# APPENDIX O-7:
# HISTORIC ASSESSMENT MEMORANDUM, HISTORIC RESOURCES GROUP, MAY 2, 2003

# HISTORIC RESOURCES GROUP

## MEMORANDUM

**Date:** June 12, 2003
**To:** Marc Huffman, Assistant Project Manager, Playa Capital Company, LLC
**From:** Christy Johnson McAvoy, Managing Principal
Frank Parrello, Principal, Director of Planning
**RE:** Historical Assessment of Playa Vista Site
(Buildings 22, 23, 45, and utility sheds 910-913, 915 and 923)

**Overview**

Per your request, Historic Resources Group (HRG) has visited the site and performed additional research to clarify the potential historic status of the above-referenced buildings. This report is intended to summarize our observations.

HRG has reviewed prior evaluations and environmental documentation, including the Playa Vista Entertainment, Media and Technology District Mitigated Negative Declaration and Addendum to Environmental Impact Report for Playa Vista First Phase, August 1995 (1995 MND/Addendum) and the Technical Report, Hughes Industrial Historic District, prepared by Maguire Thomas Partners, prepared by HRG, August 1995 (1995 HRG Report) which is an appendix to the 1995 MND/Addendum. HRG assessed Buildings 22, 23, 45, 910-913, 915, 923, and storage facilities along the northern and western portion of the Salvage Yard of the Playa Vista site on February 28, 2003. Staff members of HRG taking part in the survey included Christy McAvoy, Managing Principal, Frank Parrello, Principal and Director of Planning, and Erica Glanz, Associate Preservation Planner. On March 7, 2003, Erica Glanz reviewed relevant existing plans and drawings held by Playa Vista in the office of Dave Chernik, Environmental Project Manager. Information on the date and method of construction of each building was collected or verified. The following includes information on when the buildings were constructed, the method of construction, and how they have been used over time.

In connection with the 1995 MND/Addendum and the 1995 HRG Report, historic resources were evaluated for National Register eligibility. As a result of such evaluations and the review that occurred under Section 106 of the National Historic Preservation Act of 1966, a potential National Register district, the Hughes Industrial Historic District was identified. As part of the Section 106 process, the State Historic Preservation Officer and the Army Corps of Engineers concurred in the determination of eligibility of the Hughes Industrial Historic District. Buildings 45 and 22 were evaluated and determined to be non-contributors and outside the boundaries of Hughes Industrial Historic District. Therefore in the 1995 MND/Addendum, Buildings 45 and 22 were previously evaluated and assessed for demolition as non-contributors. All of the buildings researched were located outside the established 1995 National Register Historic District including Buildings 45 and 22 and were built prior to or during 1953, before Howard Hughes relinquished active management of the Hughes Aircraft Company. Building 45 was planned in November of 1953 and built in 1954. Each of the buildings has been moved from its original location except for Building 45. Buildings reviewed were all located within the Salvage Yard except for Building 45 and Building 22. The Salvage Yard, referred to as the "Old Salvage Yard" in *Building Identification, Construction and Use Information*, a report prepared in 2001 by Playa Vista, is currently located where a Storage Yard existed through the mid-1950s. At that time, the Salvage Yard was located to the east. Buildings evaluated in the Salvage Yard include Building 910-913, and 915, as well as the storage sheds located along its northern and western portions.

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This report includes a brief summary of the context and development of the built resources surveyed and their relation to the Howard Hughes Aircraft Company; a description of the construction of each building; a description of the geographical location of each building over time; and, a summary of how each was used throughout history.

All information presented in the *Building Identification, Construction and Use Information* report was verified through the review of plans and drawings held by Playa Vista. A list of these plans and drawings is provided at the end of this report in the Works Cited section.

## Site Context and Development

The Howard Hughes Aircraft Company site is located in the western portion of the City of Los Angeles. Historically, the site has been referred to as the "Culver City facility" of Hughes Aircraft, although the area has never been within the municipal boundaries of that city. The complex is part of a larger tract of approximately 1300 acres purchased by Hughes, now known as Playa Vista.

Howard Hughes, Jr. founded the Hughes Aircraft Company as a division of Hughes Tool Company in 1932. The advent of World War II and his successful competition for government contracts led Hughes to begin looking for a site to consolidate and expand his operation. In the early 1940s, he assembled 1300 acres of celery and bean fields into a parcel large enough for the plant and eventual runway. The Hughes Aircraft Company moved to the site in July of 1941. During World War II, the company developed several innovative components, such as flexible feed chutes for the B-17 Bomber and booster drives for machine guns. Shortly after the company's relocation, the Defense Plant Corporation (an agency of the U.S. Government) announced its intent to explore the design and construction of a "Flying Boat", to carry large groups of military personnel in an effort to circumvent the danger caused by German U-boats sinking allied ships; Hughes was designated the primary contractor for the design and production of three prototypes for Flying Boats. Simultaneously, the company was responsible for the development of another experimental craft, the XF-11 reconnaissance plane.

For the duration of the war, the complex was oriented toward the Flying Boat project. The project was not completed by the close of World War II, and the federal government was increasingly disinterested in its completion. After World War II, the company continued its research and development work on a variety of aviation projects. As construction materials became more readily available, the complex continued to expand. While most of the buildings built in the period of significance (1941-1953) were utilitarian in appearance, some of the original buildings (the executive building, cafeteria, and fire station) were designed in a modern International corporate style as the site became the focal point of the burgeoning company.

At the same time, Hughes Aircraft turned its attention from airplane design and production to electronics, guided missile design and production. Hughes Aircraft held a substantial portion of the government's development and radar and missile research contracts. In 1949, Hughes Aircraft began to produce helicopters. Hughes designed a number of experimental helicopters, which later led to the creation of a separate division, whose specific purpose was the design and production of helicopters.

By the mid 1950s the Hughes industrial empire included Hughes Tool Company, Hughes Aircraft, Hughes Productions, RKO Studios and TWA. Hughes Aircraft employed over 15,000 people; 1,000 of them scientists. The roster included acknowledged leaders of the industry, such as Dr. Simon Ramo, Dean Woolridge and Alan Puckett—an outstanding collection of scientists and engineers who continued to advance the nation's understanding of aviation technology.[1]

In 1953, however, several key employees left the company, creating a void in top management. As personnel changes threatened to affect the ability of the company to meet its contractual obligations to the

[1] *The History, Culture, and Organization of the Hughes Aircraft Company*, Los Angeles, CA: Corporate Human Resources Research and Development, 1986, p.11

government, the Secretary of the Air Force ordered Howard Hughes to relinquish management of Hughes Aircraft. Hughes complied, separating Hughes Aircraft into two companies and divorcing himself from Hughes Aircraft operations. The company remained a major player in aeronautics development, but the personal reign of Howard Hughes in the company had ended.

**Previous Evaluations**

Buildings of potential historic significance on the Playa Vista development site were first evaluated in a Historic Property Survey Report prepared by Historic Resources Group in 1991. At that time, DPR forms were prepared for Buildings 1-3, 5-6, 10-11, and 14-21. The district boundaries appear in Figure 20 (see attached). Buildings 22 and 45 were included in the Survey Report's evaluation in 1991, however DPR forms were not prepared. Buildings 23, 910-913, 915, 923, and sheds along the west and north ends of the Salvage Yard were not included in the 1991 evaluation. During the Section 106 process, the OHP raised questions regarding the boundaries of the district. These were resolved in a Determination of Eligibility Report prepared in 1995. Of the 22 buildings located on the plant site in 1995, 16 were determined to be contributors to a district as listed in Table 1 of the 1995 report (see attached). At that time, DPR forms were prepared for Buildings 22 and 45 (see attached). Complete discussions of the boundaries are contained in the 1991 and 1995 reports.

All of the buildings in the current analysis are located outside and to the west of the 1995 Hughes Industrial Historic District, identified as eligible for listing in the National Register of Historic Places. As noted above, Buildings 45 and 22 were evaluated as non-contributing buildings outside the District's boundaries.

The 1995 District was considered eligible for having resources "of exceptional importance" in the context of aviation research and development in Southern California during World War II and the years which followed, a seminal period in the history of the industry and the area. While the site continued to contribute to aviation and avionics research and development, it was during this period of significance (1941-1953) that many exceptional achievements were made, including: the completion of the experimental reconnaissance plane, the XF-11; the design and construction of the H-4 "Hercules" experimental flying boat, better known as the "Spruce Goose"; a large experimental helicopter, the XH-17; and, the research which resulted in Hughes' first radar product for commercial airliners.

The majority of the buildings occupying the Hughes Aircraft site at Playa Vista were constructed between 1941 and 1953. These buildings represent the company's period of significance, the era in which the research and development activities began as a part of the war effort led to continuous advances in aviation technology after the close of World War II. The rest of the buildings were built between 1954 and 1960 and were to augment the functions of the main complex.

The buildings on the site and within the 1995 District fall into three basic property types: office, production, and support facilities. Each of the buildings evaluated in this report (Buildings 22, 23, 45, 910-913, 915, 923, and sheds along the north and west sides of the Salvage Yard) are outside of the District and were support facilities used to maintain the larger complex. The buildings were all used for storage except for Building 45, a hangar, and Building 22, a Power Plant.

**Buildings Analyzed in Current Effort**

All buildings in this review are currently located outside of the 1995 District.

- **Building 22**
  **(1995 DPR attached)**

  ***Historic Names: "Power Plant", "U", "Government Stores", "8" (1942)***

  The Power Plant building is located in the Hughes Aircraft Culver City facility. The building is sited outside of and to the west of the Hughes Industrial Historic District. Building 22 was built within the period of significance of the Hughes Aircraft Company (1941-1953), when the Company's research and

development activities began as part of the war effort and then led to continuous advances in aviation technology after the war ended.

Built in 1942, Building 22 was among the first built on the property. The 1991 Survey Report stated that Building 22 was built in 1953. Its original construction date has now been updated based on review of plans and drawings held by Playa Vista. The building was moved in 1953. Entirely utilitarian in design, it is a one-story, 50 ft. wide by 102 ft. long structure and is 30 ft. high. The framing is a combination of wood and steel, and the exterior and interior is clad in stucco. Doors and fenestration are utilitarian. The structure is 5,030 sq. ft. in footprint. The wood frame construction of Building 22 is similar to other wood construction buildings built during Hughes' ownership of the site. There may be or may have been a partial mezzanine, although access to the interior of the building was obstructed due to its being actively used for storage. The building has a composition, rounded roof with a parapet on wood beams and bowstring trusses. The flooring is concrete.[2]

Building 22 was originally located within the 1995 District boundaries at the southwest quadrant of the now-demolished Building 6, west of former Building 7, in 1942. It was then relocated outside of the District in 1949, where the east central portion of Building 45 is currently located, to make room for Building 9. Then, in 1953, it was relocated to its current location to make room for Building 45 to be built. Building 22 was originally used for emergency power diesel generators. It was used for airplane repair activities (paint and upholstery) when located in the current Building 45 area, and later was used as a Flight and Service Warehouse (supporting Building 25 activities) and government stores space. Building 22 has been used for movie set storage since 1994.[3]

- **Building 23**
  **(No DPR prepared)**

  ***Historic Names: "Y", "Old Test Building"***

Building 23 is sited outside of and to the west of Hughes Industrial Historical District. Building 23 was built within the period of significance of the Hughes Aircraft Company (1941-1953).

Built between 1941 and 1943, Building 23 is entirely utilitarian in design. It is a one-story, flat roofed structure that is 30'x45'x22'H and 2,397 sq. ft. The structure is clad in stucco on a large 2" metal lath frame. The roof exhibits steel beams and wood purlins with in-fill panels, and the interior walls are untaped gypsum with a stucco finish. The building has a composition roof on steel beams. The doors and fenestration are utilitarian. There is a wood sliding entry door with a metal track on the western elevation. Fenestration includes: 2 metal awning windows with 6x4 lites and a 4x2 operational awning window on the southern elevation; 4 metal 2x2 lite operational windows on north elevation; a sliding door and small window frame on the west elevation; a rear entry door opening and a 6x4 lite metal window on the east elevation. An interior mezzanine was removed (approximately 1994). Remaining interior features include a 12-step utilitarian stair immediately to the north of the front entrance on the west elevation that led to a now-missing platform supported by 6 remaining wood posts. Plans and drawings reviewed state that this space was used for bottle storage. On the east elevation there is a utilitarian stair that leads to another second level that is higher than that of the north elevation, along the south and east elevations (southeast corner) of Building 23.[4]

Originally located in the area currently occupied by the center of the eastern end of Building 45, Building 23 was moved to its current location in the Salvage Yard in 1954 when construction was to begin on Building 45. The building was once noted as the "Old Test Building" most likely when it was located in the Airplane Services area where Building 45 is located. After relocation, Building 23 was used for mill supplies storage, MRO storage & warehouse, and offices. It is currently vacant.[5]

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[2] *Building Identification, Construction and Use Information*, Playa Vista, Los Angeles, 2001, p.4.
[3] Ibid.
[4] Ibid.
[5] Ibid.

- **Building 45**
  **(1995 DPR attached)**

  ***Historic Name: "Aircraft Hangar"***

Building 45 is located outside of the Hughes Industrial Historical District. Building 45 was planned in the period of significance of the Hughes Aircraft Company (1941-1953) and built in 1954.

Building 45 is a large rectangular one-story hangar building that consists of one hangar bay. Entirely utilitarian in design, this steel framed building is clad in a vertically ribbed corrugated iron metal siding and has enormous hangar-style sliding doors on its east elevation to allow the tails of planes to enter the building. The roof is covered in sheet metal panels on a bare steel dome truss roof. The prefabricated steel framing forms a bow-shaped roof, giving the appearance of a Quonset hut shape. There is a one-story lean-to structure attached to the north side that was originally planned in 1953 and built along with Building 45 to provide offices. The building's dimensions are 204'x194'x50'H and it is 43,469 sq. ft. in footprint. The lean-to on the north elevation is 200'x20'x15'-6"H.[6]

Building 45 was used for aircraft maintenance and repair, a radio shop, machine shop, helicopter maintenance training, aircraft electronic modification, and warehousing. In 1980 the hangar was used as a training center for the assembling and disassembling of Apache helicopters. Recently the hangar has been used as a movie soundstage, mill, model shop and storage space, and has involved pyrotechnic activities and athletic practices.[7]

- **Building 910**
  **(No DPR prepared)**

  ***Historic Name: "F-3 Warehouse"***

Building 910 is sited outside of and to the west of Hughes Industrial Historic District. Building 910 was built within the period of significance of the Hughes Aircraft Company (1941-1953).

Built prior to 1953, Building 910 is a wood frame building clad in redwood siding. Its roof is covered in roofing paper. The sheathing is 1"x12" sheathing over 2"x6" rafters. Its dimensions are 42'x102'x12'H, and it is 3,774 sq. ft.[8]

Building 910 was located in the original storage area west of Buildings 20 and 21 as a 20'x215' shed. It was later relocated to 20' east of the original Building 43 location (with the two shed halves joined in the middle to create a 40'x102' shed). In 1965, Building 910 was relocated to its current location west of the Salvage Yard in 1965. The building was used for material and tool storage and "telephone personnel" use. Later it was storage space for yard equipment and building supplies, and was used for movie set storage through 1998. It is currently used for equipment storage.[9]

- **Building 911**
  **(No DPR prepared)**

  ***Historic Name: "K-6 Paint Storage"***

Building 911 is sited outside of and to the west of Hughes Industrial Historic District. Building 911 was built within the period of significance of the Hughes Aircraft Company (1941-1953).

[6] Ibid, p.6.
[7] Ibid.
[8] Ibid., p.8.
[9] Ibid.

Built in 1943, Building 911 is a wood frame building clad in wood clapboarding that was recently (post 2001) covered in vertically ribbed metal siding. The roof is covered in felt paper. Its dimensions are 31'x20'x (est.) 12'H and it is 600 sq. ft.[10]

The earliest location of Building 911 was a few feet north of what would become the west end of the second extension to Building 5. In 1949 it was relocated in 1949 to the storage area between Building 21 and current Building 45's location. It is currently located in the Salvage Yard. It was originally used for storage space, and most recently for movie set storage through 1998. It is currently vacant.[11]

- **Building 912**
  **(No DPR prepared)**

  ***Historic Name: "K-2 Plbg. & Elect. Storage"***

Building 912 is sited outside of and to the west of Hughes Industrial Historic District. Building 912 was built within the period of significance of the Hughes Aircraft Company (1941-1953).

Built in 1943, Building 912 is a wood frame building clad in wood clapboarding and recently covered (post 2001) in vertically ribbed metal siding. The roof is covered in felt paper. Its dimensions are 31'x20'x (est.) 12'H, and it is 600 sq. ft.[12]

The earliest location of Building 912 was west of the original Building B. In 1949, the building was relocated to the storage area between Building 21 and current Building 45's location. The current location is the Salvage Yard. The building's original use was to store lights and concrete. Its most recent use has been to store movie sets through 1998.[13]

- **Building 913**
  **(No DPR prepared)**

  ***Historic Names: "Janitor Stores", "K-1"***

Building 913 is sited outside of and to the west of Hughes Industrial Historic District. Building 913 was built within the period of significance of the Hughes Aircraft Company (1941-1953).

Building 913 was built in 1943, and is a wood frame building clad in wood clapboarding and recently (post 2001) covered in vertically ribbed metal siding. The interior is finished with untaped plasterboard. The roof is clad in felt paper. The dimensions of Building 913 are 31'x20'x (est.) 12'H and it is 600 sq. ft. In 1950, the building was renovated with a concrete floor.[14]

Building 913 was originally located north of what became the west end of the second extension to Building 5. In 1949, it was relocated to the storage area between Building 21 and current Building 45's location, and later was moved to its current location in the Salvage Yard. Building 913 was used for janitor supplies and later for storing solvent and paint. The building was used for movie set storage through 1998.[15]

[10] Ibid.
[11] Ibid.
[12] Ibid.
[13] Ibid.
[14] Ibid.
[15] Ibid.

- **Building 915**
  **(No DPR prepared)**

***Historic Names: "F-2", Lumber Shelter", "Building T" (est. 1943-1946; another Building T was later designated Building 9)***

Building 915 is sited outside of and to the west of Hughes Industrial Historic District. Building 915 was built within the period of significance of the Hughes Aircraft Company (1941-1953).

Building 915 was built in 1953 and is entirely utilitarian in design. The building has a wood frame clad in corrugated iron, and its roof is clad in felt paper. Its dimensions are 22'x346'. The center section has Transite panels (a 20th C. trade name for asbestos board manufactured by Hohns Manville by pressure molding a mixture of Portland cement, water and asbestos; typically approximately 1/8 inch thick; used for fire-and rot-resistant wall, ceiling, and railing panels).[16]

Another Building 915 had been on the site prior to 1953, and was demolished prior to the construction of the current Building 915 at the north side of the Salvage Yard. Approximately 75' was cut off Building 915's west end and located perpendicular to the resulting west end when Building 910 was relocated to the Salvage Yard in 1965; this portion of the shed was used for lumber and corrosives storage according to a 1973 drawing. Other uses for Building 915 include storing roofing material, industrial compounds and chemicals. It was used through 1998 for movie set storage.[17]

The storage sheds that resulted from the changes made to Building 915 form an L-shaped pattern along the northern and western portion of the Salvage Yard, fronting on a center yard that Buildings 23, 910-913, and 923 also face. They are entirely utilitarian in design and are one-story lean-to sheds, all used for storage, with corrugated metal roofing and wood frame construction with 2x6 studs. The covered spaces are open to the exterior on each elevation except the north elevation.

- **Building 923**
  **(No DPR prepared)**

***Historic Name: "K-23 Ammunition Storage Shed"***

Building 923 is sited outside of and to the west of Hughes Industrial Historic District. Building 923 was built within the period of significance of the Hughes Aircraft Company (1941-1953).

Building 923, built prior to 1951, is entirely utilitarian in design. It is a two-story building that is 20'x26'x (est.) 20'H. This wood frame building is clad on all sides in its original, modified shiplap wood clapboarding. Its low-pitched gable roof is clad in plywood covered with rolled asphalt. The doors are utilitarian, though the original material and use appears to have been altered often, and are located on its east elevation. The west elevation has a two-story opening. There is no fenestration.[18]

This storage building was located in the Airplane Services area of the facility, west of current Building 45, at the northeast corner of Building 922. Currently the storage building is located in the Salvage Yard and is vacant.[19]

[16] Ibid.
[17] Ibid.
[18] Ibid., p.9.
[19] Ibid.

**Conclusion**

Buildings analyzed date from the identified period of significance (1941-1953), except for Building 45, planned in 1953 but not constructed until a year later. Evaluated by the OHP in 1995, Building 45 was given the National Register Status Code "6Y2", as a non-contributor to the 1995 Historic District. Building 22, located outside of the 1995 District boundaries, was also evaluated in 1995 and given the code "6Y2". National Register Category 6, Codes 6Y1-6Y3, refers to resources determined "ineligible for National Register listing through a consensus determination of a federal agency and the State Historic Preservation Officer."[20] Code "6Y2" specifically addresses resources "found potentially ineligible for Register listing (under category 4) but not evaluated for local interest (under category 5)."[21] National Register Status Category 4 states that a resource might become eligible for listing if it "is located within the boundaries of a fully documented district that is listed in, determined eligible for, or appears eligible for the National Register" or "is restored to its appearance during the district's period of significance."[22] Category 5 regards resources not eligible for the National Register but of local interest. In particular, a "5S3" code applies to a resource "not eligible for separate listing or designation under an existing or likely local ordinance but is eligible for special consideration in local planning."[23]

Building 23 and utility sheds 910-913, 915, 923, and the sheds along the north and west sides of the Salvage Yard all share the characteristics, age, and location (outside the 1995 District's boundaries) of Building 22. Buildings 22 and 23 were originally located within the 1995 District boundaries, and were moved in 1953 to construct Building 45. The buildings in this analysis are outside the 1995 District and have been in their current locations prior to or since 1953.[24] All of these buildings have a related use, which is to provide storage space. Buildings 45 and 22 were evaluated and environmentally assessed as non-contributors for demolition under the 1995 MND/Addendum. The remaining structures are as or more remote from the Hughes Industrial Historic District. In addition, such structures are no more significant than Buildings 45 and 22. Building 45 was built outside the period of significance. Buildings 22 and 23 share the same history, materials, and characteristics. Therefore, it is appropriate to place Building 23 in the same category as Building 22 ("6Y2").

[20] National Register Status Codes, November 1994, p.9.
[21] Ibid.
[22] Ibid., p.8.
[23] Ibid., p.9.
[24] Buildings 22, 23, 911-913, 915, 923, and the sheds along the north and west sides of the Salvage Yard have been located in the Salvage Yard since 1953. Building 910 was relocated to the Salvage Yard in 1965.

**TABLE 1**
**BUILDINGS IN 1995 HUGHES AIRCRAFT SITE HISTORIC DISTRICT[25]**

| NO | HISTORIC NAME | BUILDING USE | EVAL | DATE | ARCHITECT |
|---|---|---|---|---|---|
| 1 | Administration | Executive offices | C | 1950 | H.L.Gogerty |
| 2 | Engineering | Offices, engineering, mold production | C | 1942 | H.L. Gogerty |
| 3 | Mock-up | Prototype production | C | 1942 | H.L. Gogerty |
| 5 | Processing | Offices, laboratories, prototypes, manufacturing | C | 1941 | H.L. Gogerty |
| 6 | Assembly | Offices, laboratories, prototypes, manufacturing | C | 1941 | H.L. Gogerty |
| 10 | Cafeteria | Cafeteria | C | 1951 | H.L. Gogerty |
| 11 | Paint Shop | Repair shops | C | 1949 | H.L. Gogerty |
| 12 | Radar | Offices, laboratories, prototypes, manufacturing | C | 1950 | H.L. Gogerty |
| 14 | Assembly | Manufacturing | C | 1943 | H.L. Gogerty |
| 15 | Assembly | Manufacturing | C | 1943 | H.L. Gogerty |
| 16 | Duramold | Manufacturing | C | 1943 | H.L. Gogerty |
| 17 | Warehouse | Offices, laboratories, prototypes, manufacturing | C | 1951 | H.L. Gogerty |
| 18 | Fire station | Fire station and security | C | 1952 | H.L. Gogerty |
| 19 | Receiving Depot | Maintenance | C | 1951 | H.L. Gogerty |
| 20 | Manufacturing | Offices, laboratories, prototypes, manufacturing | C | 1951 | H.L. Gogerty |
| 21 | Prototype Manufacturing | Laboratories, manufacturing | C | 1951 | H.L. Gogerty |
| 22 | Raw Stock Supplies | Storage | NC | 1953 | |
| 27 | Firing Range | Firing range | NC* | 1953 | |
| 30 | Storage | Storage | NC | 1960 | |
| 34 | Warehouse | Warehouse | NC | 1955 | |
| 35 | Processing | Processing | NC | 1960 | |
| 37 | Storage | Storage | NC | 1988 | |
| 45 | Hangar | Hangar, storage | NC | 1954 | |

C = Contributor to District; NC = Non-contributor to District; *Demolished

[25] Determination of Eligibility Report: Hughes Industrial Historic District, August, 1995, p.13.

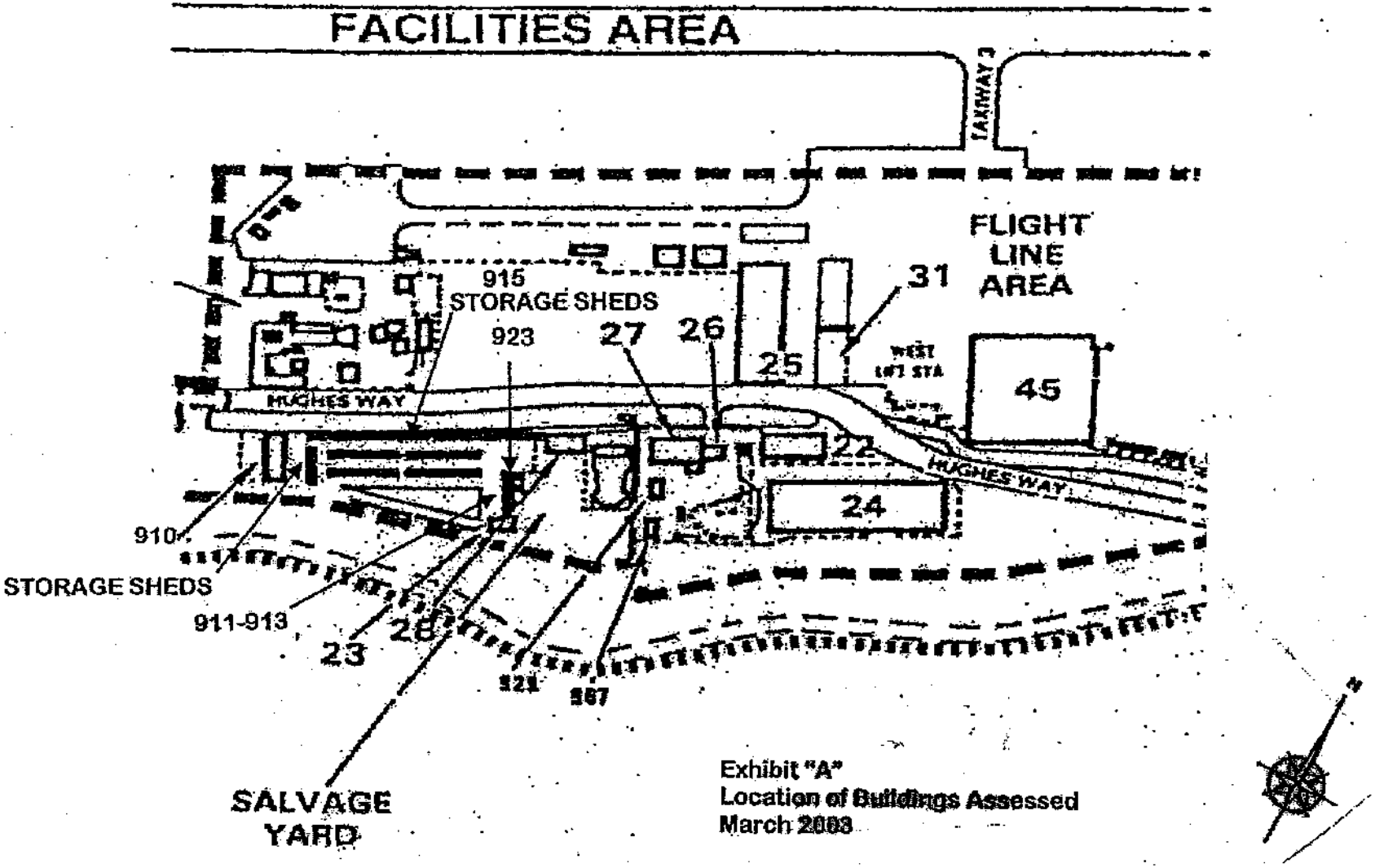
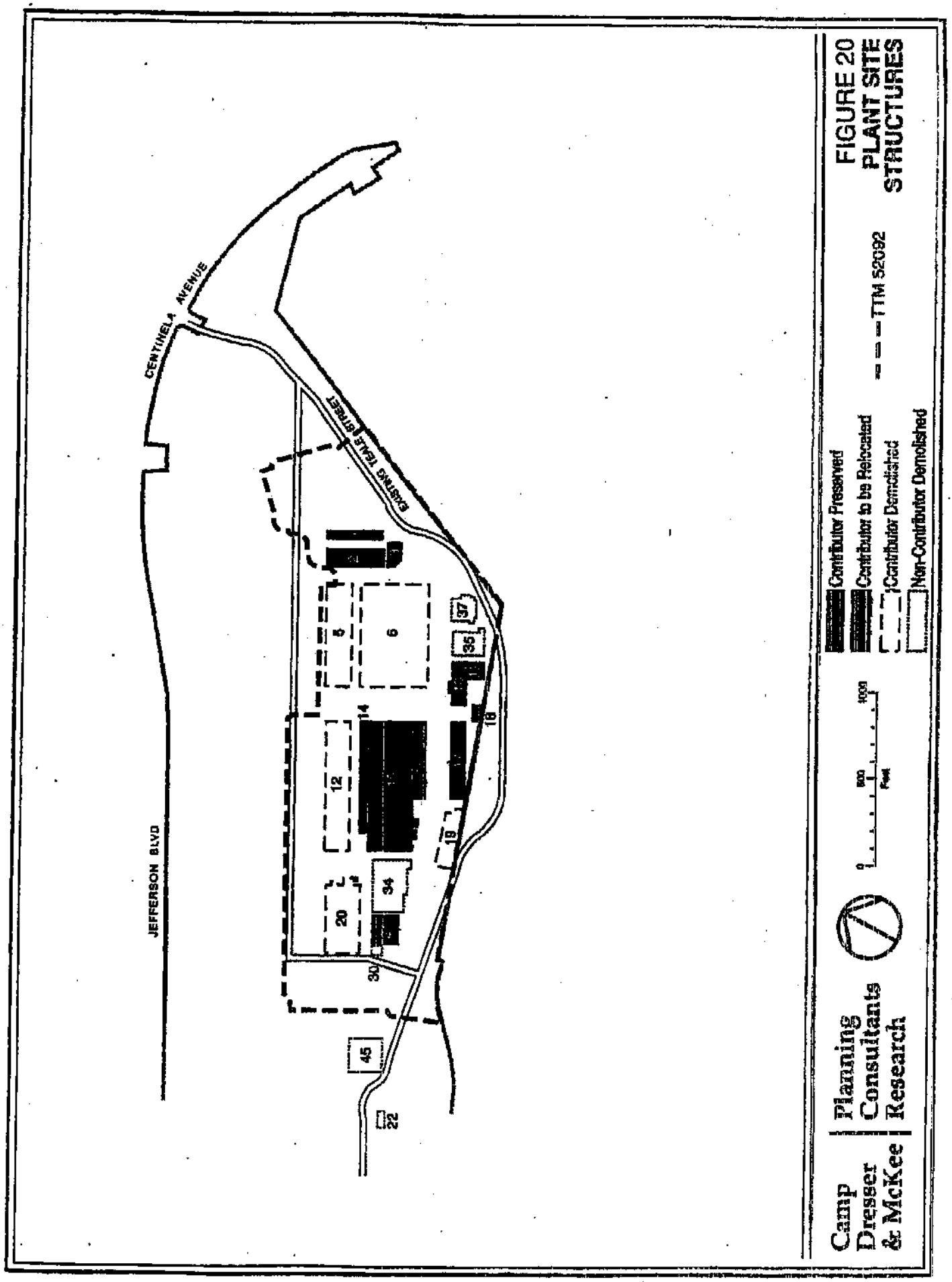



Exhibit "A"
Location of Buildings Assessed
March 2003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EASTERN TEALE STREET
JEFFERSON BLVD
5
6
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Contributor Preserved
Contributor to be Relocated
Contributor Demolished
Non-Contributor Demolished
TTM 52092
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Camp Dresser & McKee
Planning Consultants Research
FIGURE 20
PLANT SITE STRUCTURES

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

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 6Y2

Page 1 of 1 Other Listings _____
Review Code _____ Reviewer _____ Date _____

P1. Resource Identifier: Building 22
P2. Location: a. County Los Angeles and (Address and/or UTM Coordinates. Attach Location Map as required.)
b. Address 6775 CENTINELA AV
City Los Angeles Zip 90094
c. UTM: USGS Quad _____ (7.5'/15') Date _____; Zone _____ , _____ mE/ _____ mN
d. Other Location Data (e.g., parcel #, legal description, directions to resources, additional UTMs, etc., when appropriate):

P3. Description Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries):
The Raw Stock Supplies storage building is located in the Hughes Aircraft Culver City facility. The building is sited outside of and to the west of Hughes Industrial Historic District, identified as eligible for listing in the National Register of Historic Places by the Army Corps of Engineers in 1991.

Building 22 is a one-story, flat roofed 50 ft. wide by 100 ft. long structure. The framing is wood, and the exterior is finished in stucco. Doors and fenestration are utilitarian.

P4. Resources Present: ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District


P6. Date Constructed/Age:
☐ Prehistoric ☒ Historic ☐ Both
1953 (F)
*Hughes News*, NOV. 13, 1953

P7. Owner and Address:
Maguire Thomas Partners/
Playa Vista Ltd.
13250 Jefferson Boulevard
Los Angeles, CA 90094

P8. Recorded by (Name, affiliation and address): Christy J. McAvoy
Historic Resources Group
1728 N. Whitley Ave
Los Angeles, CA 90028

P9. Date Recorded: 9/14/95

P10. Type of Survey:
☐ Intensive ☒ Other
☐ Reconnaissance
Describe: Project related

P11. Report Citation (Provide full citation or enter "none."):
Determination of Eligibility Report: Hughes Industrial Historic District, prepared for the Army Corps of Engineers by Historic Resources Group, 1995.

Attachments: ☒ NONE ☐ Map Sheet ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ District Record ☐ Linear Resource Record ☐ Other (List): _____

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

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 6Y2

Page 1 of 1 Other Listings _____
Review Code _____ Reviewer _____ Date _____

**P1. Resource Identifier:** Building 45

**P2. Location:** a. County Los Angeles and (Address and/or UTM Coordinates. Attach Location Map as required.)

b. Address 6775 CENTINELA AV
City Los Angeles Zip 90094

c. UTM: USGS Quad _____ (7.5'/15') Date _____; Zone _____ , _____ mE/ _____ mN

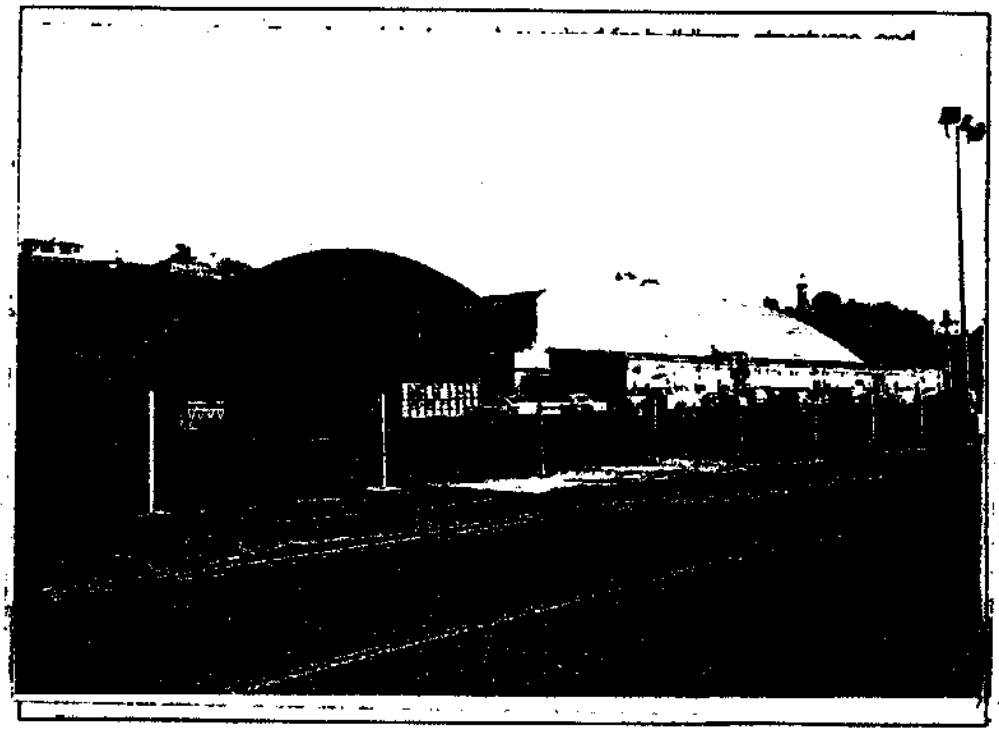
d. Other Location Data (e.g., parcel #, legal description, directions to resources, additional UTMs, etc., when appropriate):

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

This hangar building is a storage facility located in the Hughes Aircraft Culver City facility. The structure is sited within but is a non-contributor to the Hughes Industrial Historic District, built after the period of sognificance (1941-1953). The District was identified as eligible for listing in the National Register of Historic Places by the Army Corps of Enginaers in 1991.

Building 45 is a one-story building, with corrugated steel panels on steel frame. Steel framing forms a bow-shaped roof, with a one-story lean-to for offices along north side.

**P4. Resources Present:** ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District



**P6. Date Constructed/Age:**
☐ Prehistoric ☒ Historic ☐ Both
1954 (F)
Industrial Risk Insurers

**P7. Owner and Address:**
Maguire Thomas Partners/
Playa Vista Ltd.
13250 Jefferson Boulevard
Los Angeles, CA 90094

**P8. Recorded by** (Name, affiliation and address): Christy J. McAvoy
Historic Resources Group
1728 N. Whitley Ave
Los Angeles, CA 90028

**P9. Date Recorded:** 9/14/95

**P10. Type of Survey:**
☐ Intensive ☒ Other
☐ Reconnaissance
**Describe:** Project related

**P11. Report Citation** (Provide full citation or enter "none."): _____
Determination of Eligibility Report: Hughes Industrial Historic District, prepared for the Army Corps of Engineers by Historic Resources Group, 1995.

**Attachments:** ☒ NONE ☐ Map Sheet ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ District Record ☐ Linear Resource Record ☐ Other (List): _____

**Works Cited and Reviewed**

The site visit on February 28, 2003 in order to review Buildings 22, 23, 45, 910-913, 915, and 923 yielded much information as to the historic construction and use of each building. All resources supplementing this information are listed below.


Building Identification, Construction and Use Information, Los Angeles, CA, 2001.

HAC Buildings – Historical Data (est. 1954)

Drawing DIM-1 (11/1959), Buildings and Grounds Dimensions

Hughes Aircraft Company, Culver City, CA – Factory Mutual System Drawing No. 74468, Index 7667780 (10-13-1973)

Culver City, CA Building Description (est. 1984)

Industrial Risk Insurers Drawing No. 900429/900361 Sheets 1 &2 (3-20-1984)

Culver City Space Data (11-1-1988)

L.A.F.D. Station #5 Hughes Complex Pre-Fire Plan (4/1995)

Playa Vista Building Heights Study (8/1996)

The History, Culture, and Organization of the Hughes Aircraft Company, Los Angeles, CA: Corporate Human Resources Research and Development, 1986, p.11.


**Playa Vista Site Plans and Drawings:**

Building #22 Building U (Power Plant)

A) *Drawn: January 7, 1952*
Airplane Services Apron, Phase No. 1
Plan No. C5095
Built to house emergency generator
Shows Building 22 as being on proposed Bldg.45 site Sheet 1/2

B) *Drawn: 1943*
Master Plot Plan
Main Plant
Drawing No. K3000-3 Sheet 3/6

C) *Drawn: 1942*
Building 6 (Building 22) Plot Plan
Shows Building 22 (Building 8)

D) See Building 45 plans that show Building 22 and Building 23 (1953)

Building #23 Building Y (Old Test Building)

A) *Drawn: May 11, 1981*
Building 23, Room #1
Plans and Details

S.T. #28008
Note: Install shelves
"2x4 ledger; ¾" plywood support 32 "O.C."; existing 2x4's—match existing with Hurricane tie" Sheet 1/1

B) *Drawn: February 9, 1966*
Floor plan: Bottle Storage Rack
"MRO" yard
Cylinder dock – rework; Safety Chains
Mechanical Drawing No. 23-6601
Note: rails=existing bottle support 'bottle rail' with eye bolts and washers Sheet 1/1

C) *Drawn: July 17, 1987*
Chip Collection Plans
Drawing No. 923-8702
Note: install large asphalt ramp Sheet 1/2

Structural channel addition Sheet 2/2

D) See Building 45 plans that show location of Building 22 and 23 (1953)

Building #45 (Aircraft Hangar)

A) *Drawn: November 14, 1953*
Plot Plan
Designed by "HAP" or "HAR"
Drawn by Parker & McKay on November 11, 1953
Drawing No. F6134 Sheet 1/14
Note: "This drawing for location of building only. Work specified herein not included in this phase of work." "Construction of D.G. Sub-base under P.C.C. slab of Building 45 and lean-to [North side] is part of this contract." Shows Building 23 and 22 as needing to be moved to locate Building 45 at this location.

Building No. 45 Foundation Plan – Details Sheet 2/14

Plan and Curb details
"revisions on 11-17-53 through 9-6-56" Sheet 3/14

Door track and foundation plan
Sheet 4/14

Lean-to plan and elevation
"Finish schedule: walls: gypsum board; ceiling: gypsum board; floor: asphalt tile; base: wood; doors: unselected birch 1 ¾" thick"
"gutter and downspout added: 1-11-54" Sheet 5/14

Lean-to toilets and wall details Sheet 6/14

Floor plan and piping details Sheet 7/14

Plumbing and piping Sheet 8/14

| | | |
|---|---|---|
| | Automatic sprinkler system | Sheet 9/14 |
| | *no 10/14 or 11/14 | |
| | Lean-to layout | Sheet 12/14 |
| | Utility pit details | Sheet 13/14 |
| | Electrical detail | Sheet 14/14 |

B) *Drawn November 27, 1953*
Building No. 45 Hangar Plot Plan
"Relocation of Existing and Installation of New Exterior Utilities"
Designed by EGB

| | |
|---|---|
| Mechanical drawing No. F6162 | Sheet 1/7 |
| Installation of new exterior utilities<br>Designed by EGB | Sheet 2/7 |
| Sewage lift station | Sheet 3/7 |
| Plot Plan, "Primary system"<br>Designed by A. Nikolakopulos | Sheet 4/7 |
| Field receptacles<br>Designed by Hal Thomas | Sheet 5/7 |
| Transformer Pad<br>Designed by GLA and A. Nikolakopulos | Sheet 6/7 |
| Sewage Lift Station | Sheet 7/7 |

C) *Drawn: January 15, 1954*
Underground fire lines and riser details
Designed by EGB
Drawing No. F6234
Notes: shows truss, and lean-to's roof, and
Building 45 in relation to Building 25 and 31 Sheet 1/1

D) *Drawn: May 21, 1954*
Half section roof truss and purlins
Designed by D.G. Clarke
Drawing No. F-6396
Shows center of truss roof structure to be at 41`-10" Sheet 1/1

E) *Drawn: October 17, 1958*
Heating
Plans, sections and details
Designed by I. Kalugin
Architectural drawing No. H-8687 - A Sheet 1/1

F) *Drawn: October 18, 1958*
Heating; "Power Plan"
Designed by: R.C. Burns
Electrical drawing No. H-8687 – E

Shows steel structure of truss — Sheet 1/1

G) *Drawn: October 17, 1958*
Heating
Plot Plan
Project General Plan
Drawing No. H-8687 — Sheet M 1/2

*Drawn: October 12, 1958*
Mechanical Drawing No. H-8687 — Sheet M 2/2

H) *Drawn: January 6, 1954*
Automatic fire sprinklers — Sheet 1/1

I) *Drawn: July 16, 1991*
Maguire Thomas Partners
P.V. 398
High point of hangar roof is 144.22'
Walls are 198.3' (l) x 193.1' (w)
Concrete floors — Sheet 1-2/2

J) *Drawn: May 5, 1954*
Lean-to Electrical plan
Designed by: S. Sklar
B6371 — Sheet 1/1

Building #923 K-23 (Ammunition Storage Shed)

A) *Drawn: February 26 ,1959*
Salvage Yard
Record Drawing A-23; A-28
Microfilm Co. of CA, 2-26-59
Shows Building 23's Second Floor Plan and
Plot plan of site in 1959 — Sheet 1/1

Salvage Yard Storage Facilities (Storage Yard Buildings)

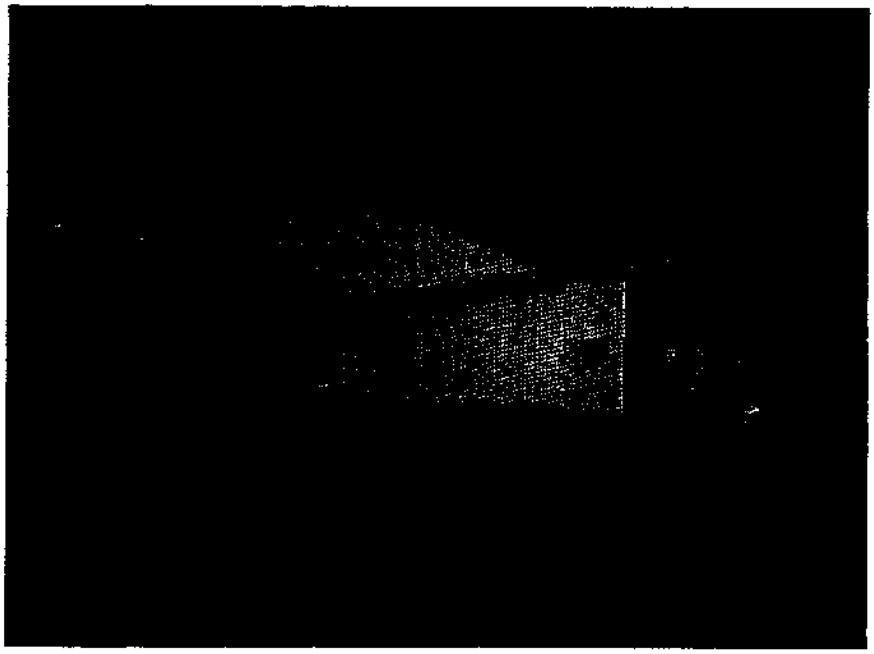
A) *Drawn: June 28, 1957*
Salvage Yard shelter (existing, so changes to be made)
Shows that buildings were painted 2 coats of Hughes Green paint
Notes: "Lumber shall be Douglas fir except for other buildings
That should be foundation grade redwood. All beams, rafters, and posts of all buildings in salvage yard shall be 1450 f - No. 1. All studs and blocking shall be No. 2 common. Paint should be "concreta/Portland
cement paint". Provides front elevation of storage structures with
33 bays at 15'-0" and 495'-0". Wood and vertical metal siding structure with
2"x4" knee braces every third bay. — Sheet 1/1

B) *Drawn: October 20, 1977*
Designed by RGP
Drawing: 8-7750
Shows structure of "steel stores" to west of Building 923 — Sheet 1/2

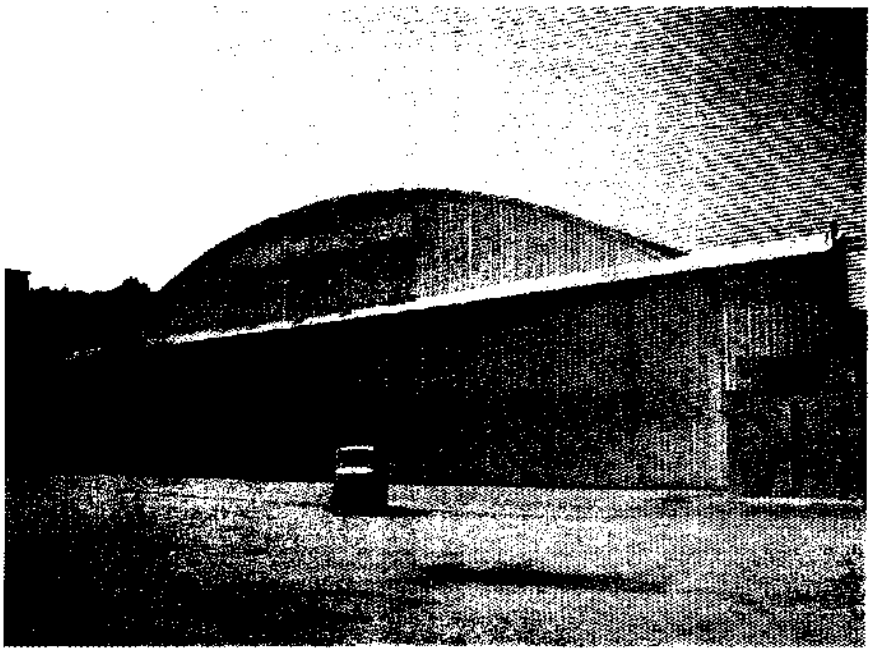
C) New Salvage Yard (was storage yard and salvage yard was more east)
Truck scale pit
Drawing No. 00-8715, C-4
Note: Building 982 was Building 926 Sheet 4B/16

**Photo Documentation**

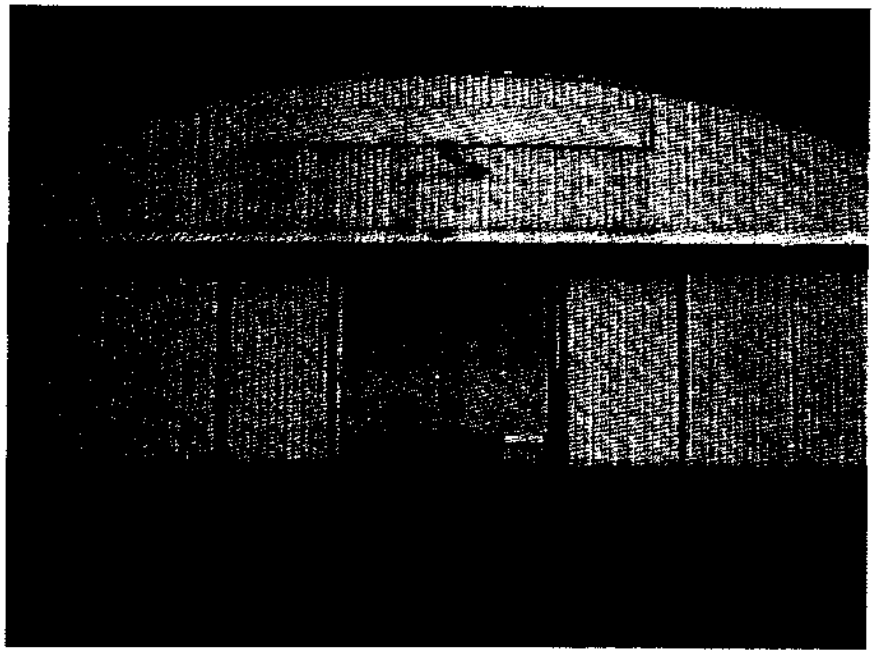
**Building 45**



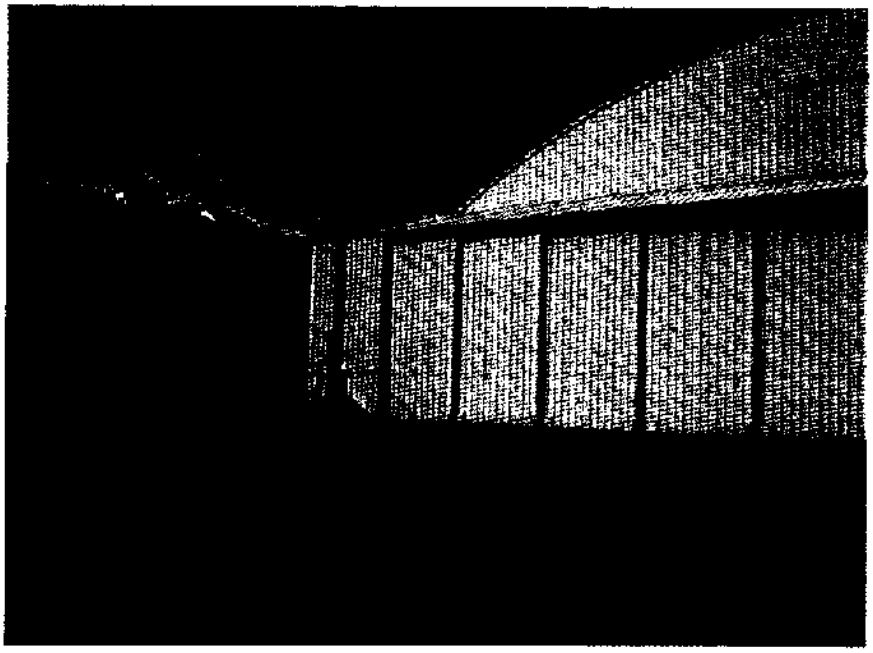
*Perspective of east and north elevations of Building 45, facing southwest, with lean-to building on its north elevation.*



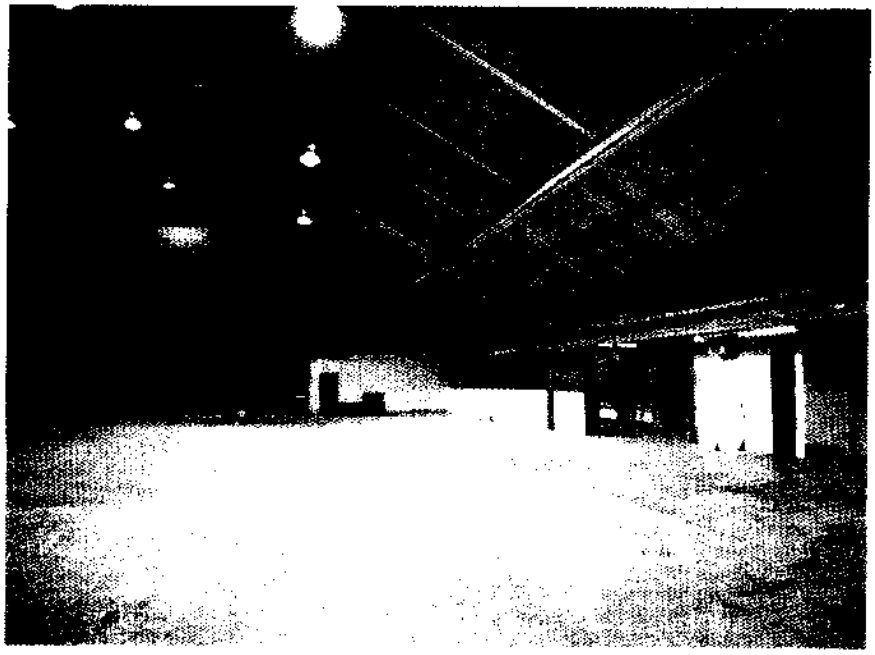
*East elevation of Building 45.*



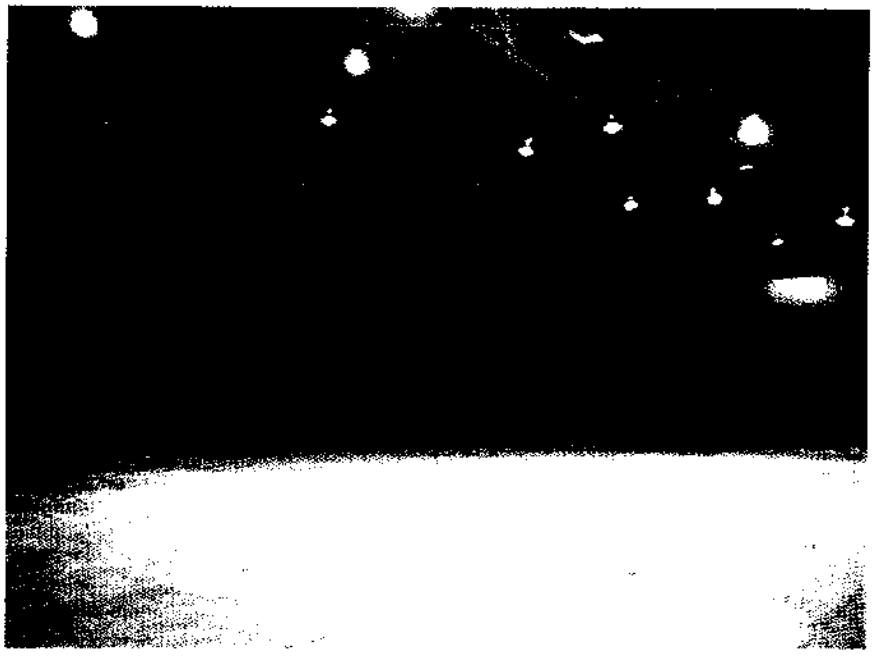
*East elevation of Building 45 with sliding door mechanism.*



*Sliding door mechanism on east elevation of Building 45.*

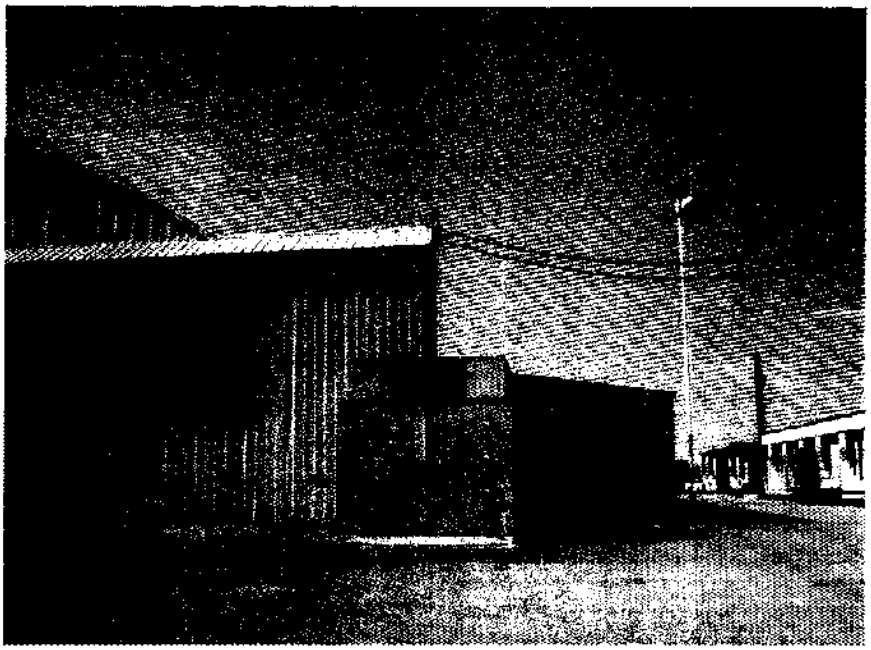


*Interior of Building 45, showing steel truss system.*

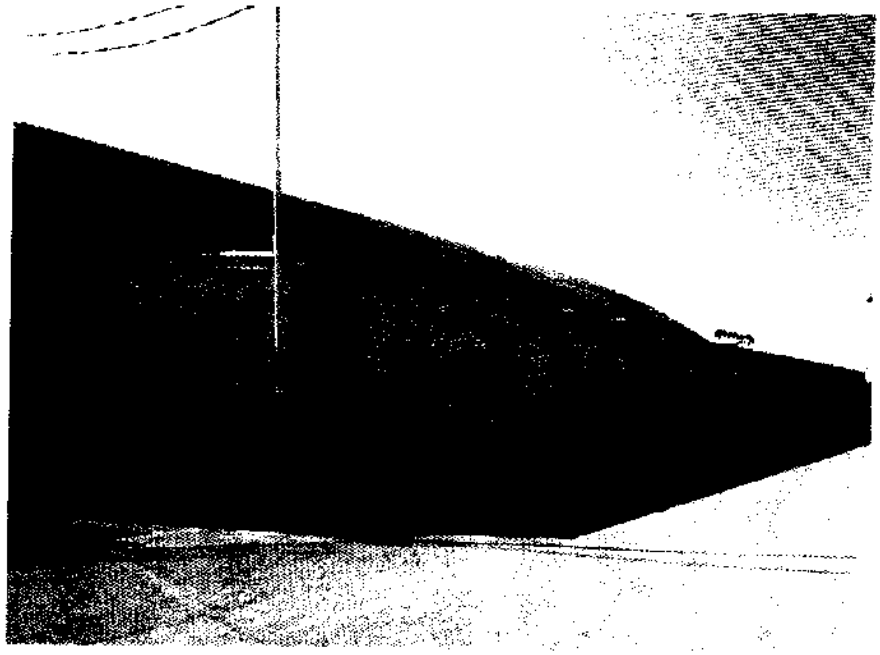


*Interior of Building 45, showing steel truss system.*

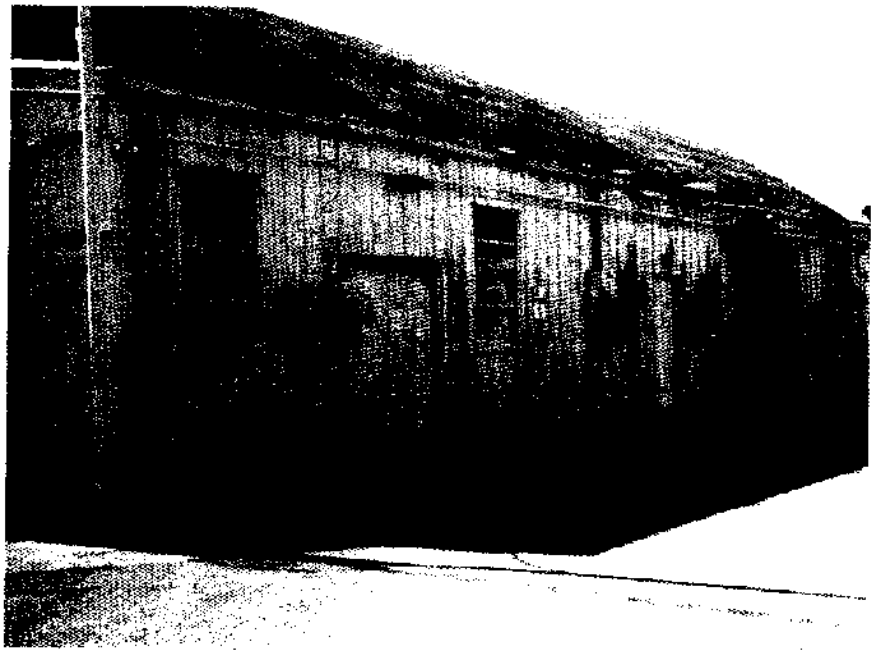
*Interior of Building 45, showing sliding door mechanism and steel truss system.*



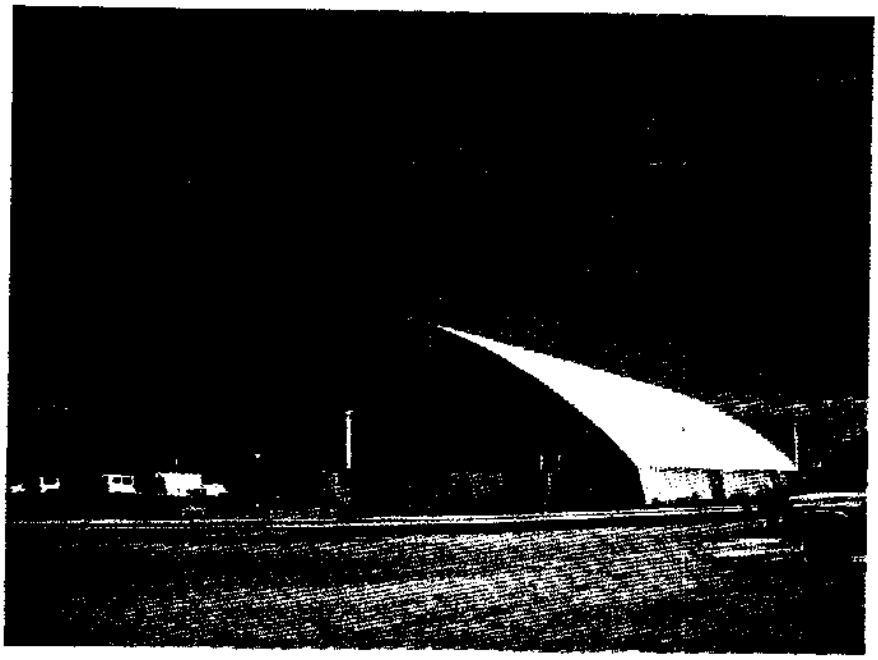
*East elevation of lean-to along north elevation of Building 45.*



*Perspective of north and east elevations of lean-to along Building 45.*

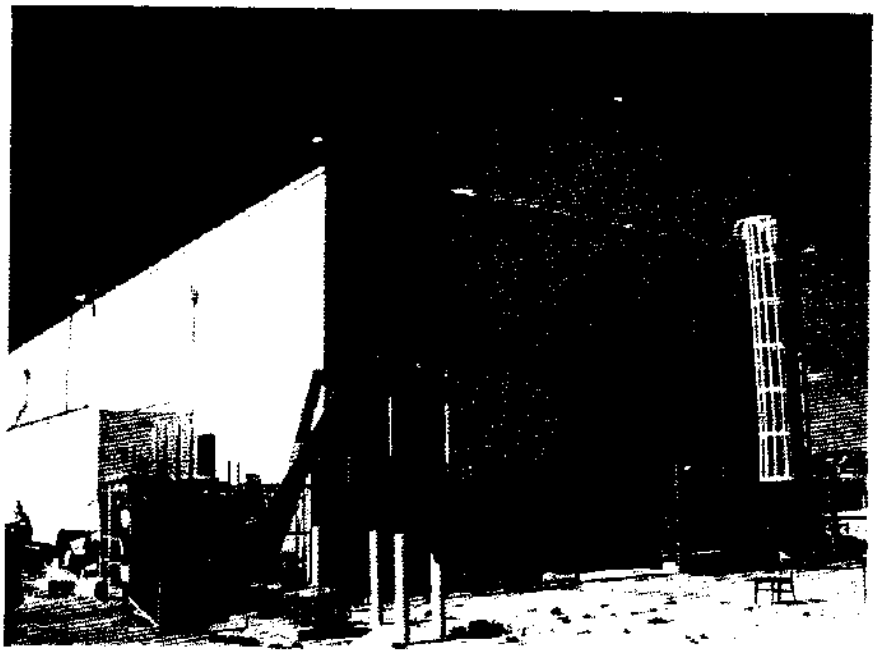


*Close-up of lean-to along north elevation of Building 45.*

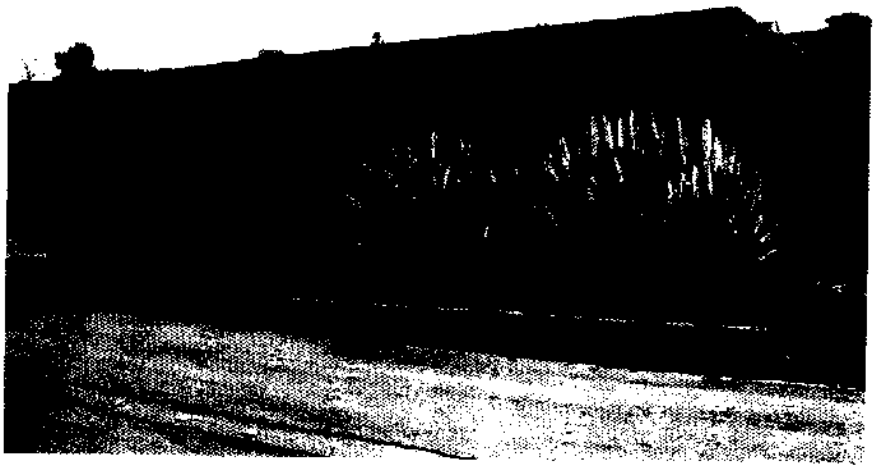


*Perspective of west and south elevations of Building 45.*

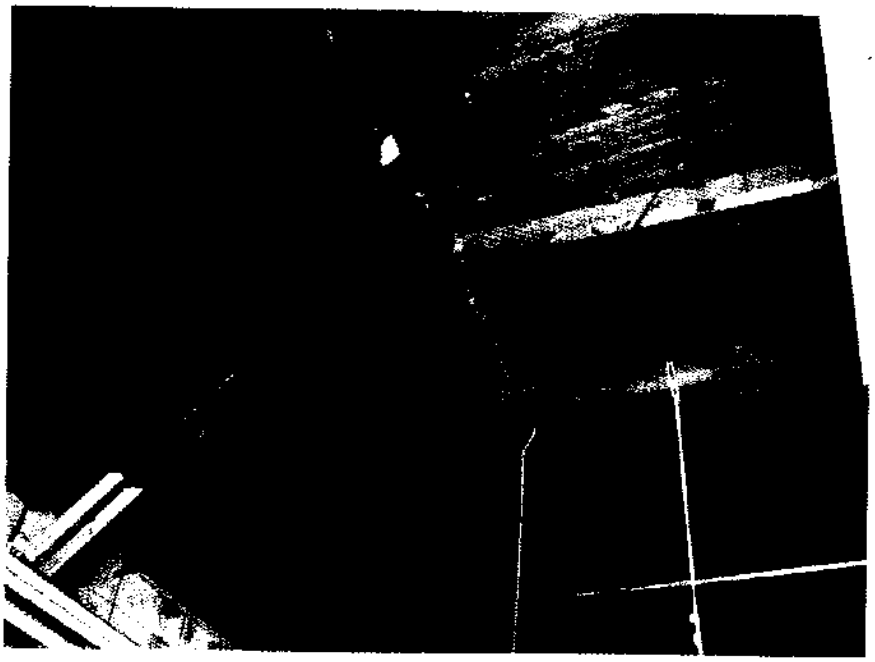
**Building 22**



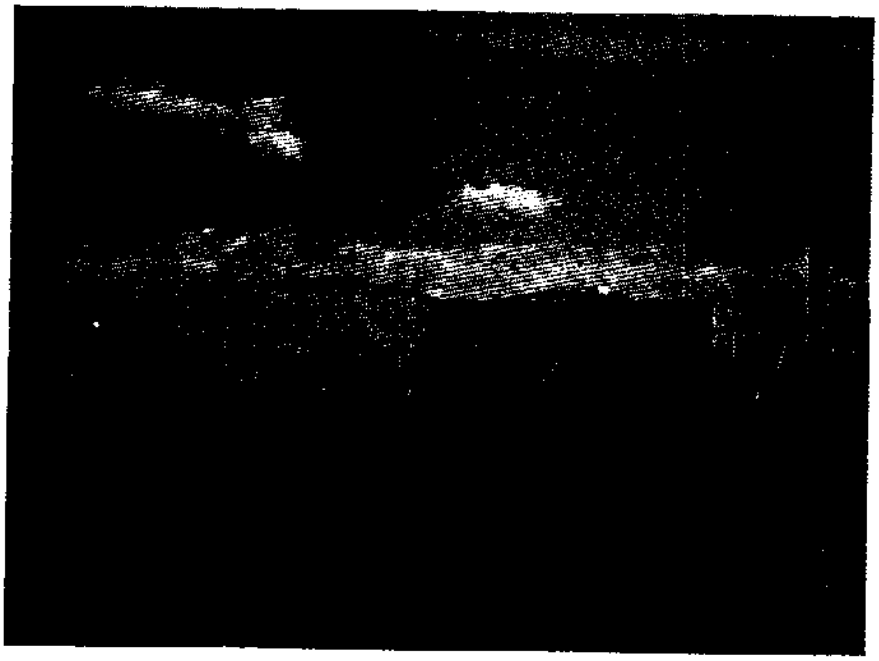
*Perspective of east and south elevations of Building 22, facing northwest.*



*Perspective of north and west elevations of Building 22, facing southeast.*



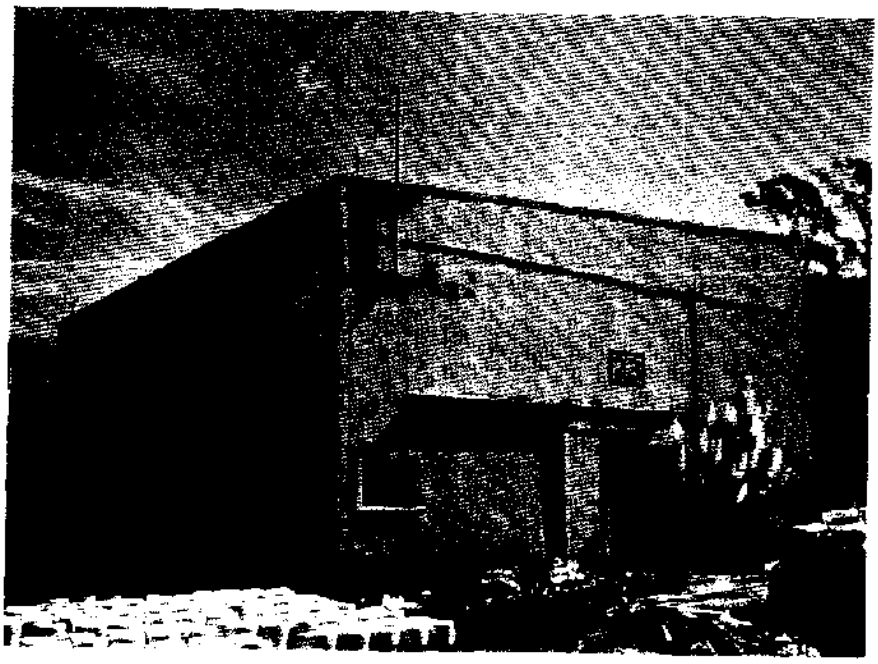
*Bowstring truss and redwood beams of Building 22.*



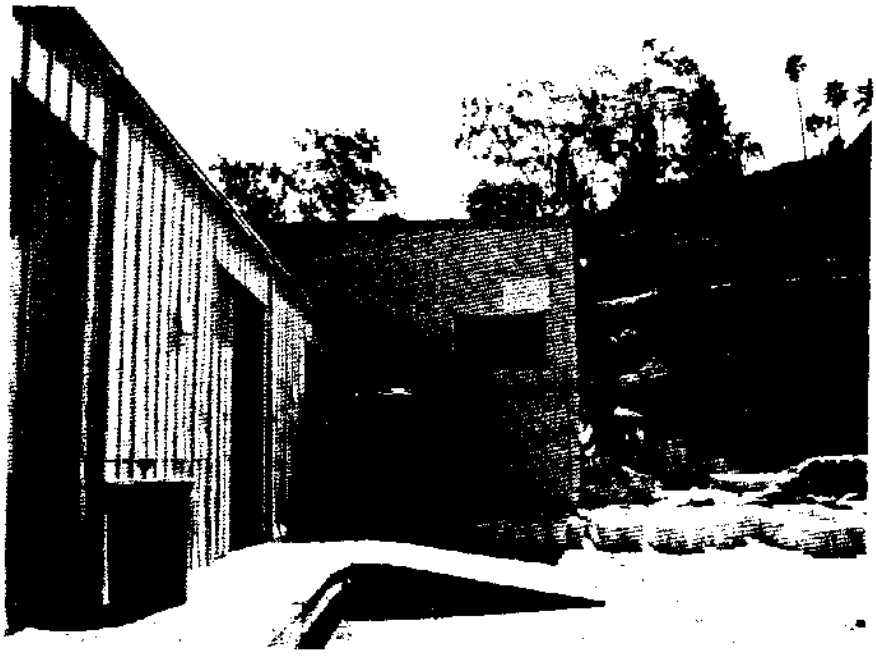
*Building 22 (foreground) in relation to Building 45 (rear). The Spruce Goose was assembled in Building 15, which is beyond Building 45 to the east of the buildings assessed. Photo was taken facing east, standing to the west of Buildings 22 and 45.*

**Building 23**

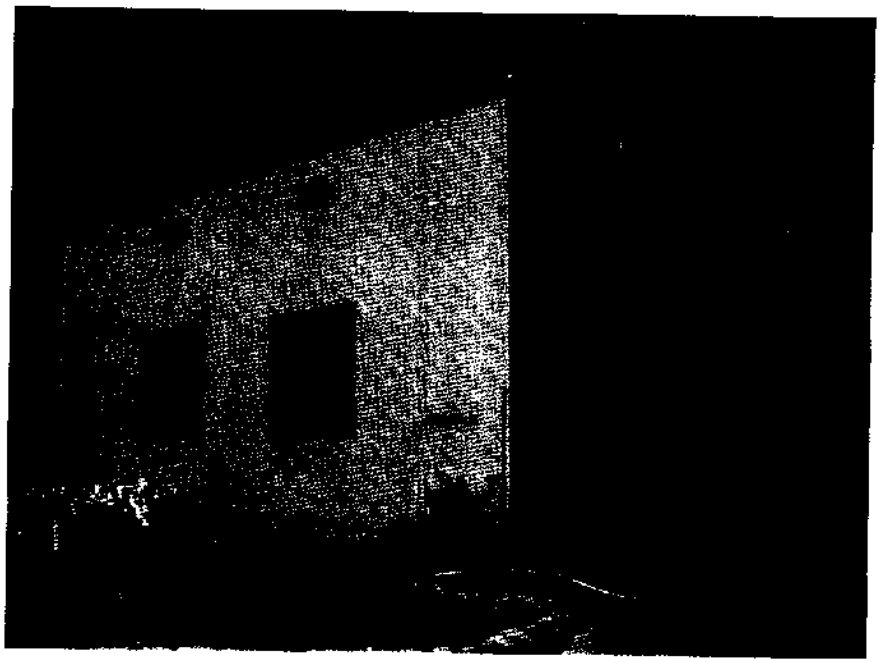
*West elevation of Building 23 with environmental context shown. Buildings 912-913 are shown to the north of Building 23.*



*Perspective of west and north elevations of Building 23, facing southeast.*



*North elevation of Building 23 and its relation to Buildings 911-913.*



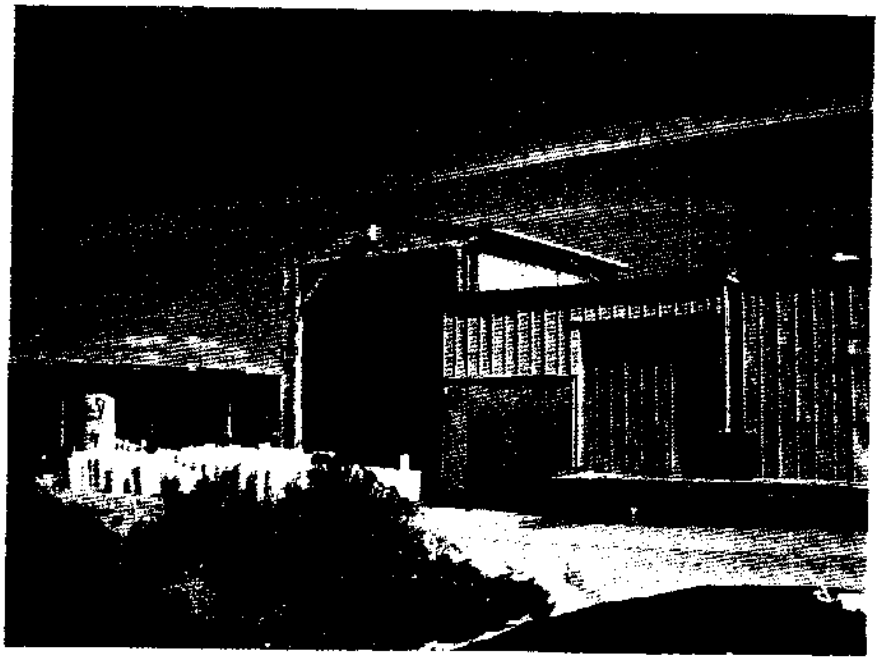
*Perspective of south and east elevations of Building 23, facing northwest.*

*East elevation of Building 23.*

**Buildings 911-913**

*(see photos of Building 23 and 923, shown in relation to Buildings 911-913 north of Building 23 and south of Building 923).*

**Building 923**

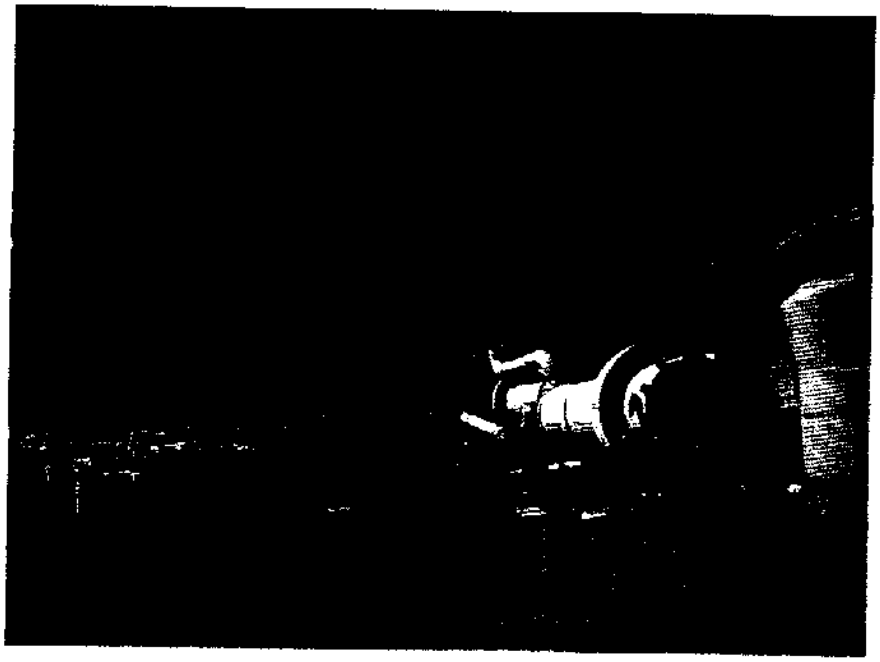


*Perspective of west and south elevations of Building 923 and its relation to Building 911-912.*

*Perspective of west and north elevations of Building 923 and its relation to Building 911 and the storage facilities along the north side of the Salvage Yard.*

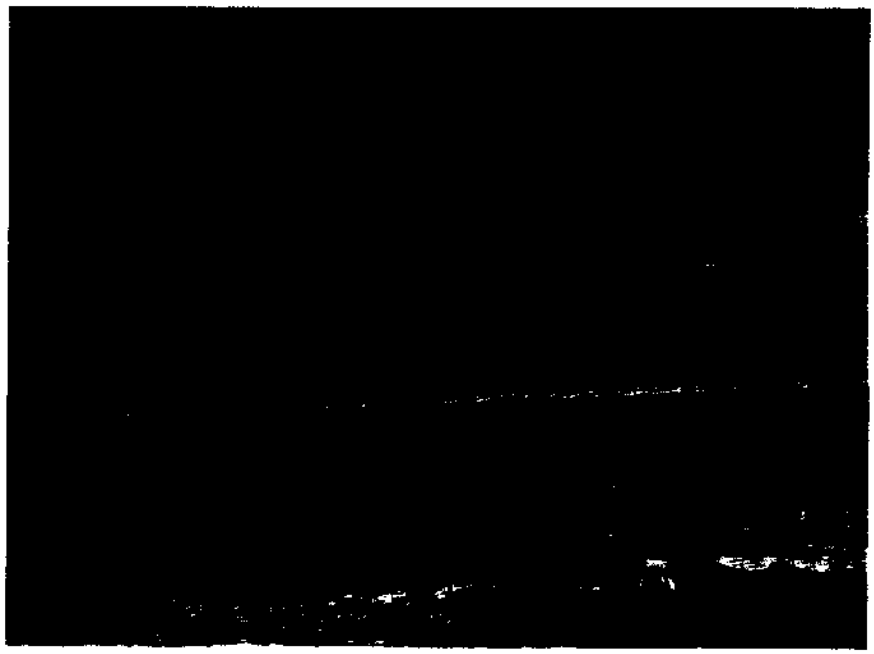
*Perspective of the north and east elevations of Building 923 and its relation to shed located to its east that is not numbered or attached. Environmental context also shown.*

**Storage Facilitics on north and west side of Salvage Yard**

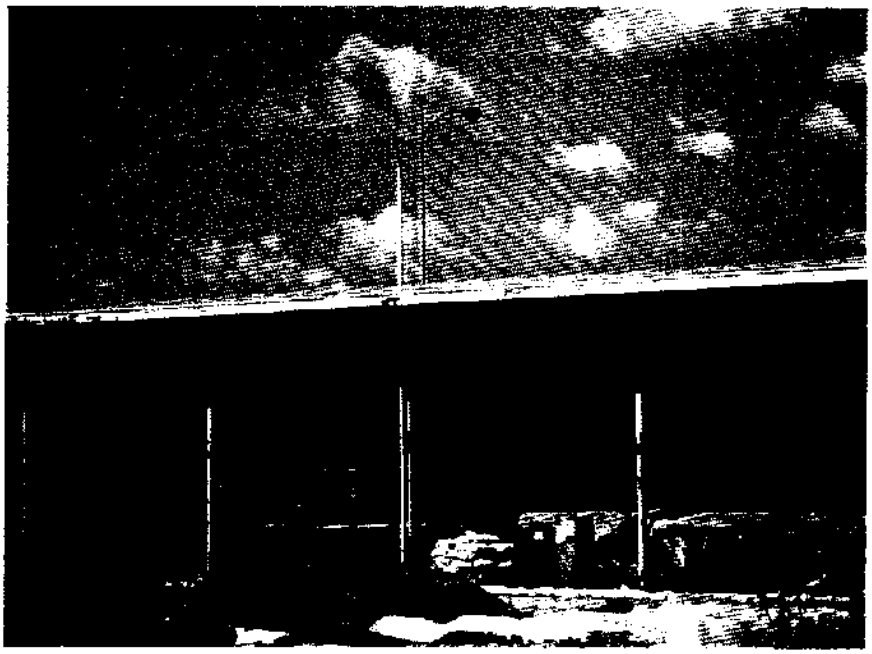


*L-shaped pattern of storage sheds along north and west sides of Salvage Yard with environmental view.*

*Storage sheds on north side of Salvage Yard and northwest corner of the facilities along the west side of the Salvage Yard.*



*Storage sheds along north side of Salvage Yard and proximity to those on west side.*



*Structural elements of storage sheds along north side of Salvage Yard. There are 33 bays in this row of storage spaces and they are each numbered (1-33).*