

Grand Central Air Terminal
1310 Air Way
Glendale
Los Angeles County
California

HABS
CAL
19-GLEND,
2-

PHOTOGRAPHS
WRITTEN HISTORICAL AND DESCRIPTIVE DATA

Historic American Buildings Survey
National Park Service
Western Region
Department of the Interior
San Francisco, California 94107

HISTORIC AMERICAN BUILDINGS SURVEY

Grand Central Air Terminal

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HABS No. CA-2728

Location: 1310 Air Way, Glendale, Los Angeles County, California. Property is bounded by Air Way to the east, halfway between Sonora Avenue to the north and Grandview Avenue to the south. Glendale is located approximately ten miles northwest of downtown Los Angeles, and seventeen miles from the Pacific Ocean.

Burbank, California 7.5-minute USGS Quadrangle,
Universal Transverse Mercator (UTM) Coordinates:
Zone 11, Easting 381540, Northing 3780724

Present Owner: Walt Disney World Company
500 South Buena Vista Street
Burbank, CA 91521

Original Use: Airport Terminal

Present Use: The building is currently vacant.

Significance Summary:

Designed by Henry L. Gogerty in 1928, the Grand Central Air Terminal (Air Terminal) combines Spanish Colonial Revival style with Zig-zag (Art Deco) Moderne influences. As the first airport to offer air service between Los Angeles and New York, Grand Central Air Terminal quickly became the premier airport in southern California. Although the airport never became the manufacturing center its proponents envisioned, it nurtured the seeds of the aircraft industry in southern California. The first planes to bear the names of Jack Northrop and Howard Hughes were built at the Grand Central Air Terminal. Major C.C. Mosely operated a technical school at the airport, the Cal-Aero Technical Institute, which played a key role in the training of World War II pilots and mechanics. The airport also became the prime contractor in extensive maintenance overhaul programs at this time. However, after World War II, jet planes supplanted propeller aircraft and the airport's relatively short 3,400-foot runway (shortened from 3,800 feet after the war) was unable to accommodate modern aircraft. Although the Grand Central Aircraft Company remained the City's largest employer, it began declining throughout the 1950s. In 1959 the airport shut down. The 112-acre site of the Grand Central Air Terminal later opened as the Grand Central Industrial Center.

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The Grand Central Air Terminal served as the focus of the community's aviation transportation system and played a significant role in Glendale's aviation history. The building is the last extant property in the City that conveys substantial historic significance and important association with the Glendale airport and Cal-Aero Technical Institute. Therefore, it appears eligible for individual listing in the National Register under Criterion A at the local level, as a physical record of events that helped shape the city of Glendale and for its associated aviation history. The Grand Central Air Terminal also appears to satisfy Criterion C for listing in the National Register at the local level for its exceptional application of Spanish Colonial Revival-style architecture with Zig-zag Moderne influences in the design of an airport terminal. In addition, the building is an excellent representative of early "simple" airport terminal design, which drew upon architectural forms previously established for building types associated with railroad transportation. The Glendale facility projected the image of a suburban railway station in both design and title "Grand Central Air Terminal." The Grand Central Air Terminal is listed on the Glendale Register of Historic Resources.

PART I. HISTORICAL INFORMATION

A. Physical History

1. Date of Erection:

Original construction: 1928

Alterations and Additions: circa 1950s, 1980s.

2. Architect:

The Grand Central Air Terminal was designed by Henry L. Gogerty. Gogerty was a prolific architect who was active until he died in 1990 at the age of 96. Born January 24, 1894, in Zearing, Iowa, he earned his bachelor's degree in architecture and engineering from the University of Illinois and a special certificate of architecture from the University of Southern California (USC). He served in the Army field artillery in World War I.

Arriving in southern California in 1923, Gogerty established his first architectural office in Long Beach, a community approximately 30 miles south of downtown Los Angeles. Practicing under the name H.L. Gogerty Associates his designs included schools, shopping centers, jails, aircraft hangars and terminals, military installations, and commercial office buildings. By 1925, Gogerty had begun an association with architect Carl Jules Weyl. Two of their first joint projects were the Highland Park Professional Building (1925) and a residence at 902 North Camden Drive in Beverly Hills (1925). During the late 1920s Gogerty and Weyl specialized in the Spanish Colonial Revival and Art Deco styles.

Not long after Gogerty and Weyl parted ways in 1928, Gogerty was at work on one of the highlights of his career, the Grand Central Air Terminal. The Air Terminal was featured in *Architect and Engineer* in November 1930 and *Architectural Forum* in December 1930.

Late in 1933, Gogerty moved his office to the City of Compton. His work during the late 1930s and early 1940s included schools in Los Angeles (Dorsey High School, 1938), Visalia (1939-40), and Trona (1940), as well as participation in a team of architects appointed to design a new administration building for the Los Angeles International Airport in 1941. The design plans for the airport, however, never materialized due to World War II. One of the largest industrial projects he designed was the massive cargo plane assembly buildings for Hughs Aircraft where Howard Hughes's famous "Spruce Goose" was constructed (1941-1952). Gogerty also designed and developed the gliding acoustical wall, which provided flexible interior classroom construction and re-configuration. The design helped him win a national achievement award in the science of construction from the American Institute of Architects. In later years, he designed and operated the Desert Air Hotel and Palm Desert Airpark in Rancho Mirage until 1968. Gogerty's work is mentioned in several architectural

survey books including Gebhard and Winter's *Architecture in Los Angeles: A Complete Guide*; *Los Angeles: An Architectural Guide*; and *A Guide to Architecture in Los Angeles and Southern California*. He is also examined in the book *The Architecture of Los Angeles* by Paul Gleye.

3. Original and subsequent owners:

Charles C. Spicer (1928)

Curtiss Airport Corporation (1928)

Curtiss-Wright Flying Service (1928-1944)

Major Corliss C. Moseley, Aircraft Industries (1944-1950)

Grand Central Aircraft Company (1950-1959)

Prudential Property Company (1959-1997)

Walt Disney World Company (1997-present)

4. Builder(s), contractor(s), supplier(s):

Builder(s): Original: Not known

Circa 1950s: Not known

Circa 1980s: Not known

Contractor(s): Not known

Supplier(s): Not known

5. Original plans and construction:

An article in the December 1930 issue of *The Architectural Forum* includes photos and a floor plan of the Air Terminal. The photos document the original open arches along the east and west elevations, the built-up clay tile roof, the beacon light and exterior lighting features which are no longer extant. The building was constructed at a cost of \$150,000.

6. Alterations and additions:

No building permits are on record. Architectural evidence indicates that major alterations were made to the building. According to historic photographs, the infill of the west elevation had occurred by 1958, while the building was used as the Cal-Aero Technical Institute. The major interior modifications were most likely associated with its conversion as part of the development of the Grand Central Industrial Center. Original partition walls in some of the second-story offices have been removed, while temporary partitions have been added in the central waiting room area (date unknown). At present, most of the interior walls have been painted over or stripped of their original finishes. All plumbing, heating and electric fixtures have been removed. A secondary staircase located in the kitchen and all interior doors have also been removed.

B. Historical Context:

Early Glendale History

Glendale was originally part of Rancho San Rafael, which was granted by the Spanish governor of California to Corporal Jose Maria Berdugo (later changed to Verdugo) in 1798. Through inheritance, sale, and foreclosure, culminating in the "Great Partition" of 1871, the 36,000-acre rancho was divided among several landowners. Subdivision activity gained momentum in the early 1880s in Glendale, as elsewhere in southern California. Settlement was stimulated by the completion of the transcontinental railroad, its connection to Los Angeles by the Southern Pacific in 1876, and the subsequent link to the Santa Fe system in 1881. With the coming of the railroad, a real estate boom ensued. The 150-acre town of "Glendale" as it became known, was surveyed and recorded in 1887, with the boundaries established at First Street (now Lexington) on the north, Fifth Street (now Harvard) on the south, Central Avenue on the west, and the Childs Tract (the area on the east side of Glendale Avenue and between First [Lexington] and Ninth [Windsor] Streets) on the east.

Concurrent development activities were occurring near and around Glendale Avenue and First Street, development was also occurring at Central Avenue and San Fernando Road. Around the same time the town of Glendale was established, settlers in the southern and southwestern sections of modern-day Glendale (approximately two miles south of the proposed project area) named their small independent community "Tropico," after the name chosen by Southern Pacific for their depot. Prior to its founding as a town in 1887, the area was ranch land used first for grazing cattle and sheep, and later for the cultivation of oranges and strawberries.

In order to promote the town of Glendale, the founders planned a grand hotel in the center of town. Built at a cost of \$60,000, the Glendale Hotel was an ornate edifice in the then popular Queen Anne style. However, the boom ended before either the hotel or Glendale could be well established. Growth of the town continued during the 1890s at a very slow pace, culminating in a population of 300 residents at the close of the decade.

Glendale's development began to accelerate after the turn of the 20th century. In 1902, the Glendale Improvement Association was formed. One of its most active members was Edgar D. Goode, who joined forces with Leslie C. Brand to successfully connect the communities of Glendale and Tropico to Los Angeles with a line of the interurban electric railroad. This was to prove a most important stimulus for growth in the area resulting in a population rise to 2,746 in 1910, 13,536 in 1920, and 62,736 by 1930.

The City of Glendale was incorporated in 1906. During this time, the area of the City expanded from 2.32 square miles to 30.6 square miles by means of numerous annexations. One of the most significant of these consolidations was the merging of Glendale and Tropico in 1917. Tropico was

initially an independent city incorporated in 1911.

By the early twentieth century, Glendale's commercial center, originally at Glendale Avenue and Wilson, had moved to the intersection of Brand and Broadway and continued to spread in all directions from that intersection. The City's industrial core included health care, pottery, and transportation. Residential buildings encompassed everything from farmhouses to bungalows to the substantial and often architecturally notable homes of the affluent in the foothills north of downtown. With the conclusion of World War II, Glendale experienced the growth of post-war redevelopment. By that time, the City of Glendale was substantially developed.

Aviation and the Glendale Municipal Airport

The history of aviation in southern California is closely connected to Glendale. Leslie Brand is credited with building the first private airplane hangar in Glendale, which was located at Mountain Street and Grandview Avenue in 1912. Aviation enthusiasm in Glendale was also fueled by activities sponsored by the Aero Club of Southern California and the Commercial Aviation Association. These two organizations, which included pilots returning from World War I and private airplane owners, saw a need for a municipal airport in Glendale, to promote the aircraft industry. Additionally, there were reports that U.S. Air Mail service would be extended to Los Angeles. However, as there was no airport in Los Angeles County to receive it, this group of pilots appealed to the Glendale Chamber of Commerce to develop a landing field to accommodate private hangars, service facilities, aircraft manufacturing, flights to and from San Francisco, and airmail service.

In December 1922, after being convinced that aviation would become a major industry, the Glendale City Council agreed unanimously to establish an airport. Shortly after, funds were allocated to purchase a 33-acre ranch for the construction of an airport adjacent to and parallel with the Southern Pacific Railroad tracks near the Los Angeles River. Although the Glendale Municipal Airport officially opened on March 17, 1923, Winfield B. Kinner, proprietor of the Kinner Airplane & Motor Corporation had leased land at the airport prior to the official opening. He built the first hangar in 1922, constructed of iron covered with corrugated metal, where he manufactured the Airster, a small biplane made primarily out of plywood.

At the grand opening of the airport, an "air rodeo" was held with participants from throughout southern California, and included such luminaries as Long Beach stunt-pilot Earl Daugherty, skywriting pilot Captain Leslie Tait-Cox, and sport-plane pilot Amelia Earhart. The event was also intended to encourage citizens to vote for a bond, which would pay for the airport property. The property cost \$66,000 and the City had only \$17,000. However, the bond issue failed and thus, public ownership of the airport was short-lived (less than a month). Consequently, a private syndicate called the Glendale Airport Association, headed by Dr. Thomas C. Young and six associates, purchased the airport acreage from the City for \$66,000.

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The airport's 1,200-foot runway was considered too short for commercial airline flights. Additionally, there were power lines near the south end of the runway, which were a safety hazard, and a peach orchard at the northwest end. Several accidents had occurred in less than a year, prompting Dr. Young, on behalf of the Western Aero League, to appeal to the City Council to bury the wires underground. The City Council did not respond to the appeal and within a month the airport witnessed its first fatal crash involving a Navy flier. Following an inquiry, Glendale was placed off limits to government aircraft. This decision ended Glendale's hopes of making the airport a terminal for the U.S. Air Mail service it desired.

Although the Glendale airport was not considered safe for commercial aviation, it was used extensively by the motion picture industry for location and aviation scenes. As a result, several small aviation firms moved into Glendale, particularly from Santa Monica, and became involved in the motion picture industry, either intentionally or inadvertently. Some of these firms were charter flight firms, some manufacturing, and some distribution firms for other manufacturers. However, most firms provided piloting services or refurbished private planes for use in the motion pictures.

Grand Central Air Terminal

In the late 1920s, a concerted effort was mounted to establish a proper municipal airport for the Los Angeles area. Seven sites were under consideration. The favored ones were Dominguez Field, where the first American air meet was held in 1910; Griffith Park, which had been functioning since 1925 as a National Guard base; and a tract of farmland west of Inglewood and north of El Segundo called Mines Field (which later became Los Angeles International Airport).

Sensing a good opportunity, Captain Charles C. Spicer, a World War I fighter pilot, formed a syndicate of venture capitalists in 1928, to purchase and develop the Glendale Municipal Airport. Following the purchase, the airport was expanded to the north and west, and eventually consisted of 175 acres. The main runway, aligned with the prevailing northwest-southwest winds, consisted of 3,800 feet of concrete 100 feet wide. Additional facilities included a 2,500-foot taxiway/cross-runway. Aviation publicist/promoter Victor Clark suggested naming the proposed building and airport facilities "Grand Central Air Terminal." The syndicate voted unanimous approval. An aviation country club recreational complex to be located at the southwest end was also proposed.

The Air Terminal officially opened on February 22, 1929. The opening ceremonies attracted over 200 celebrities including Wallace Beery, Gary Cooper, and Jean Harlow and 12,000 other spectators. Soon after the terminal was opened, the Curtiss-Keys Group, which controlled several companies including the Curtiss Aeroplane & Motor Company, formed the Curtiss Airport Corporation. From its inception, this corporation quickly began purchasing (largely through the exchange of stock) airports serving Baltimore, New York, Chicago, Philadelphia, Pittsburgh, Louisville, Cleveland and San Francisco. In May, three months after the Grand Central Air Terminal's grand opening, the Spicer group sold out to the Curtiss Airport Corporation. Capt. Spicer went on to become a Curtiss

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director, as did several of his associates. In June of that year, Curtiss merged with the Wright Company to become the Curtiss-Wright Flying Service. Because of this merger, the Grand Central Air Terminal airport became the property of the newly formed Curtiss-Wright Flying Service. Major Corliss C. Moseley, a World War I fighter pilot and co-founder of Western Air Express (later called Western Airlines), was selected to manage the airport for the Curtiss-Wright Flying Service.

The Grand Central Air Terminal became the first airport to offer air service between southern California and New York. The first airline to provide this service was Transcontinental Air Transport, which was affiliated with Charles Lindbergh and in 1929 merged with Jack Maddux to become TAT-Maddux. The first regularly scheduled transcontinental flight from Glendale took place on July 28, 1929. The first leg of the 48-hour flight was piloted by Lindbergh and its passengers included Mary Pickford and Douglas Fairbanks, Sr. The airport soon came to be utilized by a number of major airlines, including Pickwick Airways which joined TAT-Maddux in offering daily service to San Francisco and San Diego. At that time, the Grand Central Air Terminal quickly became the primary airport in southern California to provide scheduled commercial service to the public.

Through various mergers, Trans World Airlines (TWA), originally called Transcontinental & Western Air, Inc., began operations and provided service to Glendale from all other major airports nationwide. However, it was on a flight bound for Glendale that TWA's worst accident in the early part of the twentieth century occurred. On a flight en route from Kansas City to Glendale, on March 31, 1931, the last F10A ever built crashed in Bazaar, Kansas. The two pilots and six passengers including football player Knute Rockne of Notre Dame were killed.

The Curtiss-Wright Technical Institute was founded in 1931 as an aviation trades school and occupied a corner of the Air Terminal building. It gradually expanded, occupying portions of the aircraft hangars at the airport and various industrial buildings along Air Way. Directed by Major Moseley, the Institute was a school for aircraft technicians, mechanics, and engineers. It did not have a flight-training program. Flight instruction was available from the Curtiss-Wright Flying Service as an adjunct to courses offered by the Institute.

In 1934, Major Moseley leased the entire airport from Curtiss-Wright; he and his associates formed Aircraft Industries, Inc. This company was an authorized service (aircraft repair and engine overhaul), sales and distributor agent for several aircraft manufacturers. By early 1944, the Grand Central Air Terminal ceased operating as a commercial airport terminal. The Grand Central Air Terminal was purchased outright by Moseley, and at this time, the title "Air Terminal" was dropped in favor of the term "Airport." Also at this time, Aircraft Industries, Inc., became the Grand Central Airport Company (later reorganized in 1950 as the Grand Central Aircraft Company). Its two principal divisions continued to be airplane repair and engine overhaul. Curtiss-Wright Technical Institute, having completed the training of the last class of mechanics, became the Cal-Aero Technical Institute.

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When the surprise attack by Imperial Japanese forces on the American naval base at Pearl Harbor catapulted the United States into World War II, the Grand Central Air Terminal quickly became an armed camp. The airport was effectively camouflaged from enemy attack and from the air it appeared to be a housing tract complete with faux streets. The Grand Central Air Terminal was designated the headquarters for the 318th Fighter Wing which had the responsibility for the operational training of P-38 replacement pilots. The P-38s were large planes and, therefore, required additional runway space. The Grand Central Air Terminal's runway, considered short at 3,800 feet, was lengthened in 1942 by closing off Sonora Street to traffic and paving a narrow strip to Western Avenue. This provided an additional 1,200 feet of runway. Curtiss-Wright Technical Institute, with three flight academies (Ontario, Oxnard, and the Antelope Valley), played a key role in the training of approximately 26,000 World War II combat pilots and 7,500 mechanics.

The runway extension between Sonora and Western was closed in 1947 by municipal decree. The loss of 1,200 feet of runway made the airport a Class II facility, sufficient only for small planes (DC-4s and C-54s) coming in for overhaul and repair. Cal-Aero Technical Institute, having resumed the training of Air Force mechanics in October 1950, received additional contracts which extended the program nearly two years. Altogether, 1,200 Air Force men were trained at Glendale, the last of which were graduated in August 1952. By that time, the Air Force establishment could handle the quotas in-house without civilian assistance. Thereafter, Cal-Aero's fortunes declined steadily. In the next couple of years the student body fell from a high of 1,500 to a low of less than 200. The school lost money for three years and closed its doors at the end of the 1954 term. And although Grand Central Aircraft was still the City's largest employer at this time, escalating taxes, declining business, and pressure to close the airport and convert the property into a large industrial area resulted in the closure of the Grand Central Aircraft Company in 1959.

From the mid-1950s, the Grand Central Airport's runway and facilities had not been maintained and the unpaved parallel strip was riddled with gopher holes. There was an attempt to save a portion of the airport to accommodate the local general aviation community when the Glendale City Council was petitioned to make it a municipal airport. However, the petition was not passed and the airport was officially closed on July 15, 1959. With the demise of the airport and aircraft industry, the area became a prime locale for light industry. Beginning as early as 1955, with the construction of four industrial type buildings, the area surrounding the Grand Central Air Terminal facility was gradually acquired and modified into the Grand Central Industrial Center (later changed to the Grand Central Business Centre), a 112-acre industrial community consisting primarily of industrial/manufacturing and warehouse/distribution companies. Today, the Grand Central Business Centre continues to expand and develop with entertainment, high technology, and manufacturing industries.

PART II. ARCHITECTURAL INFORMATION:

A. General Information:

1. Architectural Character:

The Grand Central Air Terminal is a two-story, steel-frame and masonry building which has the overall appearance and massing characteristic of the Spanish Colonial Revival style with Zig-zag Moderne-style influences.

2. Condition of the Fabric:

The overall building condition is fair. The exterior has been modified extensively since the building's construction in 1928. The interior of the Air Terminal has been significantly altered and partially gutted, however, the basic floor plan configuration is still intact. Wall supports on the west arcade indicate the building may be in poor structural condition.

3. Summary Description:

The Air Terminal is a two-story, eight-bay wide airport terminal combining Spanish Colonial Revival styling with Zig-zag (Art Deco) Moderne influences. The Spanish Colonial Revival tradition is visible in the overall structural massing, red clay (Mission) tile roof treatment, stucco siding, and large archways. Zig-zag, Art Deco features are incorporated into the air traffic control tower at the northwest corner of the building and include verticality, chevron and sunburst detailing on the center panels, and stylized winged angel reliefs on the four upper corners. The building has a structural steel skeleton and masonry infill exterior walls finished with plaster and cast stone. Original interior features still intact and preserved include the elaborately ornamented staircase and railing from the first-floor waiting room to the restaurant; the decorative, stylized plaster ceilings in the first-floor coffee shop and in the second floor restaurant; the wall detailing and plaster castings on the balcony at the north end of the waiting room; and the arched openings and decorative columns of the inner arcade area along the west elevation of the waiting room. The basic floor plan is still intact, however, the large two-story waiting room has been altered by the insertion of partition walls and a temporary second floor mezzanine.

B. Description of Exterior:

1. Overall Dimensions:

The two-story building has a rectangular plan and measures approximately 170 feet in length and 90 feet wide. The prominent air traffic control tower is approximately 73 feet high.

2. Foundations:

The building has a continuous-poured concrete foundation.

3. Wall Construction:

The building has a structural steel framing system, with masonry exterior walls finished with stucco, plaster and cast stone.

4. Structural System, Framing:

The structural system is steel frame.

5. Porches, Balconies, Stairs:

On the north elevation there is a two-level, six-bay front porch. The first floor of the porch has an arcade with arched openings supported by stout, round columns. The second floor has a partially enclosed balcony with rectangular openings and square columns. An exterior 18-step, open concrete staircase covered by a simple awning supported by wood posts is used to access the second-story porch.

The west elevation features two entrance pavilions marked by second floor balconies. The paired doors on the northern balcony have been boarded over but the balcony and its ornamental plaster detailing are intact. A flared-eave, metal awning supported by scrolled metal brackets shelters the balcony. The southern balcony door is still extant but the front panel of the balcony has been removed. The east elevation has two concrete steps leading to a stoop with a metal handrail in front of the fourth door from the south.

A steel stairway on the south elevation leads to a second-story door.

6. Chimneys:

There are no chimneys.

7. Openings:

a. Doorways and Doors:

The main entry to the building is located at the northeast corner. It has been altered with a glazed aluminum door. Similar glass doors have been added to the west, south and east elevations within the infilled arched openings.

The north elevation features a recessed entry with a solid wood door near the northeast corner. Below the exterior stairway there is a wood paneled door located at a reentrant angle on the first story. The second story has a simple solid wood door

within the recessed balcony.

b. Windows:

Many of the original fenestration patterns were altered when portions of the east and west elevations were infilled. The original steel-frame casement sashes on these exterior elevations were replaced with fixed plate-glass windows.

Original steel-frame divided casement sash are still mostly intact on the north elevation. The first story windows have been boarded up. The second story of the west bay is punctuated by three recessed openings with a central eight-light casement flanked by narrow four-light windows. The east bay has a large recessed opening on the second story containing a large twelve-light steel-framed casement sash. The second story balcony contains two tripartite casement sashes with a central divided panel flanked by plate glass. Punctuating the recessed wall of the balcony are three wide divided casement sash windows.

The east elevation is punctuated by two metal casements symmetrically positioned below the roof at the south end, and three fixed sash replacing the casements below the north front gable.

One long sealed horizontal ribbon window is located on the first story near the west end of the south elevation. One of the two infilled arches on the east end is punctuated by a sealed rectilinear window. The rectangular window openings of the former dining room on the second floor of the rear section are still preserved. This band of three-part metal casement sash continues on the west elevation.

Each of the arched openings on the west elevation is punctuated by a second-story eight-light metal casement sash and a pair of square fixed sash on the first story. At the north end two recessed eight-light casements with transoms are located on the second story and centered above a concrete decorative grille.

The tower windows are steel-framed, eight-light casement sash with fixed transoms. The top level has undivided plate glass on three sides, with a projecting bay on the west elevation.

8. Roof:

a. Shape, Covering, Cornice:

The Air Terminal has a complex gable roof covered with rolled and shingled asphalt with terra cotta tile detailing. Exposed decorative wood beams are visible below the open, slightly overhanging, eaves.

b. Dormers, Cupolas, Towers:

The prominent air traffic control tower is located at the northwest corner of the Air Terminal. The three-story tower has a square plan, is covered with plaster and cast stone and capped by a clay tile-clad pyramidal roof. Paired casement sash punctuate two levels of the tower on each elevation.

9. Architectural Details:

Architectural details on the tower include vertical streamlining, chevron and sunburst patterns on the central panels, and stylized winged figures on each of the corners. . The north elevation features some original Spanish Colonial Revival-style detailing, such as the oculus with quatrefoil pierced work in the gable end and colorful ornamental tile that has been painted over. Below each second story pilaster with a scrollwork capital on the north elevation are simple corbels in the shape of triangular faces. Three bands of horizontal molding extend along the lower portion of the north elevation and continue onto the corners of the east and west sides. An applied cast concrete ornament is located at the top of the exterior stairway and a scroll pattern, repeated throughout the building, is visible on the surrounds of the arched openings at the northeast corner.

The outline of the original arches with elaborated voussouirs is visible on the west elevation and divided by simple pilasters with clusters of six colonettes. The entrance pavilion on the west elevation contains a rectangular quatrefoil pierced ventilation window in the gable end, and an applied wave and scroll detail above the first-story door.

C. Description of Interior:

1. Floor Plans:

Although the central Waiting Room has been divided with partition walls, the overall basic floor plan is still intact.

a. First Floor:

The interior is partially gutted with only the original framing remaining in most locations. The north offices and ticket area have been slightly reconfigured. The east and west sides of the waiting room have been partitioned, but the central part retains its two-story height and the arcade area is also open. The south end retains much of its original arrangement and includes the coffee shop, kitchen, sandwich shop, barber, and men's and ladies restrooms located behind the stairway (See First Floor Sketch Plan).

b. Second Floor:

The upper floor is accessed by the original staircase that leads the lounge area. The dining room area is still intact, but the configuration of rooms in the southeast corner has been altered. Some of the partition walls dividing the offices along the north front have been removed (See Second Floor Sketch Plan).

2. Stairways:

In the waiting room, a centrally-located double stairway with a 180 degree turn and an intermediate flight of three steps connects the first and second floors. This open staircase is constructed of masonry, is clad with ornamental tiles, and has a stylized Zig-zag Moderne metal railing. The treads are covered with thick terra cotta tiles with rounded edges. The curtail step is slightly larger and rounds out around corner of the staircase. The risers are lined with tiles. The central part of the staircase contains a decorative tile panel with vertical streamline details. The staircase opening to the second floor is framed by a plaster molded streamline style panel with a sunburst pattern and zig-zag edging.

The tower stairways are simple straight flights constructed of wood with steel-covered treads and iron balustrades with simple end volutes. The third level is accessed by a narrow, ladder stairway.

3. Flooring:

Much of the original flooring has been replaced or removed and the first story is primarily concrete. Concrete poured to resemble tile and tinted red still remain in the area of the original coffee shop. Both the men's' and ladies' restrooms have remnants of black and white square ceramic floor tiles. The twelve-inch ceramic tiles covering the exterior entrance area on the north elevation continue into the interior vestibule at the northwest corner.

The second story flooring primarily consists of the diagonal wood plank subfloor. The office at the northwest corner is covered with large poured concrete squares. Vinyl floor tiles with a square pattern cover the hallways connecting the offices. The tower floors consist of 1 1/2" wood boards.

4. Wall and Ceiling Finish:

The primary wall and ceiling finish is gypsum board. Most of the first story ceilings have been removed. A decorative plaster ceiling with a zig-zag pattern is still intact in the coffee shop. It is divided by six beams running north-south with a decorative molding on the east side (above the location of the original counter). The arcade ceiling has open exposed beams that have been painted. An office near the southeast corner retains a portion of its crown molding with a cast plaster rope pattern detail.

Most of the walls on the first story have also been removed. The sandwich shop walls are

lined with bands of horizontal molding similar to the detail on the exterior north elevation. Original plaster pilasters are intact on the east wall of the coffee shop. They have floral and scrolled capitals and rounded edges. The vestibule retains the painted-over colorful decorative tiles present on the exterior walls. In the men's restroom much of the semi-gloss painted wall remains, along with portions of green and black glazed ceramic tile. The same tile is present in the ladies room, which also retains large sections of contemporary floral pattern wallpaper. The second-story dining room retains much of its original wall and ceiling finish. The zig-zag plaster ceiling echoes the shape of the downstairs coffee shop, but is more elaborately detailed. A cast plaster crown molding with a chevron design edges each panel. Triangular portions of the central beams consist of pierced work in a wheel and scroll pattern similar to the coffee shop pilaster capitals. The projecting pilasters dividing the windows are fluted with capitals consisting of paired volutes and a central leaf pattern capped by a small molded bracket that supports an Art Deco-inspired stepped architectural detail. Portions of these elements are missing; however, the majority of the features are intact.

The northwest corner office also retains its original wood ceiling divided by molded beams into square panels. Most of the original crown molding remains in the second-story waiting room. It has a strip of a zig-zag motif capping a long wave pattern with small circular details. The molding in the upper portion of the main waiting room is mostly intact and features stepped rectangular designs spaced at three-foot intervals. The hallway connecting the north office also retains its crown molding with an ovolo profile. Each level of the tower has plain gypsum board walls, and a textured ceiling with a simple band of crown molding.

5. Openings:

a. Doorways and Doors:

Most of the doors have been removed from the building. Some doors not visible from the exterior of the building remain intact on the interior wall. On the east wall of the sandwich shop, the replacement glass door is framed by sidelights and a transom arch (shaped like the original opening). A similar, but more elaborate door is located on the south wall of the coffee shop. The door is missing, but the surrounding sidelights and transom are divided steel sash and intact. An original door flanked by casement sash remains behind the infill in the office in the northeast corner. It has an upper glazed panel and boarded over transom.

A repeated doorframe pattern is found throughout the Air Terminal. It consists of a simple molding with circular medallions at the upper corners and volutes at the ends about halfway down the frame. This frame is extant in the second story waiting room, the dining room, and the room behind the lounge on the southeast corner. Simple doorframes without doors remain in both the men's and ladies restrooms. At

the vestibule, a concrete concentric band marks the entrance to the Terminal.

b. Windows:

The large arched openings, now infilled, originally provided most of the natural light to the central waiting room and adjacent areas. While parts of the second story, such as the dining room, retain their original fenestration and natural lighting plan, the first floor is considerably darker than it was originally.

Some windows not visible from the exterior due to infilling are still intact on the interior. These include casements with simple wood frames in the northeast corner office, and bands of ribbon windows along the east wall. The sandwich shop contains large, wood-framed windows within arched openings. Several of the original steel-framed divided sashes in arched openings are intact in the coffee shop although several are missing muntins.

The original skylights in the dining room have been covered over at the roof. An additional skylight is still extant, but covered, in the second-story lounge area. It consists of fifteen lights in a rectangular frame supported by simple brackets. A thick band of molding surrounds the opening.

6. Decorative Features and Trim:

The second-story balcony at the north end of the building features four cast concrete panels with decorative central streamlined details and a triangular element at the upper edge. The two outer panels are integrated with large rounded step brackets, extending the vertical streamlined pattern. One of the panels has been removed but remains on site. Multiple examples of the quatrefoil pierced grilles can be found throughout terminal. Only two are visible from the exterior, but are present in each gable end on the east and west elevations, on the east wall of the sandwich shop, and the coffee shop west wall.

The colorful tiles found on the lower portion of the exterior wall are also continued on several interior locations. In addition to the vestibule and stairway, the tiles line the bases of the arcade columns and are also found on the lower walls of the coffee shop. They have been painted in both locations.

7. Hardware:

The window hardware on casement windows throughout the building consists of steel lever latches with steel hinges and stay rods on the casement windows. The glazed aluminum-framed doors have simple push-bar handles.

8. Mechanical Equipment:

a. Heating, Air Conditioning, Ventilation:

Heating: The Air Terminal was originally heated by gas steam but there is no existing equipment remaining in the building.

Air Conditioning: There is no evidence that the building was ever air-conditioned.

Ventilation: Ventilation throughout the building was originally provided via the windows and attic vents. Both restrooms retain simple metal vents in the upper walls and the coffee shop had an exhaust system.

b. Lighting:

Original electric lighting was incandescent. All of the original Zig-zag (Art Deco) style exterior lighting fixtures have been removed, although some "ghosting" patterns remain along the east and west elevations. The interior offices of the tower retain some contemporary fluorescent light fixtures on the second story. Some incandescent lighting with round glass covers is still extant along the north exterior.

c. Plumbing:

Public restrooms are located on either side of the central stairway south of the waiting room. Although all plumbing fixtures, including the original porcelain sinks and toilets, have been removed. Each restroom originally contained four toilets and three sinks. The upstairs restrooms located in the southeastern corner of the building are also devoid of all plumbing.

C. Site:

1. General Setting and Orientation:

Grand Central Air Terminal is located within the Grand Central Business Centre an industrial area located in the western portion of the City of Glendale. The primary (front) elevation of the Air Terminal faces north and is accessed from the street (Air Way) by a circular drive encompassing the subsurface outbuilding. The east elevation fronts Air Way without a significant setback. A narrow drive separates the building from the adjacent lot at the south, and the parking lot occupies some of the former runway area at the west.

2. Landscaping, Enclosures:

The Air Terminal is primarily surrounded by asphalt with some ground cover and tropical plants surrounding the outbuilding. Other landscape features include a small grass lawn to the north of the building and foundation plantings along the north and east elevations. Historic landscape features include two Canary Island Palm trees, which were planted at the

time of the building's construction in 1928, at the south elevation.

3. Outbuildings:

The only related outbuilding is located on the north side of the Air Terminal in the center of the asphalt driveway. The outbuilding is a stucco clad rectangular-shaped, subsurface reinforced concrete transformer room. A flat roof with red clay tile coping along its parapet caps the structure. A decorative cornice featuring a wave motif extends around each elevation. The exterior walls are pierced by ventilation windows highlighted with decorative aviation-themed motifs (airplanes stacked on top of each). The interior of the outbuilding is accessed by a descending concrete stairway located along the west elevation, which leads to a solid metal door.

PART III. SOURCES OF INFORMATION

A. Architectural Drawings:

No original plans for the building were located during the current research investigation. However, a sketch plan depicting the original layout was found from an article in *The Architectural Forum* (December 1930).

B. Early Views:

View from the flying field looking east, 1930 "Air Transportation Buildings," *The Architectural Forum*, December 1930, p. 713.

View of the terminal building from the street looking south, 1930, *The Architectural Forum*, p.715

View of main lobby and stair to restaurant looking southwest, 1930. *The Architectural Forum*, p.715

Aerial view of the terminal, 1930, *The Architectural Forum*, p.716

Sanborn Fire Insurance Maps – Glendale, California.

View of terminal building from runway looking southeast, 1939. John Underwood, *Madcaps, Millionaires, and Mose*. Glendale: Heritage Press, 1984, p. 106-107.

Aerial view of terminal, n.d. *Madcaps, Millionaires, and Mose*, Underwood, p. 60.

C. Interviews/Videos:

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"Air Transportation Buildings," *The Architectural Forum*, December 1930, pp. 713-716.

A captioned picture in *Los Angeles Times*, 5/26/30.

"Anniversary Number," *Glendale News*, 12/20/07.

Paul Pierce, "Runway of the Stars," *Westways*, December 1932, pp. 35-37.

"Southland Aviation Began Here," *Glendale News-Press*, Weekend, July 25-26, 1998.

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City of Glendale City Council. City of Glendale Municipal Code, Ordinance No. 5110, An Ordinance of the City of Glendale Amending Titles 2, 15, and 30 of the Glendale Municipal Code, 1995, Relating to Historic Preservation. City of Glendale, California, March 7, 1996.

City of Glendale Redevelopment Agency. *Final Environmental Impact Report: Redevelopment Plan for the San Fernando Road Corridor* (SCH#92041055). City of Glendale, California, 1992.

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E. Likely sources not yet investigated:

National Archives: Laguna Niguel, CA and Washington, DC

National Air and Space Museum: Washington, DC

F. Supplemental Material:

Final Grand Central Creative Campus: Environmental Impact Report, volumes 1 and 2. Prepared for the Glendale Redevelopment Agency by PCR Services Corporation, 2000.

PART IV. PROJECT INFORMATION

The project applicant, Walt Disney Imagineering (WDI), a division of The Walt Disney Company (Disney), proposes to develop the Grand Central Creative Campus (GC3) in the City of Glendale. The GC3 project site is comprised of several previously developed properties, totaling approximately

GRAND CENTRAL AIR TERMINAL

HABS No. CA-2728

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125 acres, generally located within and adjacent to the existing Grand Central Business Centre. Implementation of the GC3 project would transform the existing industrial site into a landscaped, campus-like environment, consisting of a mix of media-related, high technology, and entertainment uses. Proposed development would involve the retention, replacement, or renovation of approximately 2.38 million square feet of existing floor area and construction of additional floor area within the GC3 project site. Under the proposed project, the Grand Central Air Terminal will be rehabilitated for adaptive use as a visitors' center. All work proposed for the Air Terminal will be conducted a manner consistent with the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings.

As a component of the established mitigation measures outlined in the Historic Resources Technical Report prepared for the project pursuant to the California Environmental Quality Act (CEQA), HABS Level II recordation for the Air Terminal was recommended. It was stipulated that the recordation package include photo documentation, documentation of any existing drawings, and written relevant text. This recordation document conforms with the standards of the Historic American Buildings Survey (HABS) guidelines set forth by the National Park Service, U.S. Department of the Interior, and is being donated to the Library of Congress to partially satisfy the mitigation measures required by the project applicant for CEQA compliance and project implementation.

Agency: City of Glendale, Glendale Redevelopment Agency, Glendale, CA

Applicant: Walt Disney Imagineering division of the Walt Disney Company

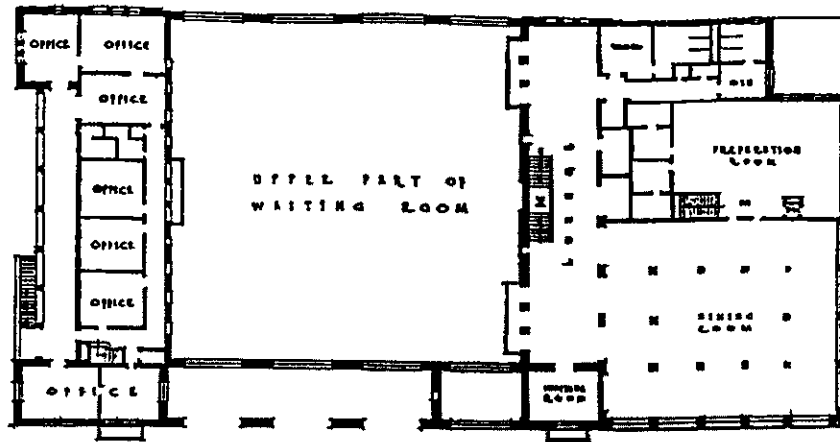
Project Name: Grand Central Creative Campus (GC3)

Prepared by: Janet Ostashay, Director of Cultural Resources Management
PCR Services Corporation
233 Wilshire Boulevard, Suite 130
Santa Monica, California 90401

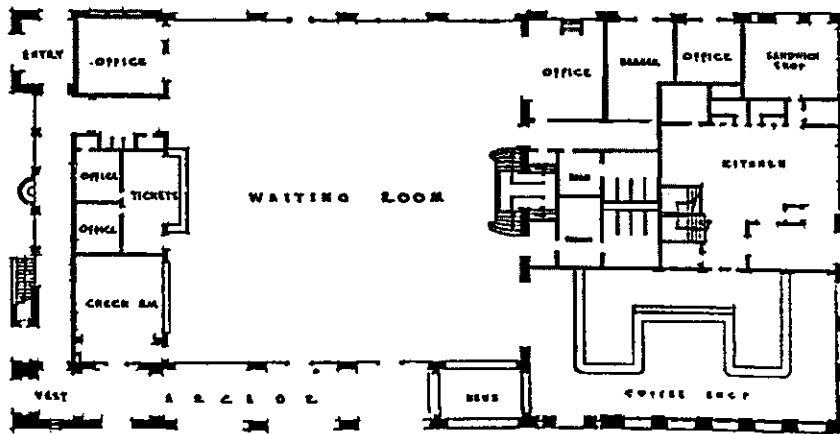
Date: February 2002

ORIGINAL FIRST AND SECOND FLOOR SKETCH PLANS

↖ true north ← plan north



SECOND FLOOR



FIRST FLOOR

Taken from *The Architectural Forum*, December 1930.

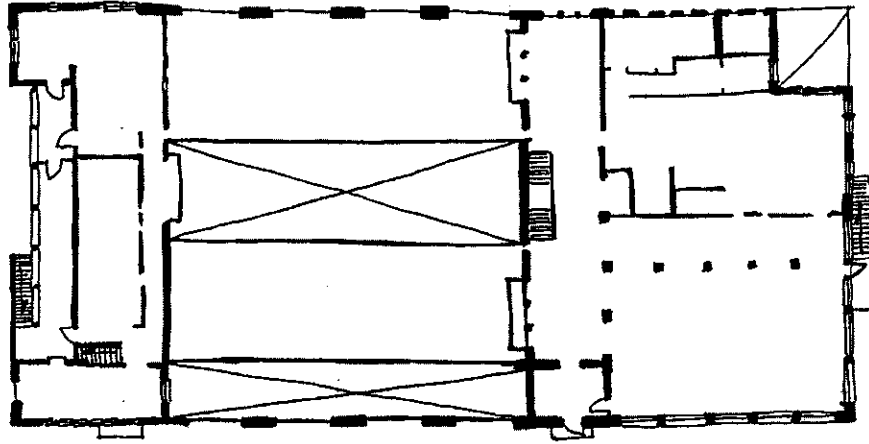
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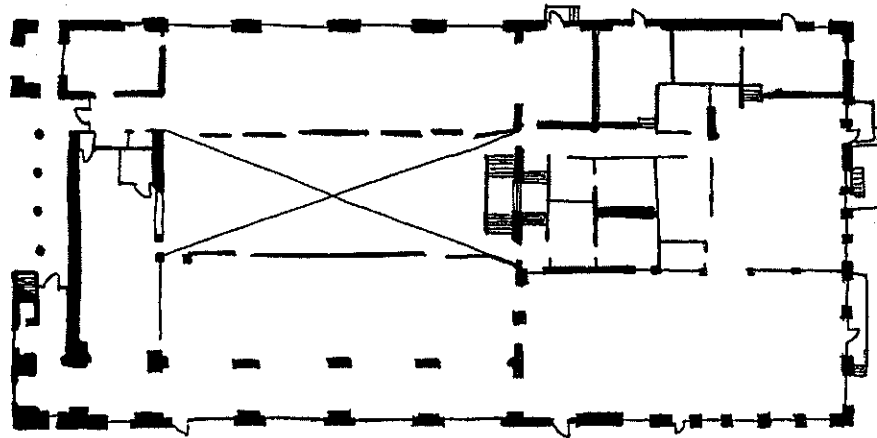
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CURRENT FIRST AND SECOND FLOOR SKETCH PLANS

↖ true north ← plan north



SECOND FLOOR



FIRST FLOOR