pedestrian

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

ESA, Bob Hope "Hollywood Burbank" Airport Terminal Replacement Project, Burbank, California, Historical Resources Assessment, January, 2020.
*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): _____

*Resource Name or # (Assigned by recorder) Hangar 35 *NRHP Status Code 6Z
Page 2 of 5

B1. Historic Name: _____

B2. Common Name: _____

B3. Original Use: Airplane Hangar B4. Present Use: Airplane Hangar

*B5. Architectural Style: Industrial Vernacular

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

Although no original building permit for Hangar 35 was found, historic aerials from 1952 show the building in its current location. Original building plans for Hangar 35 archived by the Burbank-Glendale-Pasadena Airport Authority's facilities department show a date of September 30, 1950. In 1991, architect/engineer Charles Walton and Associates with contractor Emma Corporation built a temporary fire/rescue facility for \$130,000 for the BGP Airport Authority. A recent permit history is available for the hangar, which shows that it has been subject to large remodeling projects totaling more than \$250,000. In 2011, contractor US Dash Construction provided tenant improvements for the existing airport fire station trailer for Bob Hope Airport at a cost of \$117,000. Two permits were issued in April 2012. On April 10, a permit was issued to owner Bob Hope Airport allowing J. Evans Construction to replace missing/damaged rod bracings at a cost of \$7,562. On April 16, a permit was issued to Ameriflight allowing contractor Horner Construction to remodel a non-bearing partition(s) at a cost of \$15,000.

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

*B8. Related Features:

B9a. Architect: _____ b. Builder: _____

*B10. Significance: Theme Early Development of the City of Burbank (1888-1933), The Establishment and Operation of United Air Terminal (1929-1949), Lockheed Aircraft's Ownership and Operation of the Airport Property (1940-1989) Area Burbank

Period of Significance 1952 Property Type Airport Applicable Criteria _____

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Hangars 34 and 35 were constructed in approximately 1952. Therefore, these Hangars were evaluated under the historic context that follows: Lockheed Aircraft's Ownership and Occupancy of the Airport Property (1940 -1989). They were evaluated as an example of World War II and Cold War Era Airplane Hangars as previously described under the Airplane Hangar Building Type. Due to their late construction in 1952, Hangars 34 and 35 were constructed approximately seven years after the end of WWII. As such, Hangars 34 and 35 do not appear to have direct significance tied to events associated with WWII, or Lockheed Aircraft design and production. The original use of Hangars 34 and 35 are unknown and were most likely built as aircraft storage facilities. Additionally, there is no evidence that Hangars 34 and 35 are significantly associated with historic personages important to local, State, or national history. Furthermore, Hangars 34 and 35 do not appear to be an excellent example of a pre-fabricated steel Quonset hut style hangar. Hangars of this type were ubiquitous during the 1940s, especially on military facilities, and their construction persists to the present day. Moreover, Hangars 34 and 35 do not appear to be custom designed to accommodate a particular function or specific airplane model nor do they appear to be designed by a master architect, engineer, or contractor. Based on our evaluation, Hangars 34 and 35 do not appear eligible to the National Register as individually-eligible buildings. Furthermore, Hangars 34 and 35 appear ineligible to the National Register as contributors to a potential historic district.

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

*B12. References:

[See Continuation Sheets]

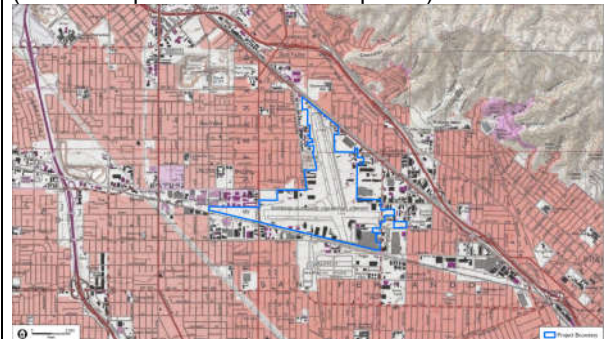
B13. Remarks:

*B14. Evaluator: Hanna Winzenried

*Date of Evaluation: January 2020

(This space reserved for official comments.)

(Sketch Map with north arrow required.)



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

Located beside the west elevation of Hangar 34 is a small one-story concrete building that appears to be used for maintenance or storage. The south elevation has two eight-light metal frame windows, one single-door (alteration, door replaced) and an attached metal cover (alteration). The west elevation has barn-style metal corrugated doors and two eight-light metal frame windows (alteration, it appears one window opening has been infilled). The east elevation and rear (north) elevations were obscured from view.

***B12. References (continued):**

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<http://www.preservation.lacity.org/files/Industrial%20Development%2C%201850-1980.pdf>,
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"Burbank-Glendale-Pasadena Airport, National Register of Historic Place Eligibility Evaluation for
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Airports Division. August 26, 1997. |

Appendix D

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**DEPARTMENT OF PARKS AND RECREATION
OFFICE OF HISTORIC PRESERVATION**

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March 19, 2019

Reply In Reference to: FAA_2019_0226_001

Dee Phan
Environmental Protection Specialist
Federal Aviation Agency
Western Pacific Region, Airports Division
Los Angeles Airports District Office
777 S. Aviation Boulevard, Suite 150
El Segundo, CA 90245

RE: Area of Potential Effects for Proposed Replacement Terminal Project, Bob Hope International Airport, Burbank, California

Dear Ms. Phan:

The Burbank-Glendale-Pasadena Airport Authority (Airport Sponsor), in coordination with the Federal Aviation Administration (FAA), is consulting with the California State Historic Preservation Officer (SHPO). The Airport Sponsor and the FAA do so in order to comply with Section 106 of the National Historic Preservation Act of 1966 (54 U.S.C. § 306108), as amended. The FAA requests SHPO comments on the adequacy of the above-referenced project's Area of Potential Effects (APE).

The Airport Sponsor plans to undertake a large-scale construction project at Bob Hope International Airport. Project components include replacement of the passenger terminal and various ancillary structures, including the airline cargo building, aircraft rescue and firefighting station, passenger terminal maintenance building, and the central utility plant. A variety transportation and infrastructure improvements will be implemented, including road, taxiway, and vehicle parking improvements.

The FAA defines the Areas of Potential Effects (APE) for this undertaking as approximately 1,063 acres to account for direct and indirect effects to historic properties. The direct APE consists of areas where all work, including construction staging areas, will occur. The indirect APE is comprised of Bob Hope International Airport plus land parcels immediately adjacent to the Airport to account for above-ground properties that make up the viewshed.

Having reviewed the FAA's submittal, SHPO is of the opinion that the APE appears adequate to account for direct and indirect effects to historic properties. SHPO

understands that the Airport Sponsor and the FAA will consult on eligibility and effects as the project moves forward.

Should the FAA have any questions or comments, please contact the State Historian Tristan Tozer at (916) 445-7027 or at Tristan.Tozer@parks.ca.gov.

Sincerely,

A handwritten signature in blue ink, consisting of a stylized 'J' followed by a horizontal line.

Julianne Polanco
State Historic Preservation Officer



U.S Department
of Transportation

**Federal Aviation
Administration**

Western-Pacific Region
Airports Division
Los Angeles Airports District Office

Federal Aviation Administration
777 S. Aviation Blvd, Suite 150
El Segundo, CA 90245

February 21, 2019

Ms. Julianne Polanco
State of California
State Historic Preservation Officer
Office of Historic Preservation
1725 23rd Street, Suite 100
Sacramento, California 95816

Attention: Mr. Tristan Tozer

**RE: Proposed Replacement Terminal Project at Bob Hope “Hollywood Burbank”
Airport, Burbank, Los Angeles County, California
Section 106 Consultation -Area of Potential Effect**

Dear Ms. Polanco:

The Burbank-Glendale-Pasadena Airport Authority (Airport Sponsor), in coordination with the Federal Aviation Administration (FAA), is proposing a Replacement Terminal Project at Bob Hope “Hollywood Burbank” Airport (Airport). As the proposed replacement terminal will require the FAA approval of the Airport Layout Plan change and potential use of federal funds, it constitutes a federal undertaking subject to review under Section 106 of the National Historic Preservation Act as amended, and its implementing regulations, 36 CFR Part 800.

Description of the Proposed Undertaking:

The proposed undertaking includes construction of the following: a replacement passenger terminal, an aircraft parking apron, an employee automobile parking lot, a public automobile parking structure, a new passenger terminal access road, a replacement airline cargo building, a replacement Aircraft Rescue and Firefighting station, a ground-service equipment (GSE) and passenger terminal maintenance building, a central utility plant, ground access vehicle storage and staging; the extension of Taxiway A and Taxiway C; the realignment of the Airport service road and Avenue A; and the demolition of the existing passenger terminal, the commercial aircraft ramp and adjacent taxilanes, the parking booth, the employee parking lot, Parking Lots A, B, and E, the existing public parking structure, the tenant lease area, the airline cargo and GSE maintenance building and associated pavement, and the shuttle bus dispatch office and staging area (refer to enclosed Figures 1 & 2 for project details).

Description of the Areas of Potential Effects (APE):

The FAA defines the APE to encompass a total area of approximately 1,063 acres to account for potential direct and indirect effects. Of this total, the direct APE occupies approximately 83 acres within the Airport boundary. The direct APE consists of areas

where all work, including construction staging areas, would occur. The indirect (architectural) APE includes the Airport plus land parcels immediately adjacent to the Airport to account for those above-ground properties that comprise the “view-shed” (refer to enclosed Figure 1).

With this letter, the FAA is seeking your concurrence on the APE for the proposed undertaking in keeping with 36 CFR §800.4(a) (1) and 36 CFR §800.16(d). The FAA will consult with your office on eligibility and effects as the project moves forward.

Should you have any questions or require additional information, please call me at 602-792-1066 or email at dee.phan@faa.gov.

Sincerely,

Dee Phan

Dee Phan
Environmental Protection Specialist

Enclosures



Figure 1
Area of Potential Effect (APE)



Legend

- APE (1,062 acres)
- Direct APE (83 acres)
- Construction Staging and Storage Areas
- Airport Boundary (555 acres)
- ① Replacement Passenger Terminal Building
- ② Aircraft Ramp
- ③ Replacement Employee Parking
- ④ Replacement Structured Public Parking & Valet Drop-off/Pick-up
- ⑤ Terminal Access Road
- ⑥ Realignment of Avenue A
- ⑦ Replacement Airline Cargo Building
- ⑧ Replacement ARFF
- ⑨ GSE Maintenance Building
- ⑩ Electric Substation
- ⑪ Ground Access Vehicle Storage
- ⑫ Taxiway Extensions
- ⑬ Realignment of Airport Service Road



Figure 2

**Area of Potential Effect (APE) and
Proposed Action (Construction)**



Legend

- APE (1,062 acres)
- Direct APE (83 acres)
- Construction Staging and Storage Areas
- Airport Boundary (555 acres)
- 14 Existing Passenger Terminal Building to be Demolished
- 15 Existing Commercial Aircraft Ramp & Adjacent Taxilanes to be Removed
- 16 Existing Parking Lot A
- 17 Existing Employee Parking to be Removed
- 18 Parking Booth to be Removed
- 19 Existing Parking Lot B to be Removed
- 20 Existing Parking Lot E to be Removed
- 21 Existing Public Parking Structure to be Demolished
- 22 Tenant Lease Area to be Removed
- 23 Existing Air Cargo Facility to be Demolished
- 24 Shuttle Bus Staging Area



Figure 3
Area of Potential Effect (APE) and
Proposed Action (Demolition)

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