

January 7, 2021

Mr. Eduardo Schonborn, AICP, Principal Planner
CITY OF EL SEGUNDO
350 Main Street
El Segundo, CA 90245

**RE: CULTURAL RESOURCES IDENTIFICATION MEMO FOR THE 650-700 PCH PROJECT
CITY OF EL SEGUNDO, LOS ANGELES COUNTY, CALIFORNIA**

Dear Mr. Schonborn:

In support of the 650-700 PCH Project (Project), Michael Baker International, Inc. (Michael Baker) staff completed a South Central Coastal Information Center (SCCIC) records search, historical map review, and evaluation for the California Register of Historical Resources (California Register) of the two buildings located at 650 and 700 North Pacific Coast Highway (PCH), in the City of El Segundo. These efforts were completed to determine whether the proposed Project could result in adverse impacts to cultural resources in accordance with the California Environmental Quality Act (CEQA). Methods, results, and recommendations are summarized below; figures are provided in **Attachment 1**.

PROJECT DESCRIPTION

The Project proposes constructing a seven-story, 122,156-gross-square-foot office building with a 1,185-space parking structure, as well as renovations and modernizations to both the exterior facades and the interiors of the existing office buildings at 650 North Pacific Coast Highway and 700 North Pacific Coast Highway in the City of El Segundo. The renovations include alterations to the building at 650 North Pacific Coast Highway and will include enhanced landscaping improvements with the addition of a large outdoor landscaped plaza with outdoor seating. The plaza will be surrounded by the two extant buildings and the new office building to create a cohesive pedestrian office campus. The Project will also return pedestrian entrances to the street-side façade of the buildings.

CULTURAL RESOURCES IDENTIFICATION

The methods and results of the SCCIC records search, historical map search, review of the existing building permitting documents and technical reports including Phase I Environmental Site Assessments and Preliminary Geotechnical Investigation, and California Register evaluation are presented below. No pedestrian survey was undertaken due to no access to the facilities as a result of the heightened security status of the current building occupant (Boeing). Instead, client-provided photos, taken May 1, 2020, were reviewed. Also due to lack of direct physical access, street-level views from Google Earth and Google Maps were utilized.

SOUTH CENTRAL COASTAL INFORMATION CENTER

SCCIC staff conducted a records search (File No. 21729.7831) on October 15, 2020. The SCCIC, as part of the California Historical Resources Information System, California State University, Fullerton, an affiliate of the California Office of Historic Preservation (OHP), is the official state repository of cultural resources

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records and reports for Los Angeles County. As part of the records search, the following federal and California inventories were reviewed:

- California Inventory of Historic Resources (OHP 1976)
- California Points of Historical Interest (OHP 1992 and updates)
- California Historical Landmarks (OHP 1996)
- Directory of Properties in the Historic Property Data File (OHP 2012). The directory includes the listings of the National Register of Historic Places (National Register), National Historic Landmarks, California Register, California Historical Landmarks, and California Points of Historical Interest for Los Angeles County.

No cultural resources were identified within the Project area. Three cultural resource reports were previously completed within the Project area; six reports were within the quarter-mile search area as identified below.

Author(s)	Date	Title	In Project area?	Resources in Project area?
Stickel, Gary E.	1993	<i>Draft Report a Phase I Cultural Resources Literature Search for the West Basin Water Reclamation Project</i>	Yes	No
Avina, Mike	2001	<i>Monitoring Report for Xo California Builds-1920 Maple Avenue, El Segundo, California, and 4000 Macarthur Blvd, Newport Beach, California</i>	No	No
Bonner, Wayne H. and Kathleen A. Crawford	2007	<i>Cultural Resources Records Search And Site Visit Results for Royal Street Communications, LLC, Candidate La2640a (SCE El Nido), 1703 East Mariposa Avenue, El Segundo, Los Angeles County, California</i>	No	No
Bonner, Wayne H.	2007	<i>Direct APE Historic Architectural Assessment for Royal Street Communications, LLC Candidate LA2640A (SCE El Nido), 1703 East Mariposa Avenue, El Segundo, Los Angeles County, California</i>	No	No
Harper, Caprice D. and Francesca Smith	2008	<i>Preliminary Cultural Resources Survey for the Formation of the Wiseburn Unified School District Project, Cities of El Segundo and Hawthorne, and Unincorporated Los Angeles County, CA</i>	Yes	No
Metro	2011	<i>Crenshaw/LAX Transit Corridor Project Final Environmental Impact Report/Final Environmental Impact Statement</i>	Yes	No

LITERATURE AND HISTORICAL MAP REVIEW

The division of prehistory into temporal periods provides a framework for understanding culture change in years before present (BP). The earliest inhabitants to the Los Angeles Basin occurred in the Paleocoastal or Paleoindian Period terms, indicating proximity to the coast (Moratto 1984; Erlandson et al. 2007) and is generally dated between about 13,000 and 8,500 BP. These earliest inhabitants were highly mobile hunter-gatherers. Warren (1968) and others (Sutton and Gardner 2010) redefined the Millingstone Horizon as the Encinitas Tradition, which dates to between about 8,500 BP and 3,500 BP. Encinitas is a widespread cultural phenomenon distinguished by an abundance of manos and metates

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and a dearth of vertebrate faunal remains, projectile points, and mortar and pestle groundstone tools. Definitions of the Intermediate Period and Late Prehistoric Period continue to be employed as temporal periods as Wallace (1955) defined them, though understanding of cultural practices, technology, and migrations, among other aspects, has been thoroughly deepened (as summarized by Sutton 2010).

At the beginning of the historic period, the Project location is understood to be within the ancestral territory of the Gabrieliños though no Gabrieliño villages are known to be within the vicinity of the Project site, and the place name *Waachnga* (McCawley 1996) is located approximately 3 miles to the north-northwest. This place name potentially corresponds to the location of *Gauchn*, a Gabrieliño village (Kirkman 1938). The Gabrieliño Indians are named because of their association with the Mission San Gabriel Arcángel, located approximately 20 miles northeast. Generally, their territory included all of the Los Angeles Basin, parts of the Santa Ana and Santa Monica Mountains, along the coast from Aliso Creek in the south to Topanga Canyon in the north, and San Clemente, San Nicolas, and Santa Catalina Islands. The Gabrieliño spoke a dialect of the Cupan group of the Takic language family (Bean and Smith 1978: 538-549).

The Project area was once part of Rancho Sausal Redondo and remained undeveloped until 1927. Between 1928 and 1947, the land was used for agricultural purposes. No built features are depicted within the Project area until 1953 with the extant building at 737 Lairport Street. By 1964, both 650 and 700 North Pacific Coast Highway are depicted in the Project area. The Project area has remained relatively unchanged since 1965; see **Attachment 2**. (AEI Consultants 2020; BLM 1868; Historicaerials.com 2020; USGS 1924, 1930, 1948, 1950, 1957, 1964; UCSB 1952, 1956, 1965, 1971; Harper and Smith 2008; Metro 2011).

CALIFORNIA REGISTER

The buildings located at 650 and 700 North Pacific Coast Highway were evaluated for inclusion in the California Register and recommended ineligible for listing under Criteria 1, 2, 3, or 4 both individually and as contributors to a historic district due to a lack of association with a historic context. Additionally, the resources were evaluated in accordance with Section 15064.5(a)(2)–(3) of the CEQA Guidelines using the criteria outlined in Section 5024.1 of the California Public Resources Code, and they do not appear to be historic resources for the purposes of CEQA.

Refer to **Attachment 2** for the full resource descriptions and evaluations with historic context.

FINDINGS AND RECOMMENDATIONS

The SCCIC records search, literature and historical map review, and California Register evaluations identified no historic resources as defined by CEQA Section 15064.5(a) within the Project area.

There are no known archaeological resources in the Project site; however, there is potential, however slight, to uncover previously unidentified archaeological resources during excavation into native soil. Archaeological and Native American monitoring shall be conducted for ground disturbing activities within the Project site. Monitoring shall be performed under the direction of a qualified archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for archaeology (National Park Service 1983). If suspected prehistoric or historical archaeological deposits are discovered during construction, all work within the immediate area of the discovery shall be redirected and the find must be evaluated by a qualified archaeologist. Depending upon the nature of the find, if the discovery proves to be potentially significant under CEQA, as determined by the qualified archaeologist,

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additional work such as such as on site monitoring by a qualified Native American Tribal representative, data recovery excavation, avoidance of the area of the find, documentation, testing, data recovery, reburial, archival review and/or transfer to the appropriate museum or educational institution, or other appropriate actions may be warranted at the discretion of the qualified archaeologist. The archaeologist shall complete a report of excavations and findings, and submit the report to the Director of Planning and Building Safety. After the find is appropriately mitigated, work in the area may resume.

Any human remains encountered during Project ground-disturbing activities shall be treated in accordance with California Health and Safety Code Section 7050.5, which states that no further disturbance shall occur until the County Coroner has made a determination of the origin and disposition pursuant to Public Resources Code Section 5097.98. In the event of an unanticipated discovery of human remains, the County Coroner shall be notified immediately. If the human remains are determined to be prehistoric, the coroner shall notify the Native American Heritage Commission (NAHC), which shall determine and notify the most likely descendant (MLD). The MLD shall complete the inspection of the site within 48 hours of notification and may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials.

PREPARER QUALIFICATIONS

Chris Wendt, Architectural Historian, has over 12 years of experience teaching history and English. He assists senior architectural historians with a variety of tasks, including field survey and photographic documentation of historic-age resources, property research, writing architectural descriptions, and developing historic statements. He conducts National Register, California Register, and various local register evaluations for projects subject to CEQA and Section 106 of the National Historic Preservation Act. He has served as the visitor services and volunteer coordinator for the Los Angeles Museum of the Holocaust and Museum of Sonoma County. He also worked with the Petaluma Historical Museum and Library and Cotati Museum and Historical Society where he conducted archival research and aided in the identification of historic resources. He is a Secretary of the Interior Professionally Qualified historian and architectural historian.

Nicholas F. Hearth, Principal Investigator/Senior Archaeologist, is a registered professional archaeologist (#989903) and meets the Secretary of the Interior's Professional Qualification Standards for archeology and history, and the Society for California Archaeology's professional qualification standards for Principal Investigator. Mr. Hearth has 18 years of experience in cultural resources management, including project management, personnel management, Native American consultation, archival research, laboratory analysis, ethnographic and historical research, field survey, prehistoric and historical excavation, laboratory analysis, collections management, and GIS applications. He has experience with cultural and tribal cultural resources issues as they relate to CEQA and the National Environmental Policy Act. He directs the preparation of cultural resources technical studies compliant with Section 106 of the National Historic Preservation Act and CEQA, including studies documenting research, survey, testing, excavation, monitoring, and evaluation for inclusion in the National Register and California Register. He has worked in California, Nevada, Utah, New Mexico, across the Midwest, throughout New England, and in four countries in Central America.

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Sincerely,

A handwritten signature in black ink, appearing to read "Nick F. Hearth". The signature is stylized with a large initial "N" and a long horizontal stroke extending to the right.

Nick Hearth, RPA
Senior Archaeologist

A handwritten signature in black ink, reading "Chris Wendt". The signature is written in a cursive, flowing style.

Chris Wendt, MA
Architectural Historian

Attachments:

Attachment 1 – Figures

Attachment 2 – DPR 523 Forms

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_____. 1948. Inglewood, Calif. 1:24,000 scale topographic quadrangle. Reston, VA: US Department of the Interior.

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Attachment 1

Figures

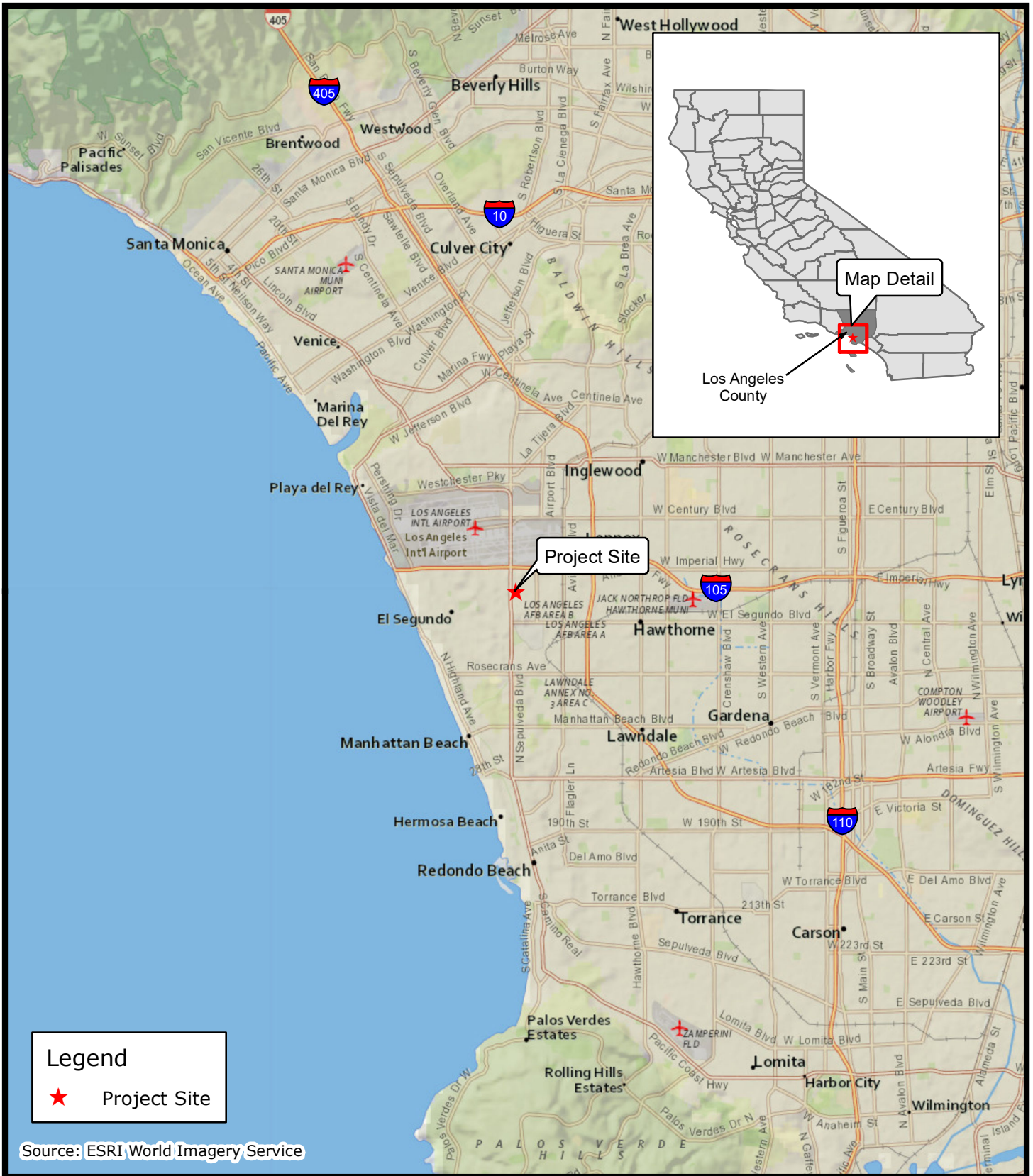


FIGURE 1
Regional Location Map

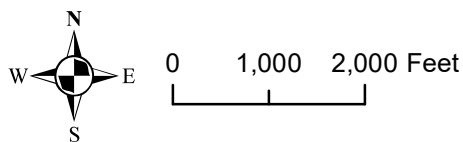
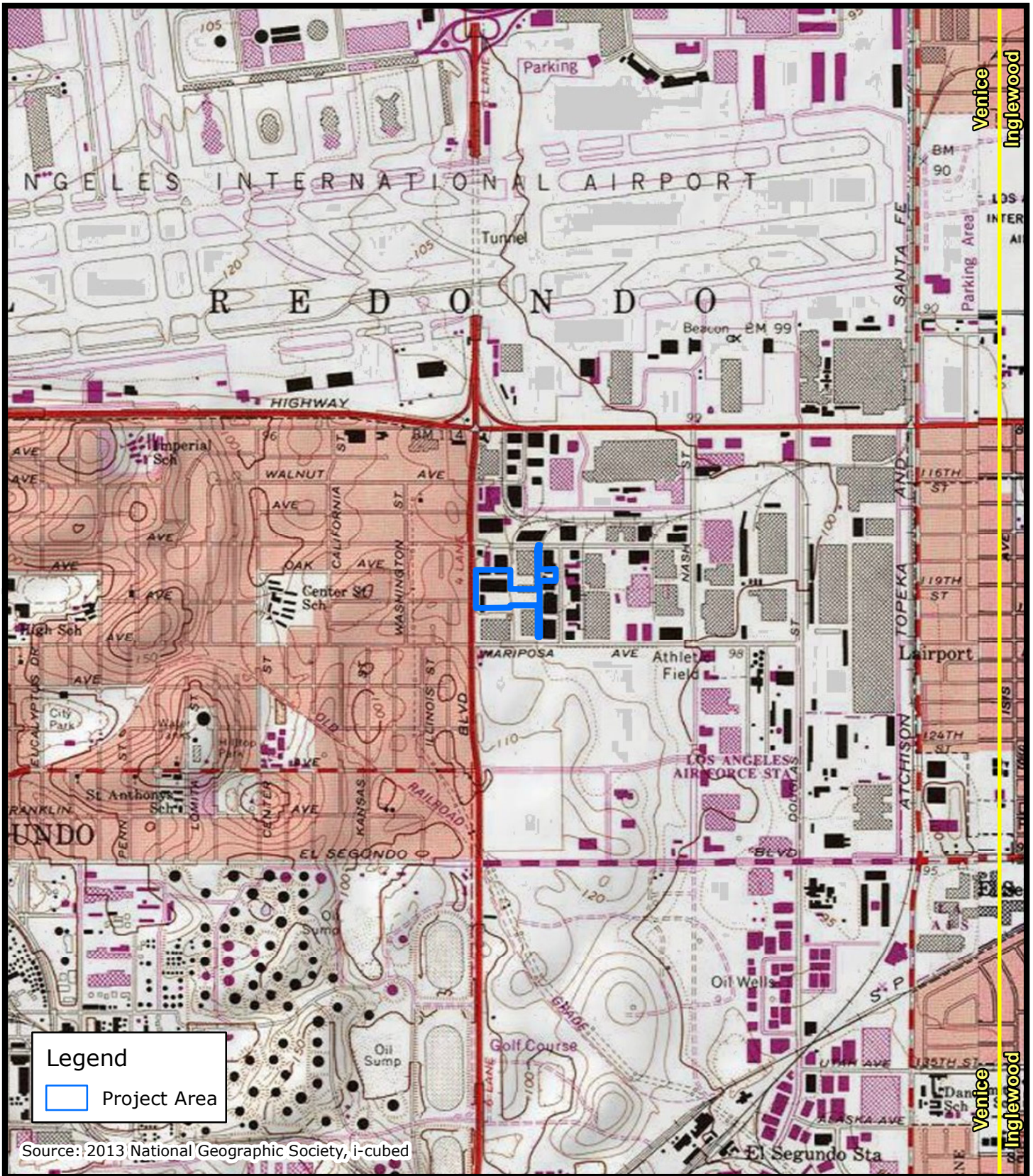


FIGURE 2
Project Location Map

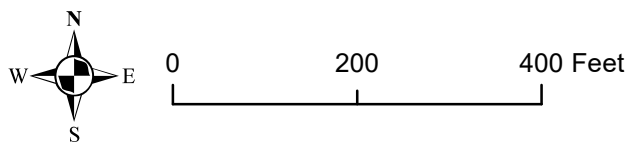
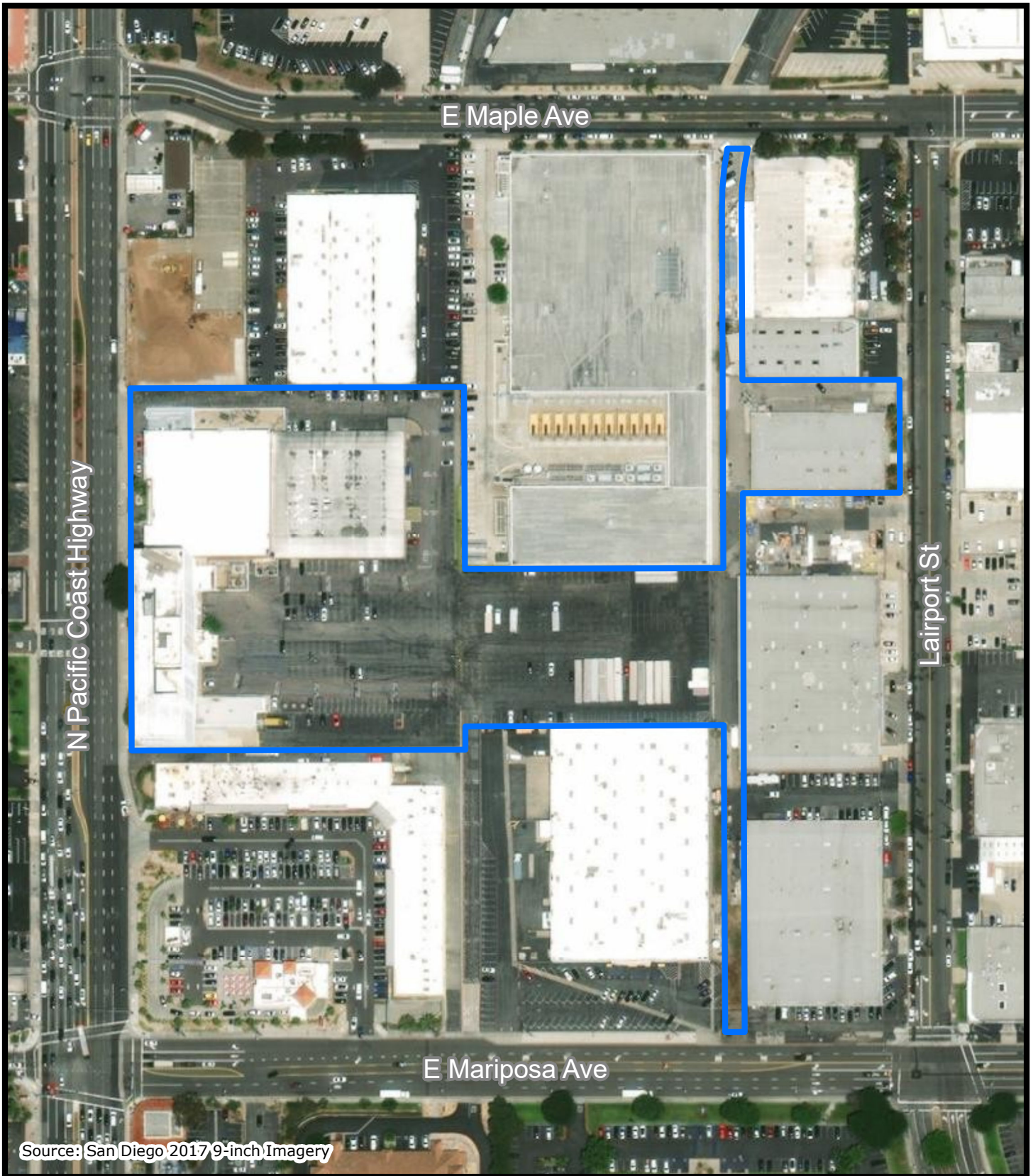


FIGURE 3
Area of Potential Effects

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Attachment 2
DPR 523 Forms

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

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Other Listings
Review Code

Reviewer

Date

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*Resource Name or #: 650 North Pacific Coast Highway

P1. Other Identifier: N/A

*P2. Location: Unrestricted

*a. County Los Angeles and

*b. USGS 7.5' Quad Venice, Calif. Date 1964 T 3S; R 14W ; S.B.B.M

c. Address: 650 North Pacific Coast Highway City: El Segundo Zip: 90245

d. UTM: Zone: 11S, 370970 mE/ 3754727 mN

e. Other Locational Data: APN - 4138-006-031

*P3a. Description: Building S37 (subject property), is located at 650 North Pacific Coast Highway, El Segundo, CA 92045 (alternate address 650 North Sepulveda Boulevard, El Segundo, CA 90245). Built 1961-1962, Building S37 is an example of the International Style, specifically showcasing Bauhaus and Corbusian influence. The building is separated from North Pacific Coast Highway by a flat, concrete-paved sidewalk. Building S37 is rectangular in plan, measuring approximately 256 feet by 65 feet. The building is of steel frame and concrete construction, rising from a concrete slab foundation. Building S37 rises a full eight stories in height (excluding the rooftop head house): seven stories are visible on the west (front) façade, and eight stories are visible on the east (rear) façade. Two one-story, mechanical wings extend from the east (rear) façade, flanking an asphalt-paved parking lot. The parking lot is accessible via a vehicular portal that passes through Building S37 at its southern end. Building S37 has a flat roof clad in modern synthetics and is punctuated by a one-story headhouse (60 feet by 33 feet) and a modern, irregularly shaped, one-story microwave penthouse (built 1996) diagonally situated at the building's northeastern corner. The roof of this penthouse is clad in corrugated metal. The ground level on the west (front) façade, including the building's former main entrance, has been infilled with concrete block clad in polished granite slabs (altered 1970 and 1984). The former entrance is demarcated by a cantilevered canopy and exposed aggregate concrete steps. The building's main entrance was relocated to the east (rear) façade, off the parking lot. Floors two through eight are clad in a modern, exterior insulation and finish system (EIFS) curtain wall system (applied 2000). The exterior curtain wall is punctuated by aluminum-framed, ribbon windows (installed 2000) separated by vertical concrete-clad columns. The second floor on the west (front) façade has no windows; they were likely infilled during the application of the EIFS system. The top floor on the west (front) façade prominently features recessed, open balconies; these were originally intended for use as greenspace. The east (rear) façade of Building S37 largely mirrors the configuration of the west (front) façade, except for a series of centered, uncovered balconies running from the second to the eighth story (added 2000).

*P4. Resources Present: Building

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)



P5b. Description of Photo:

Photograph 1: View of the west (front) and south (side) façades of the building located at 650 North Pacific Coast Highway, facing northwest. October 2019.

P6. Date Constructed/Age

and Source: Historic

1962 (LACDPW 2020)

*P7. Owner and Address:

L&R Zac 650 Sepulveda LLC,
8445 Santa Monica Boulevard,
Suite 5
West Hollywood, CA 90069

*P8. Recorded by:

Molnar, Katherine and Chris
Wendt
Michael Baker International, Inc.
2729 Prospect Park Drive, #220
Rancho Cordova, CA 95670

*P9. Date Recorded: October
21, 2020

*P10. Survey Type: Intensive

*P11. Report Citation: Hearth, Nicholas and Chris Wendt. 2020. "Cultural Resources Identification Memo for the 650-700 Pacific Coast Highway Project, Los Angeles County, California." Ontario, CA: Michael Baker International.

*Attachments: Location Map Continuation Sheet Building, Structure, and Object Record

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code 6Z

*Resource Name or # 650 North Pacific Coast Highway

- B1. Historic Name: Aerospace Center
- B2. Common Name: Building S37
- B3. Original Use: Commercial
- B4. Present Use: Commercial

***B5. Architectural Style:**

***B6. Construction History:**

Originally designed as an office building catering to the nascent aerospace industry in El Segundo, construction of the subject property began in April 1961 (LAT 1961c: 137). It was completed in 1962. The building was designed by architect Daniel L. Dworsky of Los Angeles, principal of Dworsky & Associates, and built by the Contracting Engineers Company (LAT 1961c: 137). The building's reported cost of construction was approximately \$2.5 million (LAT 1961c: 137). In 1970, the building's ground floor was enclosed with concrete block, clad in granite. In 1976, the exposed aggregate concrete steps and curbs were altered due to street widening. In 1984, the second and third floors were renovated at a cost of \$1.8 million. In 1985, the lobby was renovated to add an additional 636 square feet of space and a covered entrance. That same year, work was undertaken between the fourth floor and the penthouse level. This included a complete demolition and renovation of the offices and corridors. In 1994 the first floor was also renovated, enclosing the elevator lobby with security walls. In 1996, an 814-square-foot steel microwave penthouse was constructed on the roof. In 2000, Building S37 underwent substantial exterior alterations. This included removal of sunscreens and window louvers, the application of new glazing on floors three through eight, the construction of new balconies on the east (rear) façade, and the application of an EIFS system (City of El Segundo 1961-2000: 15, 34, 44, 51-52, 59, 76, 85-86, 306, 308, 341).

***B7. Moved?** No Yes Unknown **Date:** N/A **Original Location:** N/A

***B8. Related Features:** N/A

B9a. Architect: Daniel L. Dworsky, Dworsky & Associates **b. Builder:** The Contracting Engineers Company

***B10. Significance: Theme** N/A **Area:** El Segundo
Period of Significance: 1962 **Property Type:** Commercial **Applicable Criteria:** Criterion 3

SEE CONTINUATION SHEETS

B11. Additional Resource Attributes: N/A

***B12. References:** SEE CONTINUATION SHEETS

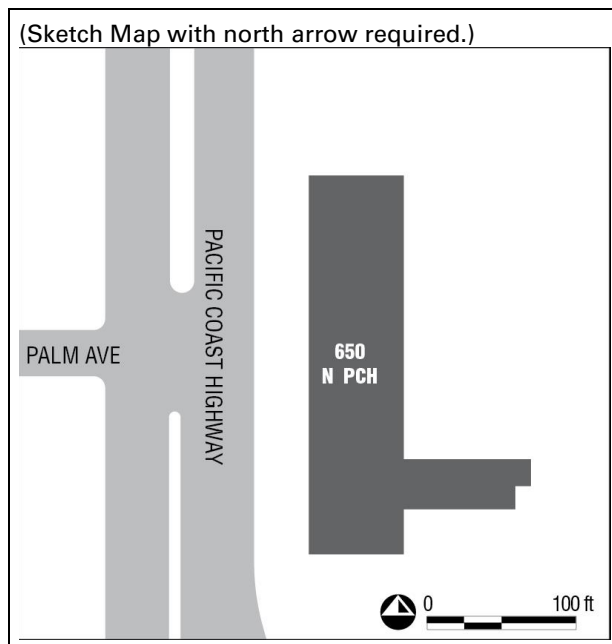
B13. Remarks: N/A

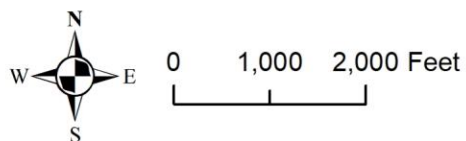
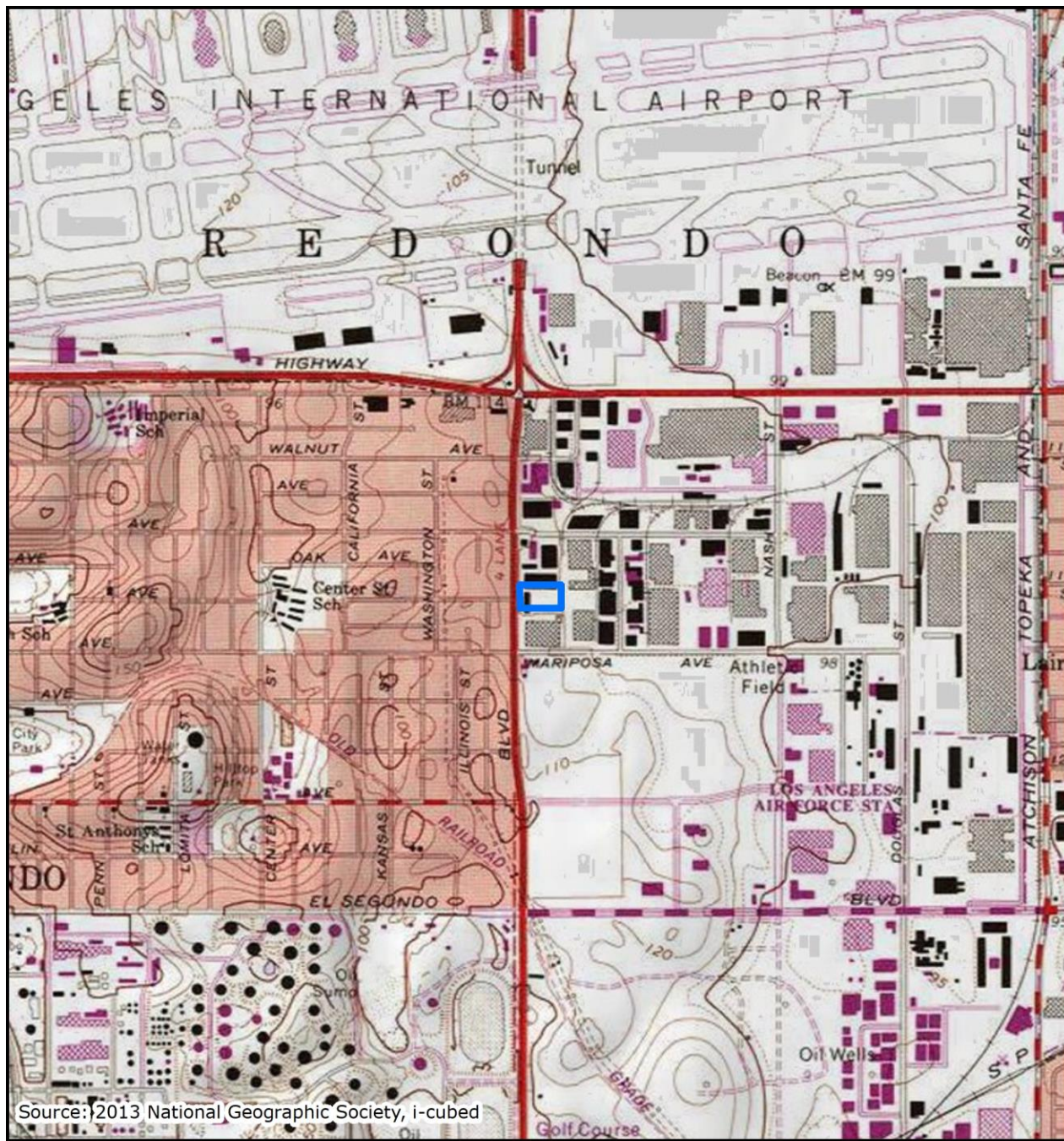
***B14. Evaluator:**

Chris Wendt, Architectural Historian
Michael Baker International
2729 Prospect Park Drive, #220
Rancho Cordova, CA 95670

***Date of Evaluation:** October 21, 2020

(This space reserved for official comments.)





650 N Pacific Highway
Resource Location Map

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

Overview: Twentieth Century Development of El Segundo

Incorporated as a city on January 18, 1917, the area's local economy was historically dominated by the oil industry at the time of its founding. Throughout the 1910s and 1920s, the refinement of oil and the production of petroleum products remained central to the region's economy. However, in 1927, Mines Field opened a short distance north of the subject property. Later known as the Los Angeles Municipal Airport—eventually growing into Los Angeles International Airport (LAX)—Mines Field was the first municipal airport serving the greater Los Angeles area. The siting of the airport to the immediate north of El Segundo had a profound effect on the local and regional economies, driving the diversification of businesses. This ultimately resulted in an eclipse of the oil industry's prominence.

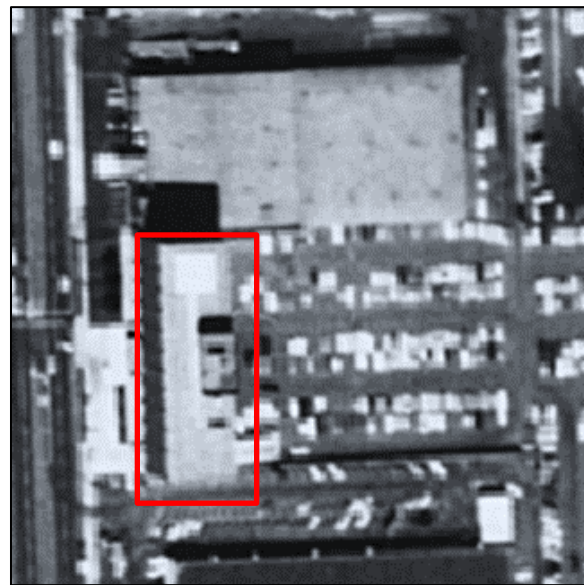
During the 1940s and 1950s, several aviation and defense contractors relocated to El Segundo, citing proximity to the airport. Among these companies were Douglas and Hughes Aircraft, Northrop (later Northrop Grumman), and North American Aviation (later Rockwell) (El Segundo Chamber of Commerce 2020; Harper and Smith 2008: 18). The addition of the Aerospace Company Corporation in 1960 and the establishment of the Los Angeles Air Force Base in 1964 further bolstered the region's economy (Harper and Smith 2008: 18-19). The Los Angeles Air Force Base became the only active-duty military based in the Los Angeles area and most notably housed the 61st Air Base Wing and the Space and Missile Systems Center. Growth and diversification of El Segundo continued beyond the 1950s and 1960s with aviation industry leaders like Boeing, Lockheed Martin, and Raytheon choosing to locate within the city. Corporate aerospace and satellite designers, manufacturing high-technology mechanisms to support the nation's defense and exploration efforts, continued to expand over the final decades of the twentieth century.

Today, over half of the satellites and vehicles in space are manufactured in El Segundo, with numerous aerospace industry leaders choosing to locate within the city limits (El Segundo Chamber of Commerce 2017: 30-36; Harper and Smith 2008: 18-19).

North Sepulveda/North Pacific Coast Highway Corridor Development

In 1962, the El Segundo Chamber of Commerce dubbed the stretch of Sepulveda Boulevard running within the city limits as the "International Mile." Drawing inspiration for the name from nearby LAX, the "International Mile" included what was, at the time, the tallest building in the South Bay area: the eight-story Aerospace Center at 650 North Sepulveda Boulevard (subject property).

Although the "International Mile" moniker did not endure, development continued along Sepulveda Boulevard well into the late twentieth century. Illustrating the trend in frenzied mid-twentieth-century development, in 1952, aerial photographs of the subject property depict largely undeveloped land (Photograph 2). However, by 1965, this area had been fully developed with multi-story complexes and commercial office buildings (Photograph 3) (Brighton 2014; El Segundo Chamber of Commerce 2017: 30-36; LAT 1962a: 154).



Photograph 2 (left):
Photograph 3 (right):

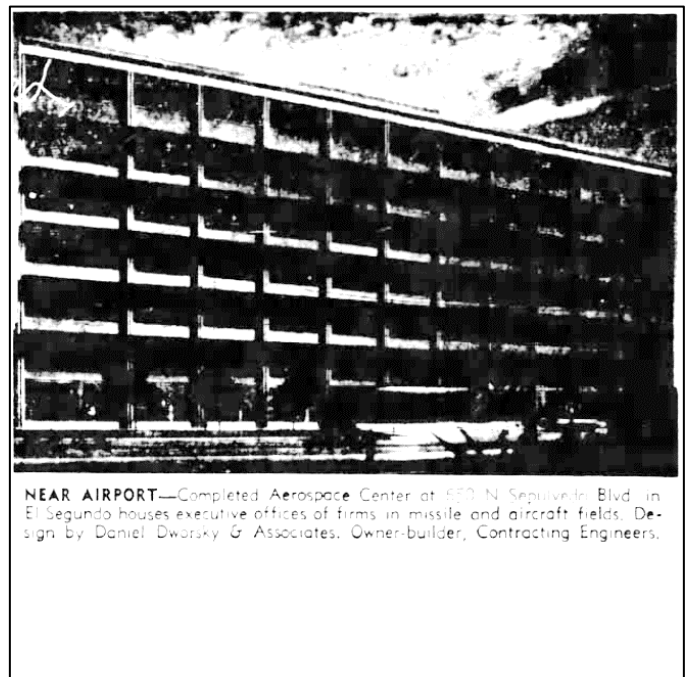
1952 aerial photograph depicting the property at 650 North Pacific Coast Highway vacant (UCSB 1952).
1965 aerial photograph depicting the subject property (red line) at 650 North Pacific Coast Highway (UCSB 1965).

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

Property Specific Contextual History

Construction of the subject property began in early 1961. It was completed in late 1962. The building was financed and developed by Allen H. Rabin, president of the Rabin Company (later the Rabin-Winter Corporation). The Rabin Company specialized in the manufacture and distribution of drugs and other pharmaceutical products. In 1957, the Rabin Company acquired a vacant parcel at 700 North Sepulveda Boulevard in order to construct its new headquarters and distribution center (UCSB 1952, 1965; LACDPW 2020).

In the early 1960s, after observing the growing need for office space within proximity of LAX, Rabin contracted with architect Daniel L. Dworsky to design what would become known as the Aerospace Center (subject property). Rabin intended for the building to be the nation's first office building dedicated solely to serving the needs of the nascent aerospace industry. These services would include a 24-hour classified secretarial service, a reproduction center, a classified waste disposal service meeting the Department of Defense security requirements, a 24-hour travel center, and an officially designated heliport on the roof of the building (LAT 1961c: 137; 1961d: 158; 1962c: 134). Dworsky designed the building in the International Style. The Contracting Engineers Company served as the general contracting firm for the project. It was built at a reported cost of approximately \$2.5 million dollars. Upon completion, the subject property was the tallest building in the City of El Segundo (Photographs 4 and 5).



Photograph 4 (left):
Photograph 5 (right):

Newspaper photograph depicting 650 North Pacific Coast Highway shortly after completion (LAT 1962c: 134).
Newspaper photograph depicting 650 North Pacific Coast Highway shortly after completion (LAT 1963a: 131).

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

Since its completion in 1962, the subject property has undergone extensive interior and exterior alterations. These alterations and their respective dates of completion are summarized in **Table 1** (City of El Segundo 2020: 3, 15, 34, 44, 51-52, 59, 76, 85-86, 306, 308, 341).

Table 1: Known Alterations to Subject Property	
Date	Description of Work
04/17/1961	Original building permit listing architect, engineer, and contracting company.
11/17/1970	Concrete block wall faced with granite.
03/09/1976	Sawcut concrete and build concrete steps and curbs. Readjustment due to street widening.
09/21/1984	Renovate 2 and 3 floors (\$1.8 million).
10/09/1984	Renovation of ground and 1st floor.
01/31/1985	Complete demolition of offices and corridors, floors 4, 5, 6, 7, and penthouse.
03/11/1994	Remodel 1st floor lobby enclosing security walls at elevator lobby.
05/28/1996	Steel structure platform on roof to support antennae enclosure.
03/06/2000	Applying glazing to existing planters at floors 3-8 (adding 600 SF to building interiors).
03/30/2000	Demolition of window louvers.
07/25/2000	Remove existing sunscreens, add new balconies on east side, new EIFS exterior finish.

Corporate Occupancy, 1961 to Present

The subject property's known corporate occupancy between 1962 and the present is identified in **Table 2** (EPA 2015; California Secretary of State 2020; LAT 1961e: 128, 1962b: 88, 1962d: 350, 1963b: 44, 1965a: 109, 1965b: 380, 1965c: 80, 1967: 67, 1968: 106; Lombardi and Eastman 2011: 45-46; Independent Press-Telegram 1962: 70).

Table 2: Corporate Occupancy		
Date	Address	Business
1961-1967	650 North Sepulveda Boulevard	Automation Industries Inc.
1962-2008	650 North Sepulveda Boulevard	Computer Sciences Corporation (aka Computer Sciences Institute)
1962-1965	650 North Sepulveda Boulevard	Trans-Global Travel Bureau
1962	650 North Sepulveda Boulevard	Panelyte Industrial Division of Thiokol Chemical Corporation
1963-1967	650 North Sepulveda Boulevard Room 618	LTV-Chance Vought a division of Ling-Temco-Vought, Inc. (later LTV Aerospace Corporation)
1964-1965	650 North Sepulveda Boulevard Room 730	Thompson-Ramo-Wooldridge Electronics
1965	650 North Sepulveda Boulevard	Leonard's Department Stores
1965-68	650 North Sepulveda Boulevard	Mechanics Research Inc.
1984-2000	650 North Sepulveda Boulevard	Hughes Space & Communications Company
2015-Present	650 North Sepulveda Boulevard	The Boeing Company

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

Computer Sciences Corporation

Computer Sciences Corporation (CSC) occupied the subject property between 1962 and 2008. CSC was founded in Los Angeles County in 1959 by Fletcher Jones and Roy Nutt. Over the next five decades, CSC grew rapidly to serve governments and enterprises worldwide, laying the foundation for what is known today as the information technology (IT) industry. CSC provided systems design and integration, IT and business process outsourcing, applications software development, web and application hosting, and management consulting. CSC merged with HP Enterprise Services in 2017, creating a new company, DXC Technology (Fundinguniverse.com 2020a; LAT 1962d: 350; POGO 2020).

Thiokol Chemical Corporation

Thiokol Chemical Corporation originated in the early twentieth century when, in 1926, chemists Joseph C. Patrick and Nathan Mnookin invented a synthetic rubber polymer that was discovered to be resistant to solvents. Patrick and Mnookin named the polymer "Thiokol," from the Greek words for sulfur (theion) and glue (kolla). Following the invention, the Thiokol Chemical Corporation was founded on December 5, 1929. With the financial support of salt merchant Bevis Longstreth, Thiokol opened a plant in Kansas City, Missouri, and eventually relocated to Trenton, New Jersey, in 1935. The Thiokol Chemical Corporation was propelled to prominence after the appointment of Joseph W. Crosby to the position of vice president and general manager in 1944. In speaking with scientists at the Jet Propulsion Laboratory at the California Institute of Technology, Crosby learned that the polymer Thiokol could be used as fuel (Fundinguniverse.com 2020b).

In the early 1950s, rockets were powered by liquid fuel. Due to its high flammability, liquid rocket fuel was considered exceptionally dangerous. Thiokol's polymer gained attention as a solid-fuel polymer, making it a safer solution to liquid fuel. Bolstered by contracts with the United States military, the company grew and was able to diversify. Having gained nearly 70 percent of the rocket fuel market by the 1950s, the company began to design and manufacture rocket engines. Thiokol continued its growth and, in the 1960s, expanded into the manufacture of the propulsion systems for the Minuteman 3 rocket, the Poseidon submarine, and the Sam-D missile. The company also provided pyrotechnic devices to the U.S. government for the Vietnam War (Fundinguniverse.com 2020b).

In 1962, Thiokol named Arthur P. Simard manager of its new West Coast sales office for its Panelyte Industrial Division. Panelyte is a proprietary composite material that forms an extremely strong yet lightweight composite panel, which is used extensively by the aerospace industry. The Panelyte Industrial Division of Thiokol was located in the subject property (Independent Press-Telegram 1962: 70; Transmaterial.net 2007).

LTV-Chance Vought: A Division of Ling-Temco-Vought, Inc. (later known as LTV Aerospace)

LTV-Chance Vought, and later LTV Aerospace, occupied the subject property from 1963-1967 (LAT 1963b: 44, 1967: 67). The LTV Corporation was founded in Dallas, Texas, in 1947 when founder James L. Ling of Oklahoma formed the Ling Electrical Company. In 1955, Ling formally incorporated the company. In 1956, the company acquired L.M. Electronics, and in 1959, acquired Altec Electronic. In 1960, the company merged with Temco Aircraft, a military aircraft and missile manufacturer, and acquired defense contractor Chance Vought in 1961. The new firm became known as Ling-Temco-Vought, Inc. In 1964, while retaining a majority interest, Ling established three public companies, LTV Aerospace, LTV Ling Altec, and LTV Electrosystems (later E-Systems) from his existing operations (TSHA 2020). LTV Aerospace was formed from the LTV-Chance Vought division of Ling-Temco-Vought, Inc (LAT 1963b: 44).

In 1961, company sales reached \$2.7 billion, and by 1969, the company had either acquired or was involved with 33 additional corporations. The company primarily focused on the production of steel, defense contracting, and energy-related products. The LTV Corporation again began expansion in 1977 when it merged with Lykes Corporation (a petroleum-equipment company) and Youngstown Sheet and Tube. By 1980, the company was engaged in five basic industries: steel, energy production and service, meat and food products, ocean shipping through Lykes Brothers, and aerospace. In 1984, the company acquired Republic Steel, but falling steel and oil prices, coupled with other losses, put the company on financially unstable ground. In 1986, LTV filed for bankruptcy, and by 1991, the company's workforce was cut from 48,300 to 34,600. By 2002, LTV sold its last holdings, production plants in Chicago and Cleveland, to outside investors, who formed the International Steel Group, bringing LTV Corporation's commercial tenure to an end (Crawford Auto-Aviation Museum 2016; TSHA 2020).

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

Thompson-Ramo-Wooldridge Electronics (later TRW, Inc.)

Thompson-Ramo-Wooldridge Electronics, and later TRW, Inc., occupied the subject property ca. 1964-1965. The exact nature of the company's operations at this site are unclear (LAT 1964: 77; 1965c: 80).

TRW Inc. was formed in 1958 by the partnership of Cleveland-based Thompson Products and the Ramo-Wooldridge Corporation. Founded in 1901, Thompson Products initially gained notoriety as an automotive and aircraft engine parts manufacturer. In the 1950s, the company was facing a decline in aircraft sales and looked to expand into the aerospace and electronics industries. The company's general manager, J. David Wright, and vice president, Horace Shepard, made an unsuccessful bid to purchase Hughes Aircraft Company. After the failed bid, two top scientist-executives from the Hughes Aircraft Company—Simon Ramo and Dean Wooldridge—elected to leave the company to form a new electronic systems company with Thompson Products. Thompson financed Ramo and Wooldridge to establish the Ramo-Wooldridge Corporation in Los Angeles. The company quickly gained a solid standing in the advanced technology business and was soon awarded the systems engineering and technical direction contracts for the Atlas, Minutemen, Titan, and Thor missile programs (Fundinguniverse.com 2020c).

By 1958, Thompson Products and Ramo-Wooldridge merged, forming Thompson-Ramo-Wooldridge Electronics. Although the companies merged, both maintained separate corporate headquarters with Wooldridge as president in Los Angeles and Wright as chairman in Cleveland. Ramo and Shepard, a former chief of production procurement for the Air Force, also played an active role in management. However, following the merger, a failed venture in semiconductors in 1961 caused tension between the Cleveland-based group and the West Coast scientists. In the first four years after the merger, profit margins dropped from more than 4 percent to an average of barely 2 percent. In 1962, Wooldridge resigned to become a professor at Caltech. Shepard took over as president of the company, and Ramo stepped in as vice president (Fundinguniverse.com 2020c).

In 1963, the company sold most of its shares in the unprofitable Bumkor-Ramo computer division to Martin Marietta. In 1964, the company sold its microwave division as well as the division responsible for producing hi-fidelity components, intercoms, and language laboratories. That same year, to shore up the company's auto parts division, Thompson-Ramo-Wooldridge Electronics purchased Ross Gear & Tool and Marlin-Rockwell, boosting the company's overall profit margin to 4 percent for the year. In 1965, the company shortened its name to TRW, Inc. By 1965, the company's investments in the aerospace and electronics industries were becoming more apparent. Aerospace and electronics sales jumped from \$14 million to \$200 million in ten years; however, the company's earnings still came mostly from its oldest business, auto parts (Fundinguniverse.com 2020c).

TRW continued tightening operations, purchasing United Car for \$122 million and selling its one consumer business, a hi-fi manufacturer, in 1966. By the end of the year, TRW was back on track with \$870 million in sales and a 4.2 percent profit margin. The company had become a conglomerate and by 1969 was operating six groups that, in turn, administered 55 divisions. TRW maintained strict management control over all operations and by the end of the decade acquired Globe Industries. In 1969, the company was awarded a contract to build a laboratory system for NASA's Viking probe to Mars. The company was charged with producing a self-contained, 33-pound black box to house complex instrument systems capable of making biological and chemical tests to detect life. The project would prove important to the company's prestige (Fundinguniverse.com 2020c).

TRW remained strong even after unsuccessful ventures into the electronic point-of-sale machines and computer-making industries. In 1983, the company had grown to \$5 billion in sales spread across 47 different businesses with 300 locations in 25 countries. In 1983, Forbes called TRW one of the best-managed, most successful American companies and deemed the company "a paragon" for other conglomerates. However, growing inefficiency coupled with an over-diversification of its holdings brought the company to a low in 1985 when it lost \$7 million on sales. In response, the company refocused its efforts on three main areas: automotive products, space and defense projects, and information systems and services. Staff was also reduced from 93,200 in 1985 to 73,200 in 1988. Between 1986-1989, the company experienced steady growth; however, a risky venture into the automotive airbag industry, coupled with an automotive business recession and a leveling-off in defense spending, led to a fall in sales to 3.1 percent in 1991 (Fundinguniverse.com 2020c).

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

By 1994, TRW's automotive operations accounted for 63 percent of the company's total sales, a jump from 40 percent in the early 1980s. Conversely, TRW's space and defense sales dropped from 35 percent in 1992 to just 31 percent two years later. Defense operation sales to the U.S. government also fell to 28 percent, as compared to 45 percent from the late 1980s. Following 1994, the company's outlook was bleak. By that time 20 percent of the company's revenue came from airbag sales, leaving the company vulnerable to increased competition in the airbag market. The company was hit with a lawsuit brought by Talley Industries, which resulted in a \$138 million judgment against TRW in 1995. Further slowdowns in its aerospace and defense divisions in 1995 led to even further turmoil. The company was eventually acquired by Northrop Grumman in 2002 (Fundinguniverse.com 2020c).

Hughes Space and Communication Company

The Hughes Space and Communications Company was located in the subject property from 1984-2000; however, the exact nature of the work performed in the building is unknown (Lombardi and Eastman 2011: 45-46). Hughes Space and Communications was formed in 1961 in El Segundo as a part of Hughes Aircraft. Initially, the company established its headquarters at the former Nash Motors plant (located at 2060 East Imperial Highway) that Hughes had purchased in 1955. Hughes Space and Communications became a leader in satellite and space technology with the launch of its first geosynchronous communications satellite, Syncom, in 1963. In 1965, the company launched Intelsat 1, the first commercial communications satellite, and the Applications Technology Satellite (ATS-1), the first geosynchronous satellite capable of meteorological observations, in 1966 (Lombardi and Eastman 2011: 45-46).

Hughes Space and Communication did not limit itself to satellite development, and in 1966, the company developed the Surveyor 1 lunar probe, which made the first fully controlled soft landing on the moon's surface. In 1978, the company manufactured the Pioneer-Venus orbiter, which performed the first extensive radar mapping of the densely clouded planet. Additionally, in the 1990s, the Hughes' Galileo probe became the first spacecraft to penetrate Jupiter's atmosphere. The Boeing Company acquired Hughes Space and Communications in October 2000, which by that time had produced nearly 300 satellites and probes (Lombardi and Eastman 2011: 45-46).

Hughes Space and Communication Company, the last of Hughes's original assets to remain independent, was purchased by The Boeing Company in 2000 (Lombardi and Eastman 2011: 45-46; Los Angeles County Recorder's Office 2017: 1-3). The building was later purchased by L&R ZAV 650 Sepulveda LLC in July 2019 (City of El Segundo 2020: 51, 341; Los Angeles County Recorder's Office 2019: 1-3)

The Boeing Company

The Boeing Company can trace its origins to 1916 when American timber merchant William E. Boeing founded Aero Products Company after he and U.S. Navy officer Conrad Westervelt developed a single-engine, two-seat seaplane, named the B&W. The company changed its name to the Boeing Airplane Company in 1917 and built "flying boats" for the Navy during World War I. Through the 1920s and 1930s, Boeing built airplanes for the U.S. military, but the company also began expanding into airmail service and designing commercial aircraft before the onset of World War II in 1939. Boeing continued its expansion in the decades following World War II, and in the 1960s and 1970s, the company established itself in the space sector, having built the Lunar Orbiters for NASA's Apollo missions and the Mariner 10 space probe in 1974-75. In 2000, Boeing purchased the Hughes Space and Communications Company and acquired one of the largest satellite development plants in the world, forming Boeing Satellite Systems, located at 2060 East Imperial Highway in El Segundo. Sometime after the purchase, Boeing leased the subject property and has had operations there since at least 2015 (EPA 2015; Lombardi and Eastman 2011: 45-46; Weiss and Amir 2020).

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

Architect/Builder

Daniel L. Dworsky, AIA

Daniel Leonard Dworsky, AIA, was born in Minneapolis, Minnesota, in 1927. Dworsky lived in both Minneapolis and Sioux Falls, South Dakota, before enrolling at the University of Michigan ca. 1945. Dworsky excelled in both his architectural studies and as an All-American collegiate athlete, being named to the All-Time Rose Bowl Team for his role as a defensive captain and linebacker for Michigan's National Championship team in 1948. In 1949, Dworsky became a first-round draft pick for the Los Angeles Dons football team and played one professional season before shifting his career focus to architecture (Business Wire 2004).

Dworsky began his career in architecture in 1950, serving as an apprentice to prominent, local early modernists William Pereira, Raphael Soriano, and Charles Luckman (LAT 1988: 70, 81). He established his own practice, Dworsky & Associates, in 1953. The firm eventually grew into one of the most prominent architectural firms in California (LAT 1988: 70, 81; Business Wire 2004). Dworsky's personal design ideology draws from the "solid, resolved concepts" of influential modernists such as Le Corbusier and Marcel Breuer (LAT 1985: 175). In a 1985 interview, Dworsky indicated that he had been encouraged to experiment by such contemporary architects as Frank Gehry and Eric Owen Moss (LAT 1985: 175).

In the firm's first 14 years of existence, Dworsky & Associates completed numerous award-winning projects. This led to Dworsky's election to the American Institute of Architects (AIA) College of Fellows at age 41. In 1984, Dworsky & Associates won the Firm of the Year award from the AIA, California Council (AIACC) and, in 2001, the firm won the Presidential Design Award for its work on the U.S. Port of Entry in Calexico, California. Furthermore, in 2004, Dworsky received a Lifetime Achievement Award from the AIACC for his "outstanding contributions to the improvement of the built environment and contribution to the goals of the profession of architecture and the AIA in California" (Business Wire 2004). Dworsky merged his firm with Cannon Design in 2000. In July 2003, he officially retired from practice (AIACC 2018). Dworsky's commitment to design excellence earned him over 100 national, regional, and community awards, and he has been voted one of the top twelve most-distinguished architects in Los Angeles (Business Wire 2004).

Table 3 profiles known major projects of Daniel Dworsky, AIA and Dworsky & Associates (PCAD 2020; LAT 1961a, 1985, 1988; UM 2005).

Table 3: Major Known Works of Daniel L. Dworsky and Dworsky & Associates	
Project Name	Date
Aerospace Center, El Segundo, CA	1962
University of Michigan, Crisler Arena, Ann Arbor MI	1968
University of Los Angeles, Drake Stadium, Westwood, Los Angeles, CA	1969
Angelus Plaza, Los Angeles CA	1981
Tom Bradley International Terminal, LAX, Los Angeles, CA	1984
Federal Reserve Bank of San Francisco, Branch #2, Los Angeles, CA	1985-1987
U.S. Port of Entry, Calexico, CA	1996

The Contracting Engineers Company

The Contracting Engineers Company was a general contracting company operating in Southern California between 1939-1984. The company is responsible for numerous commercial, residential, and transportation projects throughout greater Los Angeles and Orange counties (California Secretary of State 2020; LAT 1963a: 131).

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

The International Style

What is commonly known as the International Style in the United States traces its origins to Europe, specifically the period immediately following the close of World War I. While American architecture continued to heavily favor eclecticism/historicism during the interwar period, French, Dutch, and German architects—Le Corbusier, Oud and Rietveld, Walter Gropius, Marcel Breuer, and Ludwig Mies van der Rohe, to name only a few—were experimenting with new architectural forms in an attempt to develop an International architecture “independent of specific materials, sites, or cultural tradition” (McAlester 2018: 620). These architects labored under the altruistic belief that a new, international architecture would dispense with the regional differences that (they felt) had contributed to and exacerbated the atrocities of World War I (McAlester 2018: 620). Of the period that spawned the modern movement—and ultimately the International Style—historian William J.R. Curtis writes, “Instead of competing in the marketplace, the frightful technical ingenuities of the great industrial nations had ended up competing on the field of battle” (Curtis 1982 [2005]: 183). This new style would draw and build upon established architectural conventions but would experiment with new and emerging materials and technologies. Above all else, the progenitors of the International Style favored functionality over ornamentation—a sentiment that is perhaps best expressed in Mies van der Rohe’s aphorism, “less is more.”

A nascent modern architectural movement had been forming in the United States during the late nineteenth century promulgated by such architects as Louis Sullivan and Frank Lloyd Wright. Wright, specifically, appealed to European architects seeking to develop an international, universal architectural language. Wright had “inherited the confusions of the ‘historical styles’ and drawn lessons from diverse cultures as well as uniquely American influences, to formulate a grammar of design which far transcended his local situation” (Curtis 1982 [2005]: 129). Wright’s ideas, having found their way to Europe prior to World War I via drawings, photographs, international travelers, and the *Wasmuth Volumes*, “encourage[d] a range of emergent theories and ideals in the general quest for a modern architecture” (Curtis 1982 [2005]: 129). These ideas about modern architecture returned to the United States following World War I, brought by such immigrant architects as William Lescaze, Rudolf Schindler, and Richard Neutra, all of whom established noteworthy practices in the 1920s (McAlester 2018: 620). However, it was not until the early 1930s that European modernism became widely acknowledged in the United States.

In 1932, the New York City Metropolitan Museum of Art (MoMA) curated the first international exhibition on modern architecture, introducing the form and aesthetic vocabulary to the American public. It was during this exhibition that the moniker “International Style” was coined. Russel Hitchcock and Philip Johnson’s aptly titled book *The International Style: Architecture Since 1922* accompanied the exhibition and served to further solidify the precepts of the modern movement in American architectural discourse. Whereas the MoMA exhibition and Hitchcock and Johnson’s book did much to further the ideals of the modern movement, the emigration of such elite modern architects as Walter Gropius (1934), Mies van der Rohe (1937), and Marcel Breuer (1937) ultimately bolstered the International Style as one of the leading architectural movements of the mid-to-late twentieth century. The role of Gropius and the Bauhaus in developing the International Style cannot be underestimated. The Bauhaus, a German art school founded by Gropius in 1919, espoused the virtues of combining the principles of mass production, everyday function, and aesthetics. Of the school, Gropius wrote, “The Bauhaus believes the machine to be our modern medium of design and seeks to come to terms with it” (Curtis 1982 [2005]: 193). Marcel Breuer, to whom Gropius was a mentor, was among the first students to attend the Bauhaus. Mies van der Rohe assumed leadership of the Bauhaus in 1930. Shortly thereafter, however, the school came under attack as Nazi leaders depicted it as a center for communist intellectualism and declared its teachings to be “degenerate.” The school was closed by its own leadership in 1933.

The ideas of Europe’s displaced modernists were welcomed in the United States. In 1934, Gropius became the dean of Harvard’s Graduate School of Design. In 1937, Mies van der Rohe was offered the position of dean of the Architecture Department at Illinois Institute of Technology. These positions provided the platform from which Gropius and Mies could disseminate their ideas and theories to a generation of young American architectural students, helping to usher out the precepts of historicist design and promote modernism in the architectural education (McAlester 2018: 620-621).

In practice, the fundamental differences between the International Style and earlier styles are the use of modern lightweight materials cladding equally lightweight structural skeletons, leaving unadorned walls with the sole function of enclosing a volume or space. This allowed for flexibility in the configuration of space, fenestration, and the use of the building mass itself as a three-dimensional composition, as opposed to relying upon the use of applied ornamentation (McAlester 2018: 617).

International Style: Character-Defining Features

- Flat roof, usually without coping at the roof line
- Horizontal bands of flush-mounted windows
- Exposed structural system in steel and concrete
- Lack or absence of applied ornamentation
- Unified wall cladding, generally white stucco
- Commonly asymmetrical

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

Historical Integrity

The subject property is a modest example of the International Style as executed in a mid-twentieth-century office building context. It displays several hallmark character-defining features, including a flat roof without coping, an expressed structural system in steel and concrete, lack of applied ornamentation, and unified wall-cladding. However, numerous alterations over its 58-year history have detrimentally impacted its overall integrity and its ability to convey significance.

The subject property was evaluated considering the seven aspects of integrity as defined by the Secretary of the Interior in National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation (National Park Service 1997).

As an individual resource, the subject property retains **low integrity**.

Location: The subject property retains **high integrity of location** as it has not been moved from its original location.

Design: The subject property retains **low integrity of design**. Since its period of significance, the building has undergone numerous alterations that have significantly and detrimentally altered the historic design intent of the building. Included in these alterations are the enclosure of the ground floor with concrete block and granite slabs, the relocation of the main entrance, the recladding of the building in an EIFS system, the removal of sunscreens from the west (front) façade, the enclosure of historically open green space on floors two through seven, the demolition and reconstruction of interior spatial configuration, the construction of incongruous balconies on the east (rear) façade, and the alteration of the roofline with the construction of a microwave penthouse.

Setting: The subject property retains **moderately low integrity of setting**. As one of the earlier buildings to be constructed along this segment of Pacific Coast Highway (Sepulveda Boulevard), the setting has changed considerably since the building's construction. These changes include the widening of Pacific Coast Highway (Sepulveda Boulevard).

Materials and Workmanship: The subject property retains **low integrity of materials and workmanship**. The alterations that have been performed since the building's initial construction are incongruous with the materials and caliber of workmanship apparent in the building historically.

Feeling: The subject property retains **low integrity of feeling**. The building's overall low- to moderately low integrity of design, setting, materials, and workmanship contribute to its inability to satisfactorily convey the associative qualities of its particular place in time.

Association: The subject property retains **high integrity of association**. The building, even in its substantially altered state, continues to serve in its historically intended capacity as a corporate office building serving the specific needs of the aerospace industry.

California Register Evaluations

Criterion 1 – The subject property was constructed in 1962 as a commercial building serving the emergent needs of the aerospace and defense industries. Although the building housed industry leaders in the aerospace and defense industries, the type of work and/or products developed in this building are unknown. To be considered eligible for listing under Criterion 1, the subject property must be associated with an event important to history. However, research failed to conclusively link the building with any of these inventions, and a property cannot be eligible if its historical associations are speculative. Therefore, the subject property does not appear eligible for inclusion in the California Register under Criterion 1 because it does not appear to be associated with an event that has made a significant contribution to the broad patterns of history at the local, state, or national level.

Criterion 2 – Research failed to identify information regarding significant individuals associated with the subject property. The building does not appear to be associated with persons significant in our past and does not appear eligible for listing in the California Register under Criterion 2.

Criterion 3 – The subject property was constructed in 1962 and is a modest example of International-Style architecture. However, it is not comparable to other local properties that represent excellent examples of the style. Furthermore, although the building was designed by Daniel L. Dworsky, an accomplished and renowned California architect, the building is not the best representative example of his work. Additionally, the building's numerous extensive alterations severely impact its historic integrity. Therefore, the subject property does not display a distinctive type, period, or method of construction and is not a superior example of the International Style. The building is therefore not eligible under California Register Criterion 3.

Criterion 4 – The subject property is not likely to yield valuable information that will contribute to our understanding of human history because the property is not—nor was it ever—the principal source of important information pertaining to subjects like mid-twentieth-century commercial architecture. Therefore, the property does not appear eligible for listing in the California Register under Criterion 4.

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

In conclusion, the building at 650 North Pacific Coast Highway does not appear to be eligible for listing in the California Register under any applicable criteria. The property was evaluated in accordance with Section 15064.5(a)(2)–(3) of the CEQA Guidelines using the criteria outlined in Section 5024.1 of the California Public Resources Code, and it is not a historical resource for the purposes of CEQA.

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***B12. References (continued):**

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*Recorded by: Chris Wendt, Michael Baker International

*Resource Name or # 650 North Pacific Coast Highway

*Date: October 21, 2020

Continuation

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*Recorded by: Chris Wendt, Michael Baker International

*Resource Name or # 650 North Pacific Coast Highway

*Date: October 21, 2020

Continuation

P5a. Photographs:



Photograph 6: View of former entrance on the western façade of the building located at 650 North Pacific Coast Highway, facing northeast. Taken May 1, 2020.



Photograph 7: View of eastern façade of the building located at 650 North Pacific Coast Highway, facing west. Taken May 1, 2020.

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*Recorded by: Chris Wendt, Michael Baker International

*Resource Name or # 650 North Pacific Coast Highway

*Date: October 21, 2020

Continuation

P5a. Photographs (continued):



Photograph 8: View of the building located at 650 North Pacific Coast Highway, facing southeast. Taken May 1, 2020.

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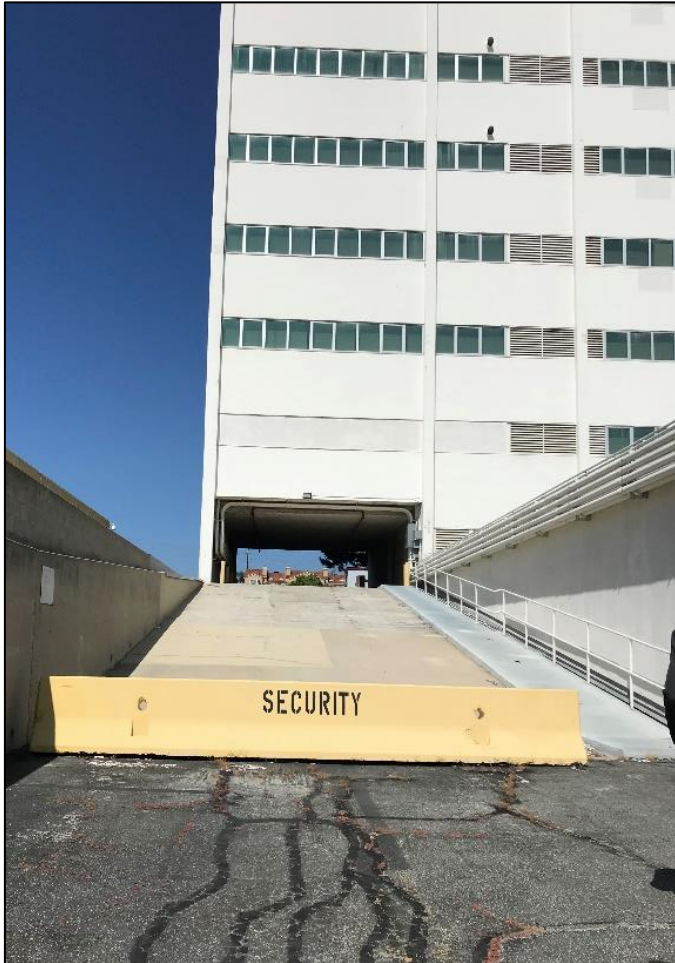
*Recorded by: Chris Wendt, Michael Baker International

*Resource Name or # 650 North Pacific Coast Highway

*Date: October 21, 2020

Continuation

P5a. Photographs (continued):



Photograph 9: View of the parking lot portal entrance facing west. Taken May 1, 2020.

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

Primary #
 HRI #
 Trinomial
 NRHP Status Code 6Z

Other Listings
 Review Code

Reviewer

Date

Page 1 of 10

*Resource Name or #: 700 North Pacific Coast Highway

P1. Other Identifier: X

*P2. Location: Not for Publication

- *a. County Los Angeles
- *b. USGS 7.5' Quad Venice, California Date 1958 T 3S; R 14W; S.B.B.M
- c. Address 700 North Pacific Coast Highway City El Segundo Zip 90245
- d. UTM: Zone 11S, 371018 mE/ 3754788 mN
- e. Other Locational Data: 4138-006-005

*P3a. Description:

Known as Building S38, the subject property is sited at 700 North Pacific Coast Highway, El Segundo, CA 90245 (alternate address: 700 North Sepulveda Boulevard, El Segundo, CA 90245). The building is separated from North Pacific Coast Highway by a flat, asphalt-paved parking lot. Building S38 is rectangular in plan, measuring approximately 325 feet by 160 feet. It is divided into two sections: a two-story section to the west and a one-story section to the east. The surrounding terrain slopes away from North Pacific Coast Highway such that the building appears to be only one story in height along its west (front) façade. The building is of steel frame construction and rises from a concrete slab foundation. The western section possesses a flat roof surrounded by a low parapet wall. The roof is clad in modern synthetics. The eastern section possesses a flat roof with a hipped perimeter, clad in both rolled asphalt and modern synthetics. The roof of the eastern section does not possess a parapet wall. The building is clad in concrete, pressed brick (running bond and stacked bond), and sandstone. Stylistically, it is utilitarian; however, the west (front) façade exhibits a restrained Corporate Modern aesthetic. The west (front) façade measures six bays in width. Reading the façade from left to right (north to south), bays one, two, three, five, and six are divided by cast concrete fins. They are infilled with pressed brick, laid in a stacked bond pattern. Bay four recedes into the building, creating a raised concrete porch with a metal pipe railing. The porch is accessed by a flight of reinforced concrete stairs. Bay four is clad in cyclopean rubble sandstone. Whereas a metal slab pedestrian door is present (off-center) within the bay, evidence of infill and alteration to the sandstone cladding suggests that this once served as the building's primary entrance. At present, the building is accessed via a door on the north (side) façade. This door is reached via a stair and accessibility ramp.

*P3b. Resource Attributes: HP6. 1-3 Story Commercial Building

*P4. Resources Present: Building

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)



P5b. Description of Photo:

Photo 1. View of the northern and western facades of the building located at 700 North Pacific Coast Highway, facing northwest. Taken October 2019.

P6. Date Constructed/Age and Source: Historic 1957 (LACDPW 2020)

*P7. Owner and Address: L&R Zac 650 Sepulveda LLC 8445 Santa Monica Boulevard, Suite 5 West Hollywood, CA 90069

*P8. Recorded by:

Chris Wendt/Justin Greenawalt
 Michael Baker International
 2729 Prospect Park Drive, #220
 Rancho Cordova, CA 95670

*P9. Date Recorded:

October 21, 2020

*P10. Survey Type: Intensive

*P11. Report Citation: Hearth, Nicholas and Chris Wendt. 2020. "Cultural Resources Identification Memo for the 650-700 Pacific Coast Highway Project, Los Angeles County, California." Ontario, CA: Michael Baker International.

*Attachments: Location Map Continuation Sheet Building, Structure, and Object Record

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code 6Z

*Resource Name or # 700 North Pacific Coast Highway

- B1. Historic Name: The Rabin Company/The Rabin-Winters Corporation
- B2. Common Name: Boeing
- B3. Original Use: Commercial/Manufacturing
- B4. Present Use: Commercial
- *B5. Architectural Style: Corporate Modernism
- *B6. Construction History:

Originally designed to house the manufacturing facility, laboratory, and corporate offices of the Rabin Company, manufacturers and purveyors of drugs and pharmaceutical supplies, construction of Building S38 began in early 1958 (LAT 1958: 9). The building was designed by architect Ted Jaehn of Los Angeles and built by the Contracting Engineers Company (LAT 1958: 9). The building's reported cost of construction exceeded \$600,000.00 (LAT 1958: 9). A review of Los Angeles County Department of Public Works (LACDPW) building permits does not reveal substantial, document alterations to the building. However, field observation indicates that the building's historical entrance has been altered and relocated. The historical entrance, located within bay four of the building's west (front) façade, has been infilled. The entrance has been relocated to the north façade. A stair and accessibility ramp have been constructed to access the new entrance.

*B7. Moved? No Yes Unknown Date: N/A Original Location: N/A

*B8. Related Features: N/A

*B9. a. Architect: Ted Jaehn b. Builder: Contracting Engineers Company

*B10. Significance:

Theme: Commercial Development

Area: El Segundo

Period of Significance: 1958-ca. 1969

Property Type: Commercial Office Building Applicable Criteria N/A

Historic Context

Incorporated as a city on January 18, 1917, the industrial history of El Segundo is reflected in its name. Translating to "the second" in Spanish, the name El Segundo reflects the city's role in the region's oil industry. In 1911, Standard Oil Company located its second West Coast oil refinery in what would become present-day El Segundo. Throughout the 1910s and 1920s, the refinement of oil and the production of petroleum products remained central to the region's economy. However, in 1927, Mines Field opened a short distance north of the subject property.

Later known as the Los Angeles Municipal Airport—eventually growing into Los Angeles International Airport (LAX)—Mines Field was the first municipal airport serving the greater Los Angeles area. The siting of the airport to the immediate north of El Segundo had a profound effect on the local and regional economies, driving the diversification of businesses. This ultimately resulted in an eclipse of the oil industry's prominence. During the 1940s and 1950s, several aviation and defense contractors relocated to El Segundo, citing proximity to the airport. Among these companies were Douglas and Hughes Aircraft, Northrop (later Northrop Grumman), and North American Aviation (later Rockwell) (El Segundo Chamber of Commerce 2020; Harper and Smith 2008: 18). The establishment of the Los Angeles Air Force Base in the 1960s further bolstered the region's economic fortune (Harper and Smith 2008: 18-19). Growth and diversification of El Segundo continued beyond the 1950s and 1960s with aviation industry leaders like Boeing, Lockheed Martin, and Raytheon choosing to locate within the city. However, the diversification of businesses during the mid-twentieth century was not limited to companies specializing in aviation and aeronautics.

*B11. Additional Resource Attributes: N/A

*B12. References: See continuation sheet.

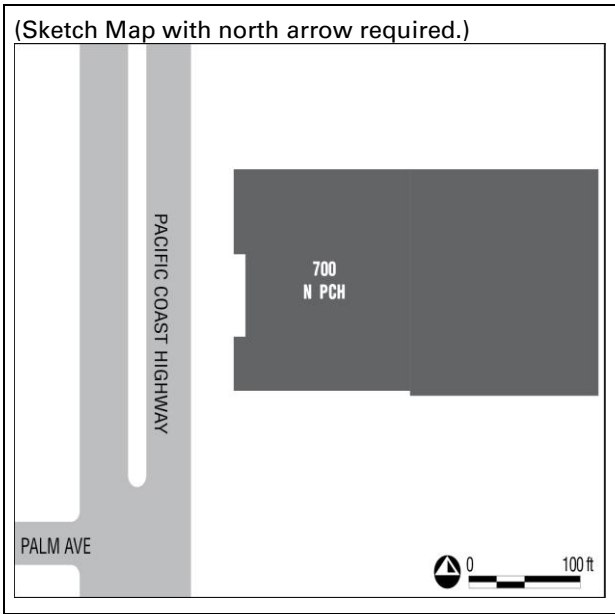
*B13. Remarks: N/A

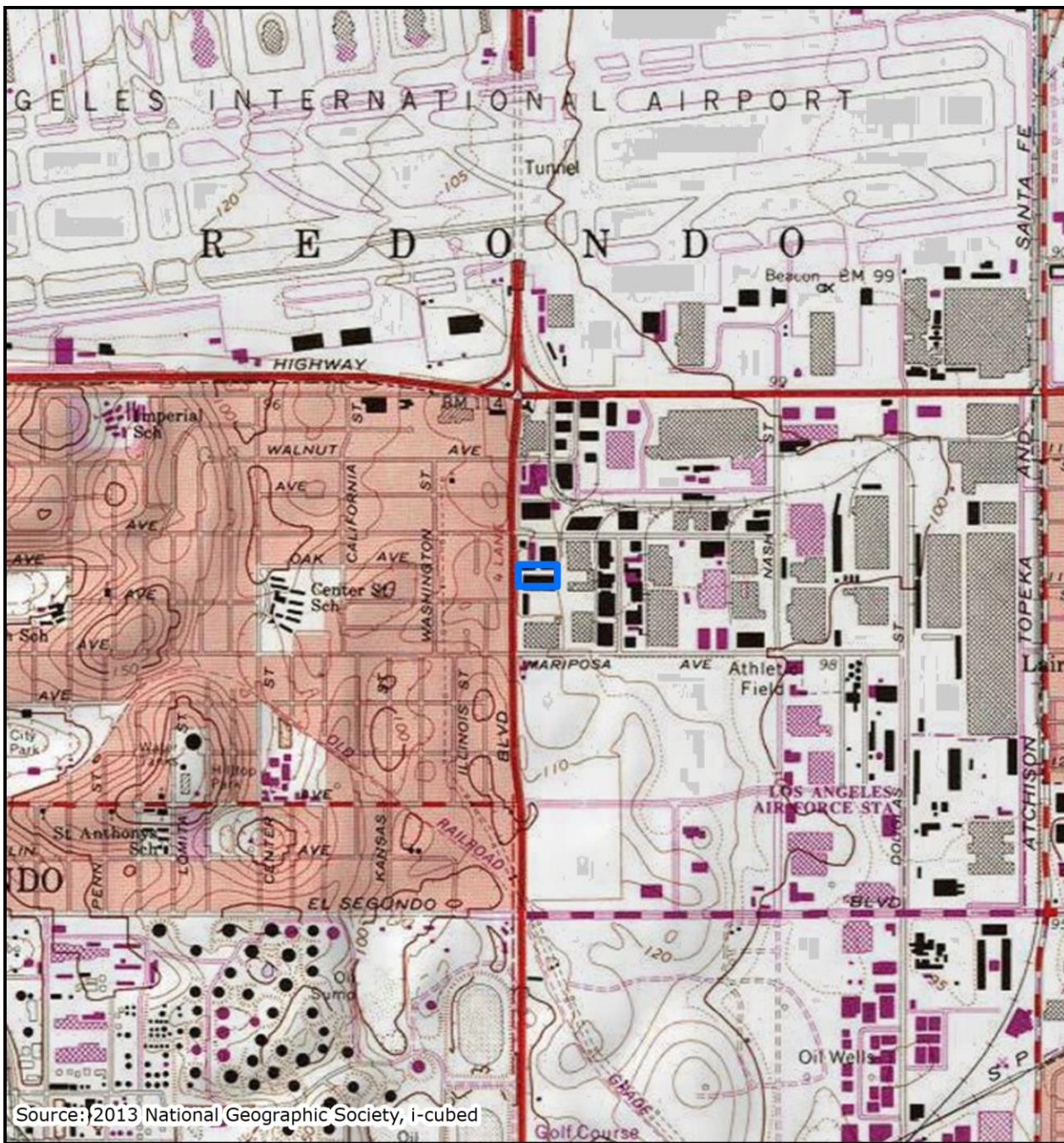
*B14. Evaluator:

Chris Wendt/Justin Greenawalt, Architectural Historians
Michael Baker International
2729 Prospect Park Drive, #220
Rancho Cordova, CA 95670

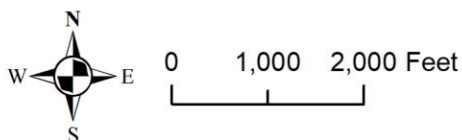
*Date of Evaluation: October 21, 2020

(This space reserved for official comments.)





Source: 2013 National Geographic Society, i-cubed



700 N Pacific Highway
Resource Location Map

Michael Baker
INTERNATIONAL

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*Resource Name or # 700 North Pacific Coast Highway

Recorded by: Chris Wendt, Michael Baker International

*Date: October 21, 2020 Continuation

*B10. Significance (continued):

North Sepulveda/North Pacific Coast Highway Development

In 1962, the El Segundo Chamber of Commerce dubbed the stretch of Sepulveda Boulevard running through the city as the “International Mile.” Drawing inspiration for the name from nearby LAX, the “International Mile” included what was, at the time, the tallest building in the South Bay area: the eight-story Aerospace Center at 650 North Sepulveda Boulevard (now 650 North Pacific Coast Highway).

Although the moniker “International Mile” did not endure, development continued along Sepulveda Boulevard well into the late twentieth century. In 1963, the area between East Mariposa Avenue and East El Segundo Boulevard remained undeveloped. However, by 1980, the “International Mile” corridor between Imperial Highway and East El Segundo Boulevard had been fully developed with multi-story hotel and commercial office buildings, which altered the streetscape. (Brighton 2014; El Segundo Chamber of Commerce 2017: 30-36; LAT 1962: 154)

Property Specific Research

In 1957, the Rabin Company (later the Rabin-Winter Corporation) acquired a vacant parcel on North Sepulveda Boulevard and filed a building permit with LACDPW to construct the subject property (UCSB 1952, 1965; LACDPW 2020). Construction began in 1958. The Rabin Company relocated from its previous location at 4800 Dekalb Avenue in Vernon, California (LAT 1958: 9). The Rabin Company specialized in the manufacture and distribution of drugs and other pharmaceutical products. A.H. Rabin, president of the Rabin Company, enlisted Los Angeles architect and structural engineer Ted Jaehn to design its new plant and corporate offices (LAT 1958: 9). The Rabin Company occupied the building until ca. 1969 (LAT 1969: 354).

Further research failed to identify the type of work, products produced, or any additional information regarding the Rabin Company formerly located at 700 North Pacific Coast Highway (CDNC 2020; El Segundo Chamber of Commerce 2017).



Photograph 2 (left): 1952 aerial photograph depicting the property at 700 North Pacific Coast Highway, vacant (UCSB 1952).

Photograph 3 (right): 1965 aerial photograph depicting extant building at 700 North Pacific Coast Highway (UCSB 1965).

Corporate Occupancy, 1958 to Present

Table 1 identifies known businesses located on the property based on available business research (EPA 2015; LAT 1958: 9, 1969: 354; News Pilot 1981: 35; Redondo Reflex 1973: 36; The Daily Breeze 1979: 56; SF Chronicle 1978: 47)

Table 1: Corporate Occupancy		
Date	Address	Business
1958-1970	700 North Sepulveda Boulevard	The Rabin Company (aka Rabin-Winters Corporation)
1970-1973	700 North Sepulveda Boulevard	BBC Laboratories
1978	700 North Sepulveda Boulevard	Biogenetic Laboratories
1979-1981	700 North Sepulveda Boulevard	Delvin Pharmaceuticals
2015-Present	700 North Sepulveda Boulevard	The Boeing Company

The Boeing Company

The Boeing Company can trace its origins to 1916 when American timber merchant William E. Boeing founded Aero Products Company after he and U.S. Navy officer Conrad Westervelt developed a single-engine, two-seat seaplane, named the B&W. The company changed its name to the Boeing Airplane Company in 1917 and built “flying boats” for the Navy during World War I. Through the 1920s and 1930s, Boeing built airplanes for the U.S. military, but the company also began expanding into airmail service and designing commercial aircraft before the onset of World War II in 1939. Boeing continued its expansion in the decades following World War II and in the 1960s and 1970s, the company established itself in the space sector, having built the Lunar Orbiters for NASA’s Apollo missions and the Mariner 10 space probe in 1974-75 (Lombardi and Eastman 2011: 45-46; Weiss and Amir 2020).

In 2000, Boeing purchased the Hughes Space and Communications Company and acquired one of the largest satellite development plants in the world, forming Boeing Satellite Systems, located at 2060 East Imperial Highway in El Segundo. Sometime after the purchase, Boeing leased the building at 700 North Pacific Coast Highway; it has performed operations out of that location since at least 2015 (EPA 2015; Lombardi and Eastman 2011: 45-46; Weiss and Amir 2020).

Further research failed to identify additional information regarding the abovementioned businesses formerly located at 700 North Pacific Coast Highway (Ancestry.com 2020; CDNC 2020; Fundinguniverse.com 2020; Newspapers.com 2020; El Segundo Chamber of Commerce 2017).

Architect/Builder

The subject property is attributed to Los Angeles architect and structural engineer Ted Jaehn (LAT 1958:9). Further research failed to identify additional information regarding Jaehn’s work (Ancestry.com 2020; CDNC 2020; PCAD 2020; Newspapers.com 2020).

Architectural Style: Corporate Modernism (ca. 1955-1975)

Corporate Modernism—a subtype of the larger mid-twentieth century Modern Movement—is often broadly applicable to large-scale civic or corporate developments. This subtype is characterized by the heavy influence of aesthetic and architectural principles espoused by such twentieth century architects and architectural firms as Mies van der Rohe, Philip Johnson, and Skidmore, Owings and Merrill. Specifically, the design ideology of Corporate Modernism centers on the expression of structure applied as a module, either in steel or concrete. The entire composition often repeats patterns of steel and glass, often with virtually no ornamentation aside from advertising. The overall lack of applied ornamentation is a fundamental design principle: the structure and its material serve as both form and ornament (Whiffen and Koeper 1990: 357).

Corporate Modernism: Character-Defining Features

- Large rectangular massing
- Flat or low-pitched roofs
- Steel or concrete structure as primary expression of the building
- Horizontal bands of windows set within the structural module
- Alternate design of large concrete volume with little or no fenestration
- Building tower set back from the street in a landscaped plaza
- Tower frequently set atop a multi-story base framed by plain concrete or steel columns
- Overall absence of applied ornamentation, with the exception of corporate advertisement signs mounted directly to building

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*Resource Name or # 700 North Pacific Coast Highway

Recorded by: Chris Wendt, Michael Baker International

*Date: October 21, 2020 Continuation

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

Historical Integrity

The building located at 700 North Pacific Coast Highway is a minor example of the Corporate Modern Style and displays character-defining features of the style including an expressed structural system in steel and concrete, lack of applied ornamentation, and large rectangular massing. It was designed by structural engineer and architect Ted Jaehn; however, Jaehn does not appear to have gained particular significance during his tenure because he is not listed in the Pacific Coast Architecture Database of significant architects and architectural firms, nor was he identified in electronic database searches (PCAD 2020).

California Register Evaluations

Criterion 1 – The building located at 700 North Pacific Coast Highway was constructed in 1958, apparently as the new headquarters for the Rabin Company. It operated as the Rabin Company’s headquarters until 1970. Since 1970, several pharmaceutical laboratories were located in the building. Finally, the Boeing Company utilizes the building as part of its satellite systems division. It does not appear that any of the aforementioned businesses were significant at a local level, within the community of El Segundo.

To be considered eligible for listing under Criterion 1, 700 North Pacific Coast Highway must be associated with an event important to history. However, research failed to conclusively link the building with any significant events or inventions, and a property cannot be eligible if its historical associations are speculative. As such, the resource does not appear to be associated with a significant event or theme in local, state, or national history and does not appear to be eligible for listing in the California Register under Criterion 1.

Criterion 2 – Research failed to identify information regarding significant individuals associated with the property. Therefore, the property does not appear associated with persons significant in our past and does not appear eligible for listing in the California Register under Criterion 2.

Criterion 3 – The building at 700 North Pacific Coast Highway is a minor example of Corporate Modernism and is not comparable to local resources that represent excellent examples of the style. Furthermore, 700 North Pacific Coast Highway is not known to represent the work of a master. Therefore, the building at 700 North Pacific Coast Highway does not display a distinctive type, period, or method of construction; does not represent the work of a master engineer or designer; and is not a superior example of an architectural style. The building is not eligible under California Register Criterion 3.

Criterion 4 – The property is not likely to yield valuable information which will contribute to our understanding of human history. The property is not and never was the principal source of important information pertaining to subjects such as mid-twentieth century commercial architecture. Therefore, the property does not appear eligible for listing in the California Register under Criterion 4.

In conclusion, 700 North Pacific Coast Highway appears to be ineligible for listing in the California Register under Criteria 1, 2, 3, and 4 because it lacks association with a historic context. Additionally, the resource was evaluated in accordance with Section 15064.5(a)(2)–(3) of the CEQA Guidelines using the criteria outlined in Section 5024.1 of the California Public Resources Code, and it is not a historical resource for the purposes of CEQA.

***B12. References:**

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*Resource Name or # 700 North Pacific Coast Highway

Recorded by: Chris Wendt, Michael Baker International

*Date: October 21, 2020 Continuation

***B12. References (continued):**

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LAT (Los Angeles Times). 1958. "Work Begun on Drug Firm's New Headquarters Building." 20 April: 9. Los Angeles, California.

_____. 1962. "El Segundo to Have Its Own 'Mile'." March 4: 154. Los Angeles, California.

_____. 1969. "Mechanic Packaging." 30 March: 354. Los Angeles, California.

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News-Pilot. 1981. "Secretary/Admin Asst." 12 August: 35. San Pedro, California.

The Redondo Reflex. 1973. "Secretary." 14 November: 36. Redondo, California

The San Francisco Chronicle. 1978. "Distributorship: A Unique Business Oppty." 6 February: 47. San Francisco, California.

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_____. 1965. Aerial photograph C-25019. Electronic database, https://mil.library.ucsb.edu/apcatalog/report/report.php?filed_by=C-25019, accessed 5 November 2020.

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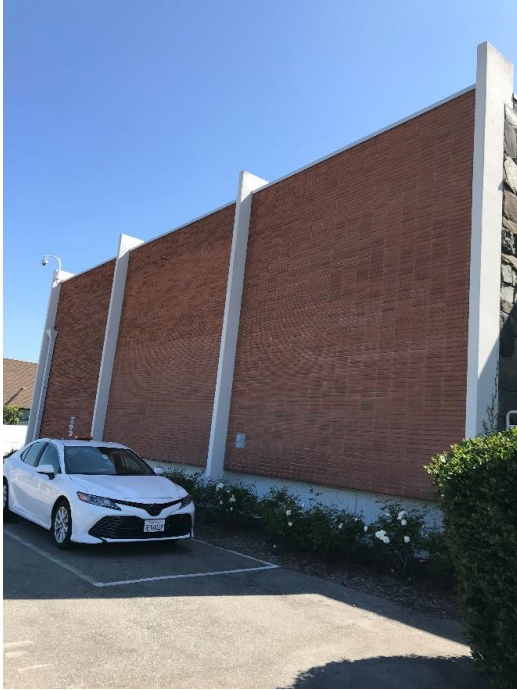
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Recorded by: Chris Wendt, Michael Baker International
P5a. Photographs:

***Resource Name or #** 700 North Pacific Coast Highway

***Date:** October 21, 2020 Continuation



Photograph 4. View of the west façade facing northeast. Taken May 1, 2020.



Photograph 5. View of the west façade facing south. Taken May 1, 2020.

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Recorded by: Chris Wendt, Michael Baker International
P5a. Photographs (continued):

*Resource Name or # 700 North Pacific Coast Highway

*Date: October 21, 2020 Continuation



Photograph 6. View of the north façade facing southwest. Taken May 1, 2020.



Photograph 7. View of the east and north facades facing east. Taken May 1, 2020.

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Recorded by: Chris Wendt, Michael Baker International
P5a. Photographs (continued):

*Resource Name or # 700 North Pacific Coast Highway

*Date: October 21, 2020 Continuation



Photograph 8. View of the east façade facing southwest. Taken May 1, 2020.



Photograph 9. View of the south façade facing northwest. Taken May 1, 2020.