Appendix E2

Section 106 Assessment for the San Diego International Airport Airfield Improvements and Terminal 1 Replacement Project

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Appendix E2(a)

Section 106 Assessment for the San Diego International Airport Airfield Improvements and Terminal 1 Replacement Project

Main Report and Appendices A and B

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SECTION 106 ASSESSMENT FOR THE SAN DIEGO INTERNATIONAL AIRPORT AIRFIELD IMPROVEMENTS AND TERMINAL 1 REPLACEMENT PROJECT

CITY OF SAN DIEGO, CALIFORNIA

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Project Proponent:

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November 10, 2020; Revised January 8, 2021; Revised February 19, 2021; Revised March 12, 2021; Revised April 27, 2021; Revised May 7, 2021

Archaeological Database Information

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Report Date:	November 10, 2020; Revised January 8, 2021; Revised February 19, 2021; Revised March 12, 2021; Revised April 27, 2021; Revised May 7, 2021
Report Title:	Section 106 Assessment for the San Diego International Airport Airfield Improvements and Terminal 1 Replacement Project, City of San Diego, California
Type of Study:	Historic Resources Survey and Historic Structure Evaluation
New Sites:	P-37-036756 through P-37-036762
Updated Sites:	P-37-015548 and P-37-028620
USGS Quadrangle:	*Point Loma, California* (7.5-minute series)
Acreage:	661 acres
Key Words:	Section 106 assessment; survey; historic structures; San Diego International Airport; P-37-036756 to P-37-036758 evaluated as not eligible for the NRHP with no adverse effect; P-37-028620 evaluated as eligible for the NRHP under Criterion A; P-37-015548 evaluated as eligible for the NRHP under Criteria A, C, and D; relocation and preservation of P-37-028620 as a separate project independent of the undertaking; no adverse effects to P-37-015548 and P-37-036757; P-37-036758 through P-37-036762 to be demolished as a separate project independent of the undertaking.

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1.0 INTRODUCTION

The following evaluation report has been prepared by Brian F. Smith and Associates, Inc. (BFSA) to assess potential impacts to historic resources located within the Area of Potential Effect (APE) identified for the proposed undertaking. The undertaking at the San Diego International Airport (SAN) includes the construction of a replacement terminal for Terminal 1, demolition of the existing Terminal 1, construction of a new Taxiway A, relocation of a portion of Taxiway B, construction of a new administration building, demolition of the current airport administration building, construction of a multiuse (*i.e.,* pedestrian and bicycle) pathway, an on-airport road network, and a parking structure adjacent to the new Terminal 1 building, and relocation of five Remain Overnight (RON) aircraft parking positions and three Federal Aviation Administration (FAA) sensors. In support of these improvements, construction of a new stormwater underground cistern and subsurface infiltration areas and the expansion of the Central Utility Plant would also occur. The undertaking is described in further detail in Section 2.0.

This report has been prepared for submittal to the FAA, as the lead agency, and the San Diego County Regional Airport Authority (SDCRAA), as the project sponsor, to provide a historic resources analysis of the undertaking under review criteria listed in Section 106 of the National Historic Preservation Act (NHPA) of 1966. All investigations conducted by BFSA related to the undertaking conformed to the NHPA, Section 106, and the National Environmental Policy Act (NEPA) of 1969, which recognizes the NHPA as a special purpose law to be considered in a NEPA evaluation. In addition, this report has been prepared consistent with FAA guidance concerning historic, architectural, archaeological, and cultural resources in FAA Orders 1050.1F and 5050.4B.

1.1 Methodology

To establish the historic resources inventory of the property, an archaeological survey and records search were conducted of the APE for FAA consideration. The APE, as agreed to by the State Historic Preservation Officer on October 23, 2020, is the boundary of the San Diego International Airport, which totals 661 acres (see Appendix G). The APE is described in further detail in Section 3.0. BFSA was retained to complete a Class I records search of a one-mile radius around the APE and a Class III intensive pedestrian archaeological survey of the APE to identify historic resources that could be affected by the implementation of the undertaking. The scope of work for this investigation, which is consistent with Section 106 of the NHPA and the NEPA of 1969, included:

- Project-specific archival research and a records search to acquire data regarding previously recorded historic resources on or near the APE;
- A systematic pedestrian survey (*i.e.,* physical evaluation) of the APE; and
- Efforts to locate and record any historic resources encountered within the APE.

The purpose of this investigation was to locate and record any historic resources present

within the APE and subsequently evaluate the significance of any resources as part of the environmental review process conducted in compliance with NEPA guidelines.

Records Search

The archaeological investigation of the APE included a review of an archaeological records search performed at the South Coastal Information Center (SCIC) at San Diego State University (SDSU) in order to assess previous archaeological studies and identify any previously recorded historic resources within the project boundaries or in the immediate vicinity. BFSA also requested a review of the Sacred Lands Files (SLF) by the Native American Heritage Commission (NAHC). The NAHC SLF search did not indicate the presence of any sacred sites or locations of religious or ceremonial importance within the search radius; however, the NAHC did indicate that the area is culturally sensitive. The full records search is discussed in Section 5.0.

Archival Research

Records relating to the ownership and developmental history of this project were sought as part of this evaluation to identify any associated historic persons and events or architectural significance. Research was conducted at the San Diego Historical Society, the San Diego Public Library, and the offices of the San Diego Assessor/County Recorder/County Clerk. Sanborn Fire Insurance maps were accessed at the San Diego Public Library. Title records for the property were also obtained, including documentation obtained from California Lot Book, Inc. Appendix F contains maps of the property, including historic USGS maps from 1930, 1942, 1943, 1953, 1967, 1975, 1979, and 1996, a current USGS project location map, and the current Assessor's parcel maps. BFSA also reviewed the following historic sources:

- The National Register of Historic Places (NRHP) Index
- The Office of Historic Preservation, Archaeological Determinations of Eligibility
- The Office of Historic Preservation, Directory of Properties in the Historic Property Data File
- San Diego County 1872 map
- San Diego County Historic Roads (1769-1885)
- *Point Loma* 1953 USGS topographic map (7.5-minute series)

Physical Evaluation

Senior Project Archaeologist Jennifer Stropes and historic analyst Kimberly Ellis conducted the Class III pedestrian survey on September 5 and 8, 2017 under the direction of Principal Investigator Brian Smith. During the survey, seven unrecorded historic resources (subsequently recorded as sites P-37-036756 through P-37-036762) were identified and two previously recorded historic resources (P-37-015548 and P-37-028620) were confirmed to still be extant within the APE (Table 1.1–1).

Table 1.1–1
Historic Resources Currently Present Within the APE

Site Number	Building Name	Report Acronym	Report Section	Physically Affected By Undertaking
P-37-036756	Terminal 1	-	6.1	Yes
P-37-036757	Terminal 2 East	-	6.2	No, located outside the development footprint
P-37-036758	Pacific Southwest Airlines administrative and maintenance facility building (repurposed as the airport's commuter terminal in 1996)	PSA AMF building	6.3	Yes
P-37-036759	United Air freight building	UAF building	-	No, will be demolished by the SAN ASF improvement program prior to implementation of the undertaking
P-37-036760	Air Support Facilities building	ASF building	-	No, will be demolished by the SAN ASF improvement program prior to implementation of the undertaking
P-37-036761	Air Oasis hangar building	AOH building	-	No, will be demolished by the SAN ASF improvement program prior to implementation of the undertaking
P-37-028620	United Airlines hangar and terminal building	UAHT building	6.4	No, will be relocated outside the development footprint in conjunction with the SAN ASF improvement program prior to implementation of the undertaking
P-37-036762	Jet engine overhaul building	JEO building	-	No, will be demolished by the SAN ASF improvement program prior to implementation of the undertaking
P-37-015548	Convair wind tunnel building	CWT building	6.5	No, located outside the development footprint

Terminal 1 and the PSA AMF building will be physically affected by the proposed undertaking due to their location within the development area. Terminal 2 East, which was constructed in 1979 and does not meet the historic age threshold (*i.e.,* less than 50 years old), will also not be physically affected by the proposed undertaking because it is located outside of and

adjacent to the development footprint for the proposed undertaking. The UAF, ASF, AOH, and JEO buildings will be demolished and removed from the APE prior to the undertaking and, therefore, would not be affected by the proposed undertaking. These four buildings are part of the SAN Airport Support Facilities [ASF] improvement program, which is separate from and independent of the proposed undertaking.[1] Therefore, these four buildings are not discussed further relative to potential impacts of the proposed undertaking.

Prior to the undertaking, the UAHT building will be relocated to a location near its original construction site, outside of the proposed development footprint (north and east of the undertaking), as part of the ASF project and will not be physically affected by the proposed undertaking. The CWT building will also not be physically affected by the proposed undertaking because it is located north of the runway, approximately 0.5 mile from the development area. Further, because these buildings have always been located in an airport setting and the proposed undertaking consists of updating existing airport infrastructure, the undertaking will not result in any indirect adverse impacts to the UAHT and CWT buildings.

Terminal 1, Terminal 2 East, the PSA AMF building, the UAHT building, and the CWT building have been evaluated in Section 6.0 in order to determine whether the proposed undertaking would result in any direct (physical) or indirect adverse effects to any NRHP-eligible sites.

1.2 Summary of Findings

The two buildings to be physically affected by the proposed undertaking, Terminal 1 and the PSA AMF building, were determined not eligible for listing in the NRHP. Terminal 2 East, which is located adjacent to the proposed undertaking development footprint and would not be physically affected by the proposed undertaking, was also determined to be not eligible for listing in the NRHP. The CWT and UAHT buildings, which are located outside the proposed undertaking's physical footprint, were determined to be the only resources eligible under NRHP Criteria A, C, and D and NRHP Criterion A, respectively. However, these two buildings would not be directly (physically) or indirectly impacted by the undertaking. As a result of the evaluations, the FAA determined that the undertaking would not result in any direct or indirect adverse effects to historic resources located within the APE. Therefore, it is recommended that the project be allowed to proceed without any further historic resources studies while adopting a finding of "No Adverse Effect" for historic resources within the APE.

[1] While no federal action/approval is required for the SAN ASF improvement program, and therefore, no NEPA review occurred, the subject program underwent appropriate environmental review under CEQA.

2.0 PROPOSED UNDERTAKING

The proposed undertaking includes the replacement of the existing 336,000-square-foot Terminal 1 with a new 1,210,000-square-foot terminal, and the replacement of the former 132,000-square-foot commuter terminal (originally the PSA AMF building before being repurposed in 1996; currently the SDCRAA offices) with a new 150,000-square-foot facility near the intersection of McCain and Airport Terminal roads. The new Terminal 1 would replace the existing terminal, both overlapping and extending eastward from its current location, and will add 11 additional aircraft gates. The excavation depth for these new facilities would be a maximum of 25 feet below the surface with the average depth of eight feet and a pile depth of 75 feet. The proposed undertaking also includes relocating part of Taxiway B (from the west end to the Taxiway B4 connection) 37.5 feet south of its present location; constructing Taxiway A from the west end of Runway 9 to the Taxiway B4 connection; constructing a new RON aircraft parking apron east of the new terminal; and relocation of three FAA sensors. These airfield improvements would have excavation depths between four and 22 feet below the surface.

The proposed undertaking also includes the following non-aeronautical components: constructing a new 5,500-space parking structure south of the new terminal with a maximum excavation depth of 15 feet (average of eight feet) and pile depth of 150 feet and constructing new airport access roadways and an associated bicycle and pedestrian pathway. The roadway improvements would have a maximum excavation depth of 25 feet (average of eight feet) and pile depth of 150 feet.

In support of the improvements described above, construction of a new stormwater capture and reuse system, as well as the expansion of the Central Utility Plant, would also occur. Excavation depths for the stormwater system would range from approximately 7.0 feet for infiltration basins/facilities to 51.5 feet for the stormwater storage cistern. The Central Utility Plant expansion improvements would generally be aboveground.

The top 10 to 20 feet of soils at SAN consists of fill material used to raise the area above the tidal levels. Prior to 1928, SAN was a mudflat that was covered by water during high tides.

The proposed undertaking does not extend beyond the boundary of SAN property. The enclosed figures (Figures 2.0–1 and 2.0–2) show the APE and building removal and construction components associated with the proposed undertaking.

FACILITIES TO BE REMOVED

BUILDINGS

(A) AIRPORT ADMINISTRATION BUILDING

(B) TERMINAL 1

SURFACE ELEMENTS

(C) ON-AIRPORT ROADWAY

(D) AIRPORT ADMINSTRATION BUILDING PARKING LOT & ACCESS ROADS

(E) TAXIWAY B

(F) EMPLOYEE/PUBLIC PARKING LOTS

(G) TERMINAL 1 PARKING LOT

(H) AIRCRAFT APRON (INCLUDING 5 RON POSITIONS)

(I) AIRFIELD OVALS

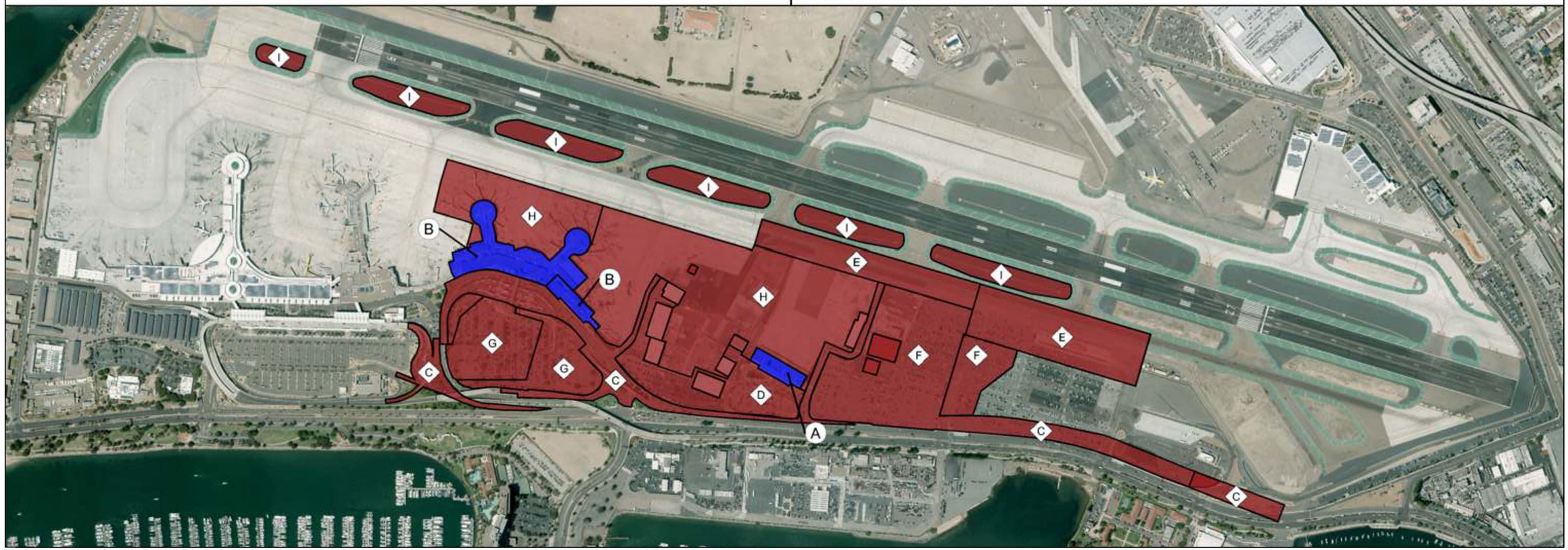
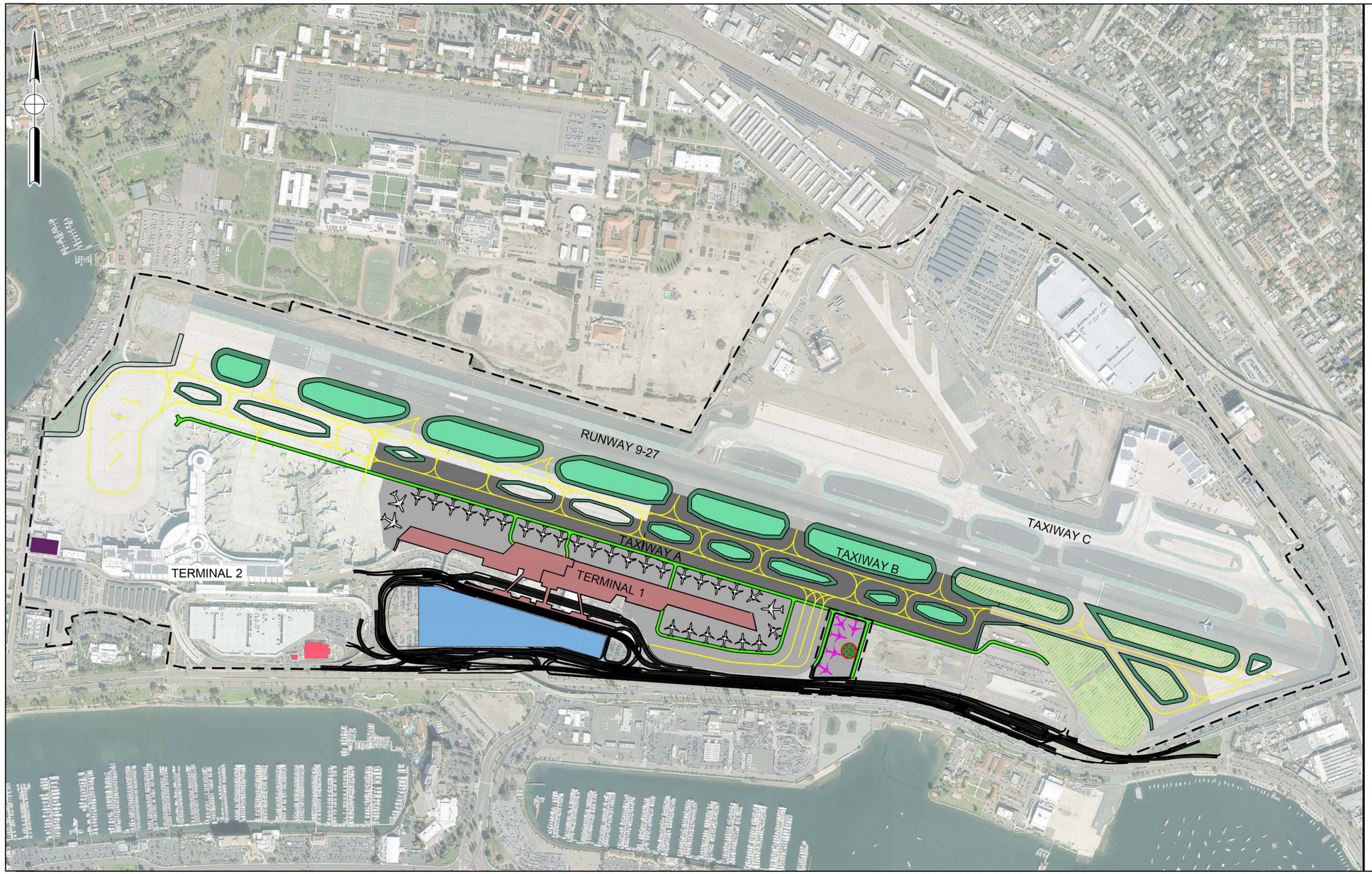


Figure 2.0–1

Undertaking Demolition Map

The SAN Airfield Improvements and Terminal 1 Replacement Project



LEGEND

- Airport Property Line
- California Least Tern Nesting Site

PROPOSED PROJECT

- Taxiway Improvements
- Apron
- Shoulder
- Passenger Terminal
- Remain Overnight Aircraft Parking Position
- Vehicle Service Road (VSR)
- SDCRAA Administrative Offices
- Roadways (with Multi-Use Path)
- T1 Parking Structure
- Central Utility Plant (CUP) Upgrades
- Infiltration Beds
- Underground Stormwater Capture Cistern

Note:

1. Construction staging and laydown areas, and associated construction access points, would generally be located in proximity to construction activities underway at the time, which would change over the course of overall project construction; however, all would be within or at the limits of SAN Property.

NORTH

0 NOT TO SCALE

DEVELOPMENT CONCEPT

Figure 3

SAN Airport Development Plan
March 2021

Figure 2.0–2

Undertaking Construction Map

The SAN Airfield Improvements and Terminal 1 Replacement Project

3.0 AREA OF POTENTIAL EFFECT (APE)

The APE is defined as the geographic area within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties (36 Code of Federal Regulations [CFR] Part 800, Protection of Historic Properties, Section 800.16[d]). These changes may include physical destruction, damage, or alteration of a property; change in the character of the property's use or of physical features within its setting that contribute to its historic significance; and introduction of visual, atmospheric, or audible elements that diminish the integrity of the property's significant historic features (36 CFR Section 800.5[a][2]). Below is a description of the APE and the historic resources located therein.

The APE, which corresponds to the SAN property boundary, is situated north of Harbor Drive and is bound by McCain Road to the west, West Laurel Street to the southeast, Pacific Highway to the east and northeast, and Admiral Boland Way and Guantanamo Street to the north in the city of San Diego, San Diego County, California (Figure 3.0–1). The site is located in the former Pueblo Lands of San Diego, as shown on the 7.5-minute USGS *Point Loma, California* topographic quadrangle, Township 17 South, Range 3 West (Figure 3.0–2). The APE, which has been defined as the entire 661-acre airport property, is located on reclaimed tidelands where fill soil was deposited in the 1930s and 1940s during dredging of San Diego Bay (Figure 3.0–3).

The survey of the APE resulted in the identification of seven unrecorded historic resources (Terminal 1, Terminal 2 East, the PSA AMF building, the UAF building, the ASF building, the AOH building, and the JEO building) and the confirmation that two previously recorded historic resources are still extant (the CWT building and the UAHT building).

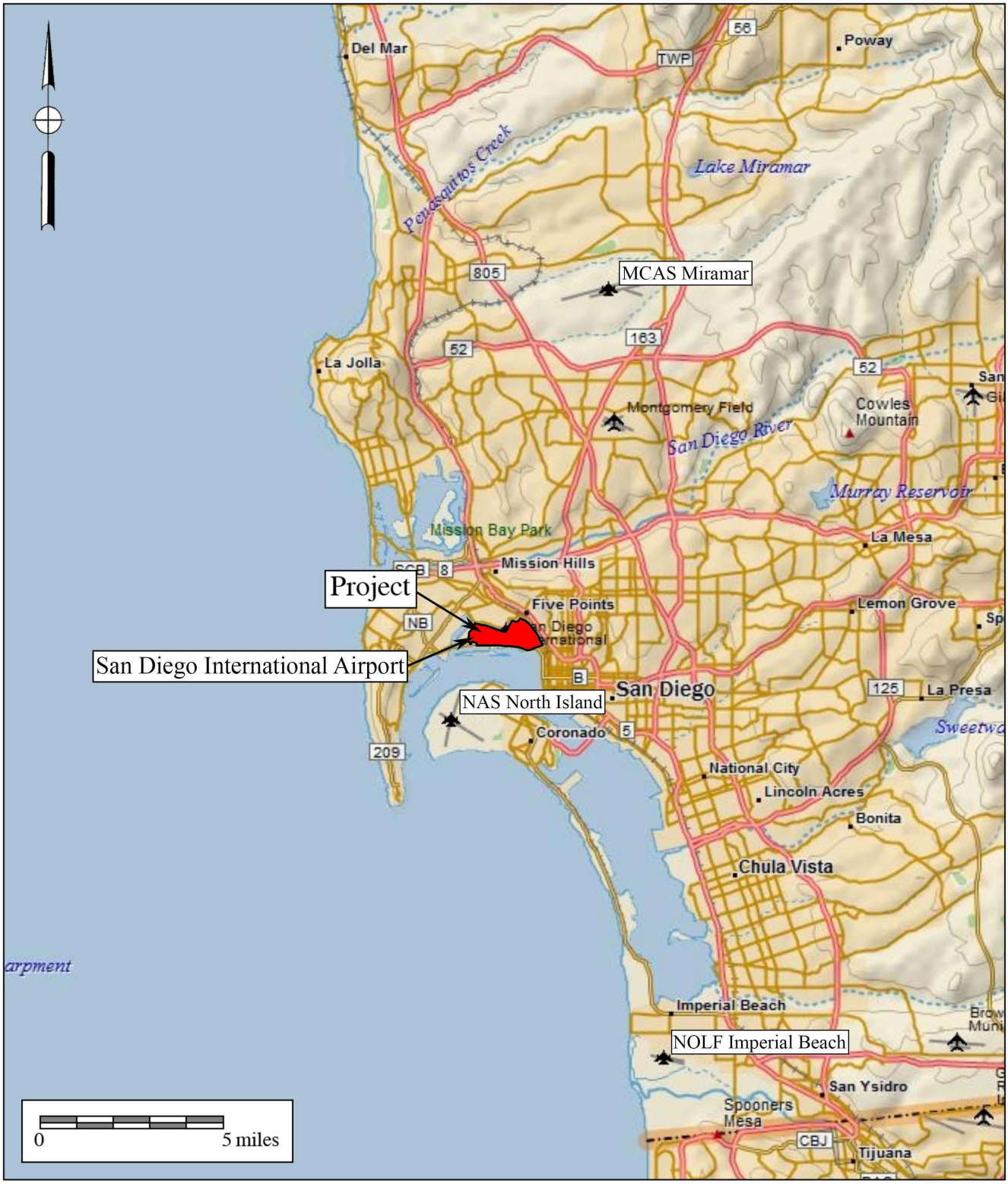


Figure 3.0–1

General Location Map

The SAN Airfield Improvements and Terminal 1 Replacement Project

DeLorme (1:250,000)

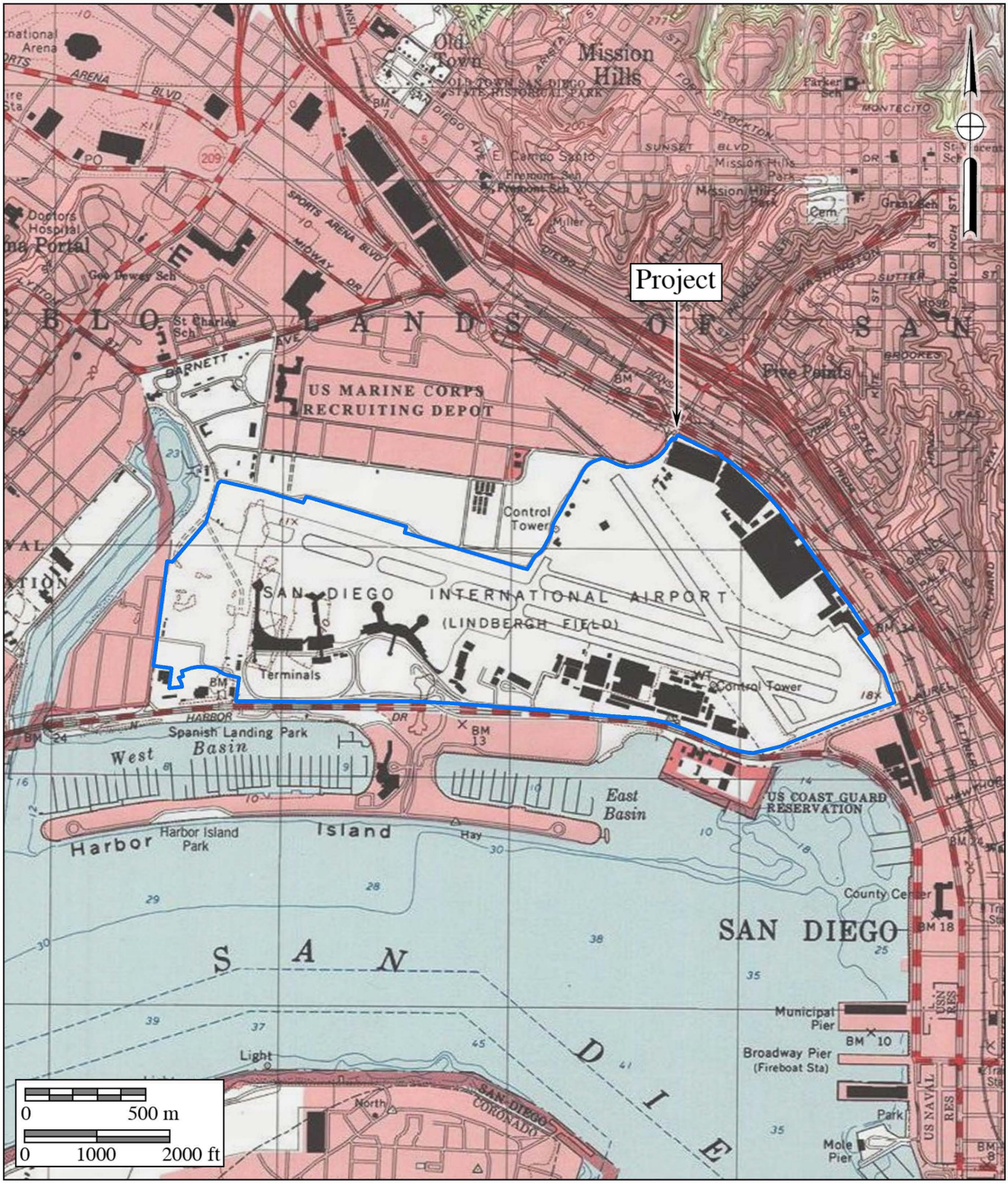


Figure 3.0–2

Project Location Map

The SAN Airfield Improvements and Terminal 1 Replacement Project

USGS *La Jolla* and *Point Loma* Quadrangles (7.5-minute series)

Figure 3.0–3

Area of Potential Effect

The SAN Airfield Improvements and Terminal 1 Replacement Project

4.0 REGULATORY REVIEW

4.1 Section 106 of the National Historic Preservation Act of 1966

In response to the loss or substantial alteration of historic properties significant to the nation's heritage, the NHPA was enacted in 1966 as "an act to establish a program for the preservation of additional historic properties throughout the Nation." Section 106 of the NHPA states:

> [The head of any federal agency with] jurisdiction over a proposed Federal or federally assisted undertaking in any State and the head of any Federal department or independent agency having authority to license any undertaking shall … take into account the effect of the undertaking on any district, site, building, structure, or object that is included in or eligible for inclusion in the National Register.

An undertaking is defined in the NHPA as:

> A project, activity, or program funded in whole or in part under the direct or indirect jurisdiction of a Federal agency, including those carried out by or on behalf of a Federal agency; those carried out with Federal financial assistance; those requiring a Federal permit, license or approval; and those subject to State or local regulation administered pursuant to a delegation or approval by a Federal agency. (Public Law 89-665; 16 U.S.C. 470 et seq.)

Further:

> The Section 106 process seeks to accommodate historic preservation concerns with the needs of Federal undertakings through consultation among the agency official and other parties with an interest in the effects of the undertaking, commencing at the early stages of project planning. The goal of consultation is to identify historic properties potentially affected by the undertaking, assess its effects and seek ways to avoid, minimize or mitigate any adverse effects on historic properties. (36 CFR 800.1)

4.2 Historic Designations

The goal of numerous federal laws, regulations, and statutes is to protect and direct the management of historic resources. These include:

- The Antiquities Act of 1906,
- The Historic Sites Act of 1935,

- The Reservoir Salvage Act of 1960,
- The NHPA of 1966,
- The NEPA of 1969,
- Executive Order 11593 (Projection and Enhancement of the Cultural Environment, 1971),
- 36 CFR 800 and CFR 60 (Advisory Council on Historic Preservation: Protection of Historic and Cultural Properties, Amendments to Existing Regulations, 1/30/1979; NRHP, Nominations by State and Federal Agencies, Rules and Regulations, 1/9/1976),
- Revisions to 36 CFR 800 (Protection of Historic Properties, 1/10/1986),
- The Archaeological and Historical Preservation Act of 1974,
- The American Indian Religious Freedom Joint Resolution of 1978,
- The Archaeological Resources Protection Act of 1979, and
- The Native American Graves Protection and Repatriation Act of 1990.

Collectively, these regulations and guidelines establish a comprehensive program for the identification, evaluation, and treatment of historic resources. Resource importance is assigned to districts, sites, buildings, structures, and objects that possess exceptional value or quality illustrating or interpreting the heritage of San Diego County in history, architecture, archaeology, engineering, and culture. A number of criteria are used in demonstrating resource importance. Specifically, criteria outlined in Section 106 of the NHPA provide the guidance for making such a determination.

National Register of Historic Places

The four primary evaluation criteria to determine a resource's eligibility for the NRHP, in accordance with the regulations outlined in 36 CFR 800, are identified by 36 CFR 60.4. These criteria (listed below) are used to facilitate the determination of which properties should be considered for protection from destruction or impairment resulting from project-related impacts (36 CFR 60.2). These include impacts to the quality of significance in American history, architecture, archaeology, engineering, and culture present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:

A. Resources that are associated with events that have made a significant contribution to the broad patterns of our history; or
B. Resources that are associated with the lives of persons significant in our past; or
C. Resources that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or

D. Resources that have yielded, or may be likely to yield, information important in prehistory or history (36 CFR 60.4).

4.3 Historic Significance and Integrity

When evaluating a historic resource, integrity is the authenticity of the resource's physical identity clearly indicated by the retention of characteristics that existed during its period of significance. It is important to note that integrity is not the same as condition. Integrity directly relates to the presence or absence of historical materials and character-defining features, while condition relates to the relative state of physical deterioration of the resource. In most instances, integrity is more relevant to the significance of a resource than condition; however, if a resource is in such poor condition that original materials and features may no longer be salvageable, then the resource's integrity may be adversely impacted. The seven aspects of integrity used in evaluating a historic resource are (Milbrooke et al. 1998):

1. **Location** is the place where a resource was constructed or where an event occurred.

2. **Design** results from intentional decisions made during the conception and planning of a resource. Design includes form, plan, space, structure, and style of a property.

3. **Setting** applies to a physical environment, the character of a resource's location, and a resource's relationship to the surrounding area.

4. **Materials** comprise the physical elements combined or deposited in a particular pattern or configuration to form a property.

5. **Workmanship** consists of the physical evidence of crafts employed by a particular culture, people, or artisan, which includes traditional, vernacular, and high styles.

6. **Feeling** relies upon present physical features of a property to convey and evoke an aesthetic or historic sense of past time and place.

7. **Association** directly links a property with a historic event, activity, or person of past time and place, and requires the presence of physical features to convey the property's character.

4.4 Criteria Considerations and Age Threshold

In addition to criteria for evaluation, 36 CFR 60 also provides criteria considerations, which list property types that are generally not eligible for listing in the NRHP. The considerations state:

> Ordinarily cemeteries, birthplaces, or graves of historical figures, properties owned by religious institutions or used for religious purposes, structures that have been moved from their original locations, reconstructed historic buildings, properties primarily commemorative in nature, and properties that have achieved significance within the past 50 years shall not be considered eligible for the National Register. However, such properties will qualify if they are integral parts of districts that do meet the criteria or if they fall within the following categories:
>
> **(a)** A religious property deriving primary significance from architectural or artistic distinction or historical importance; or
>
> **(b)** A building or structure removed from its original location but which is significant primarily for architectural value, or which is the surviving structure most importantly associated with a historic person or event; or
>
> **(c)** A birthplace or grave of a historical figure of outstanding importance if there is no appropriate site or building directly associated with his productive life; or
>
> **(d)** A cemetery which derives its primary significance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events; or
>
> **(e)** A reconstructed building when accurately executed in a suitable environment and presented in a dignified manner as part of a restoration master plan, and when no other building or structure with the same association has survived; or
>
> **(f)** A property primarily commemorative in intent if design, age, tradition, or symbolic value has invested it with its own exceptional significance; or
>
> **(g)** A property achieving significance within the past 50 years if it is of exceptional importance.

NRHP Criteria Consideration G, specifically, allows the inclusion of properties that have achieved significance within the past 50 years, only if they are of exceptional importance. Criteria Consideration G states that "Fifty years is a general estimate of the time needed to develop

historical perspective and to evaluate significance."

The proposed undertaking consists of different phases of demolition of two buildings within the APE. Because demolition as part of the proposed undertaking would take place in 2022 and 2024, the NHPA 50-year threshold for historic resources will differ depending upon when the buildings are planned for demolition. Historic properties to be affected by demolition of existing buildings during the construction phases represent two different age thresholds for historic consideration. These thresholds are:

- ***Phase 1 – 2022:*** Structures built before 1972 must be considered potentially historic (the PSA AMF building).
- ***Phase 2 – 2024:*** Structures built before 1974 must be considered potentially historic (Terminal 1).

5.0 HISTORIC CONTEXT

5.1 Early Experiments in Aeronautics

The first aviation pioneer in the San Diego area was John Montgomery. In 1883, Montgomery built a monoplane glider and completed the first glider flight in the Americas at Otay Mesa, just south of San Diego. The following decades witnessed further experimentation and aviation firsts accomplished by individuals such as Donald Gordon, Charles Hamilton, and Waldo Waterman. Their efforts earned San Diego the reputation as "The Air Capital of the West" (Pourade 1977). San Diego soon earned a reputation as a center for aviation innovation, which led to the first San Diego Air Meet in Coronado in 1910. At this event, aviator Charles Hamilton made the first verified powered flight in San Diego County, which was also the first flight across the United States-Mexico border (Pescador et al. 2012).

Also in 1910, aviator Glenn Curtiss chose San Diego's temperate flying climate and protected bay as the location to develop his hydro airplanes. That year, Curtiss established the first of his aviation schools on Coronado's North Island, across the bay from the future Lindbergh Field. At the time, the North Island was connected to Coronado by a narrow sand spit. The narrow waterway between the two islands was later dredged and filled in. An early advertisement for the Curtiss Aviation School described the North Island as "1,000 acres of level sand without a tree or building to interfere with flying" (Pescador et al. 2012). Curtiss accomplished several aviation firsts: the world's first seaplane flight, the first amphibian flight, and the first ship-to-shore flight (Pescador et al. 2012). In an attempt to interest the military in aviation, Curtiss offered flight instruction to the Army and Navy, both of which had no established aviation programs at that time. In addition to training military pilots, the Curtiss Aviation School also trained civilians, and by 1912, more pilots had graduated from the school than any other flying school, making it the largest in the United States (Pescador et al. 2012). In 1911, one year after the establishment of the Curtiss Aviation School, both the Army and the Navy established a permanent presence on North Island.

5.2 World War I Aviation

In 1917, Congress commissioned two airfields on North Island: Rockwell Field and Naval Air Station (Pescador et al. 2012). A War Department study indicated that "the terrain in the vicinity of San Diego Bay California fulfills aviation requirements better than any other section of the United States," and that, as far as weather and air conditions were concerned, it was the best region for military air operations (U.S. Congress 1917). The Army and Navy aviation stations also accomplished many aviation firsts in San Diego, including the first nonstop transcontinental flight, which landed on North Island, and the first in-flight refueling between two army BH-4s (Pescador et al. 2012).

5.3 Post-War Developments

In 1922, T. Claude Ryan, an ex-Army reserve pilot, offered sightseeing flights and flight lessons to the public at Dutch Flats, which was located near the present-day intersection of Midway and Barnett avenues in the Midway District of San Diego, north of the current San Diego International Airport. In 1925, Ryan and his business partner B. Franklin Mahoney started Ryan Airlines and began offering daily flights to Los Angeles. This made Ryan Airlines the first United States airline to operate regularly scheduled, year-round service (Pescador et al. 2012). Ryan Airlines experienced great success, drawing the attention of famous aviator Charles Lindbergh, who asked the company to build an airplane capable of a transatlantic crossing. Ryan Airlines produced a custom-built, single-seat monoplane for Lindbergh in just sixty days (Pescador et al. 2012). Lindberg took off in the plane, which was named the Spirit of St. Louis, from Long Island on May 20, 1927 and landed in Paris, France 33 hours later, thus completing the first transatlantic flight in history. In September of 1927, Lindbergh returned to San Diego and was welcomed by 60,000 cheering San Diegans (Pescador et al. 2012).

5.4 General Aviation

The growing demand for air travel and the desire to attract aircraft manufacturing jobs fostered the civic support necessary to fund a municipal airport in San Diego. A 1927 *San Diego Union* article extolled the importance of such an airport "from the standpoint of industry, transportation, naval development and commerce" (*San Diego Union* 1927). By the 1920s, Dutch Flats was being privately run and was hazardously crowded, and Coronado's North Island was under military control. In 1926, a newly formed aviation committee chose the north end of San Diego Bay to build an airport. However, the Marines also desired an airfield for their base adjacent to the proposed location for the new airport (Pescador et al. 2012). A joint-use airport was designed, with the total cost slated as $1,806,000. The federal government allotted $1,060,000 for the construction of a seawall and dredging to fill in what would

Plate 5.4–1: A stylized drawing of Lindbergh Field with the Spirit of Saint Louis and Charles Lindbergh prominently featured.
(Illustration courtesy of San Diego Union 1927)

be the United States Navy/Marine Corps portion of the airfield, and the City of San Diego agreed to pay $96,000 toward their portion of the airport. On May 26, 1927, the San Diego Chamber of Commerce voted to support a special public election to decide if bonds should be issued for the remaining $650,000 dollars; a few days prior, after completing his historic flight, Lindbergh had granted the City of San Diego permission to name the new airport after him (Pescador et al. 2012). Despite some opposition, the measure was passed by an overwhelming majority on November 22, 1927, and the bonds were issued shortly thereafter (Pescador et al. 2012).

Prior to construction, much of present-day Lindbergh Field consisted of a mud flat that was covered by water during high tides. The original design for the airport consisted of a 3,000-foot-diameter, circular runway (Plate 5.4–1) (*San Diego Union* 1927). The executed airport design would end up consisting of 287 acres, 105 of which belonged to the City and 182 of which belonged to the United States Marine Corps (URS Corporation 2009a).

On August 6, 1928, the San Diego City Council granted the first lease to the San Diego Air Service Corporation (an aviation school) "for hangar space, flying field privileges and office room on the new Lindbergh field" (*San Diego Union* 1928a). As part of this lease, the San Diego Air Service Corporation was "given 10,000 square feet of ground for a hangar, to be constructed at a cost of $12,000, with equipment to cost about $35,000" (*San Diego Union* 1928a).

While preparations were being made to build the first hangar, the San Diego Municipal Airport-Lindbergh Field opened on Pacific Highway on August 16, 1928. Upon completion, control of the airport was given to the Harbor Commission. The airport was dedicated to Charles Lindbergh "to the accompaniment of roaring motors and the scream of wind through the struts and wings of a myriad of speeding aircraft" (*San Diego Union* 1928b). A 222-plane flyover (*San Diego Union* 1928b) left revelers "almost breathless" (*San Diego Union* 1928c) after a series of daring stunts under low-lying clouds. Due to its ability to accommodate seaplanes, Lindbergh Field was the first federally certified airfield that could serve all plane types, also earning it the first AAA rating for an airport (Pescador et al. 2012).

Plate 5.4–2: The San Diego Air Service hangar in 1930. ***(Photograph courtesy of the San Diego History Center)***

A building permit was issued on August 21, 1928 for construction of the San Diego Air Service hangar by National Iron Works on the "Municipal Tidelands" (*San Diego Union* 1928d). The hangar was completed in September of 1928 (Pescador et al. 2012) (Plate 5.4–2). In May 1929, the San Diego Air Service began aerial taxi flights to

any destination in the United States.

In March of 1929, San Diego Air Service expanded their flying activities to include the Airtech Training School (Plate 5.4–3) (*San Diego Union* 1929a), which offered a commercial pilot's course, a private pilot's course, and a transport pilot's course. Combined, these three courses would qualify students for their pilot's license. Between 1928 and 1932, 254 students attended the Airtech Training School (*San Diego Union* 1932a). The hangar was later leased by the Nelson-Kelley Co. in the 1940s.

Plate 5.4–3: Airtech hangar and the Pacific Air Transport/United Airlines Terminal circa 1931 to 1932. ***(Photograph courtesy of the San Diego Air and Space Museum)***

Dredging San Diego Bay was completed in December of 1929, leaving the bay 34 feet deep and creating 142 acres to be utilized by Lindbergh Field (*San Diego Union* 1929b). Throughout the 1930s, a number of other dredging projects added acreage to Lindbergh Field.

5.5 Commercial Aviation

The second building constructed at Lindbergh Field was the Pacific Air Transport (PAT) hangar and terminal in 1931, which was located just south of the Airtech hangar (see Plate 5.4–3). A dedication ceremony commemorating the completion of the new building was held on May 28, 1931. Starting with a 7:30 a.m. flight, the first of the "Daylight Flyer" service from San Diego to Seattle, the day featured "a full program of events

Plate 5.5–1: United Airlines hangar and terminal in 1934. ***(Photograph courtesy of the San Diego Air and Space Museum)***

… including a public dance in the new P.A.T. hangar" (*San Diego Union* 1931a). The new building featured a hangar, a passenger corridor on the north side of the hangar, and an attached office with restrooms, ticket offices, and a waiting room. Four days after the ceremony, it was announced that PAT, National Air Transport, Boeing Air Transport, and Varney Airlines would be consolidated and designated as divisions of United Airlines (*San Diego Union* 1931b). The PAT hangar building was thereafter referred to as the United Airlines hangar and terminal (Plate 5.5–1). Prior to the construction of the United Airlines hangar and terminal, the airport did not have a ticket office, as between 1929 and 1931, a square pilot house from a tugboat located to the west of the Airtech hangar served as a ticket booth (Van Wormer and Robbins-Wade 2006).

In 1932, Claude Ryan leased two parcels to the north of the Airtech hangar to use as the new location for the Ryan School of Aeronautics (RSA), which was previously located at the Dutch Flats airport. The Olmstead Building Company constructed two buildings for RSA: a Spanish Revival-style administration building and a large airplane hangar (Plate 5.5–2).

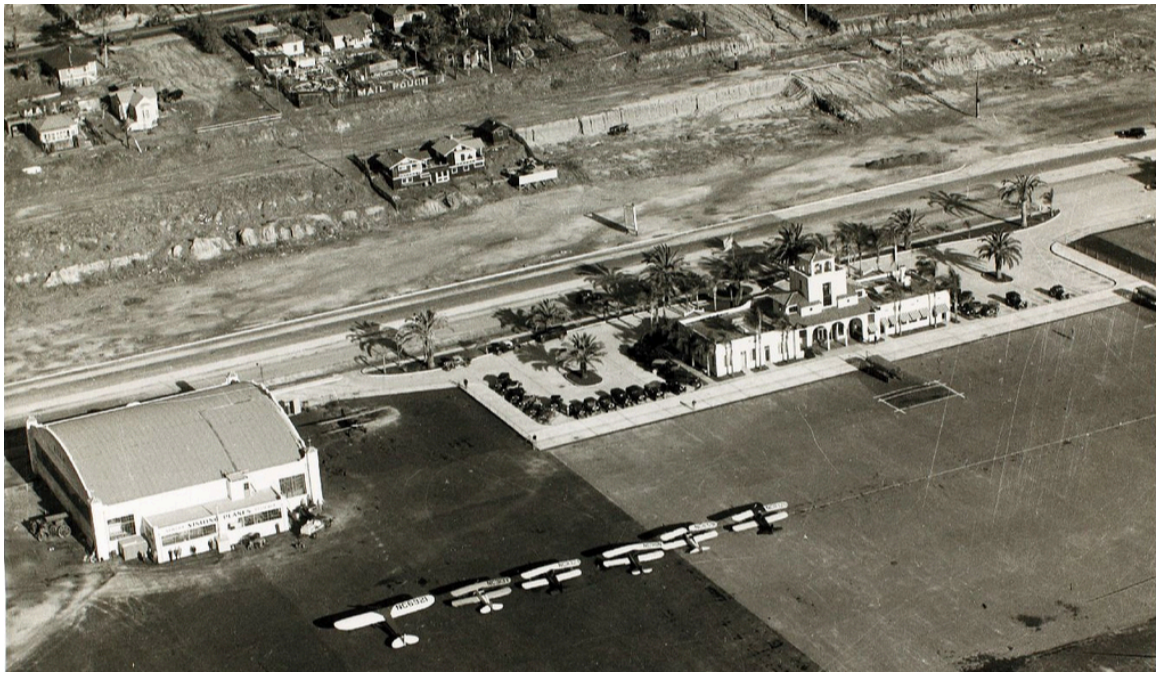


Plate 5.5–2: Ryan School of Aeronautics buildings circa 1932.
(Photograph courtesy of the San Diego Air and Space Museum)

The administration building was described as a "building of Spanish architecture … comparable in appointment and conveniences to any in the United States," with "a central three-story tower … topped with a revolving beacon" and "glass enclosed offices with unobstructed views" of the flying activities over the bay (*San Diego Union* 1932b). The entire second floor was occupied by "James Nall and department of commerce activities while the third floor" consisted of "a complete teletype service for weather reports" (*San Diego Union* 1932b). The

north wing contained "the main offices and class rooms for the Ryan school of aeronautics with space to permit display of a completely assembled Great Lakes airplane" (*San Diego Union* 1932b). Finally, the south wing consisted of "space for a well equipped airport café with entrances both on the Atlantic [Pacific Highway] street front and the airport side of the building" (*San Diego Union* 1932b). The building measured 134 feet long and approximately 60 feet wide. It was anticipated that once completed, the building would serve as a "fitting civic headquarters for President Hoover and his party when he comes to San Diego to review the government's massed flight" (*San Diego Union* 1932b).

The hangar, built to the north of the administration building, was constructed of "steel with a stucco exterior. Its dimensions of 100x120 feet with a 20-foot addition on the field side" and hangar doors measuring 18 feet tall made it "one of the largest buildings of its type on the Pacific coast" (*San Diego Union* 1932b). The hangar and administration building were dedicated on July 28, 1932. The dedication ceremony included a dance in the hangar with music by the Casa de Manana orchestra and a chance to win airplane rides from American Airways, Gilpin Airlines, United Airlines, Western Air Express, Airtech flying service, and Ryan flying service (*San Diego Union* 1932c).

5.6 Aircraft Manufacturing

In 1934, the Consolidated Aircraft Corporation (CAC) of Buffalo, New York, an aircraft manufacturing company, planned to move its factory operations to Lindbergh Field. After obtaining a 50-year lease for 30 acres north of the RSA (Van Wormer and Robbins-Wade 2006), a building permit was issued on March 30, 1935 for the "steel and concrete aircraft manufacturing plant, 3302 Atlantic St. [Pacific Highway]" (*San Diego Union* 1935a). Construction was to be completed by the Consolidated Steel Company. After months of construction, the plant opened on September 3, 1935 with 175 workers (*San Diego Union* 1935b) (Plate 5.6–1). The plant soon expanded to 120 acres and had a work force of approximately 3,000 employees. In the late 1930s, the CAC was the largest employer in San

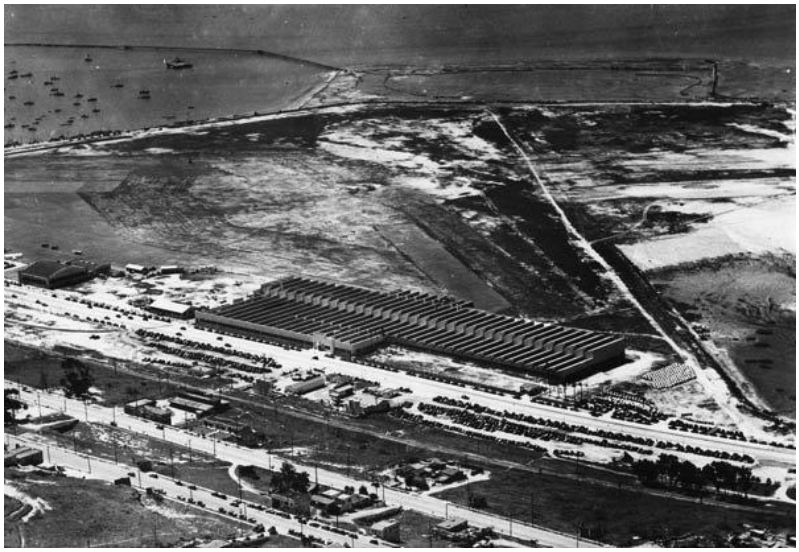


Plate 5.6–1: Consolidated Aircraft Corporation plant in November of 1935. Note the Ryan School of Aeronautics hangar to the left. ***(Photograph courtesy of the San Diego Union Tribune)***

Diego (Van Wormer and Robbins-Wade 2006).

Additional dredging operations undertaken by the Works Progress Administration (WPA) in 1935 increased the airport to 287 acres (*San Diego Union* 1935c). An Army Air Corps Reserve hangar funded by the WPA was constructed at Lindbergh Field in 1936 (*San Diego Union* 1936). In 1939, another WPA grant rearranged and resurfaced the takeoff and landing runways. At that time, ongoing dredging projects also increased the area of the airport to 413 acres (*San Diego Union* 1939), and by 1941, the airport included 455 acres (Van Wormer and Robbins-Wade 2006).

In the 1930s, the RSA was expanded to include airplane manufacture. On May 19, 1939, approval was granted for a new building for the school on Harbor Drive (*San Diego Union* 1939), and on March 9, 1940, a permit was issued to construct a $23,000 office building (*San Diego Union* 1940). This new building was meant to "house office staffs of the firm which operates a flying school and a factory building training ships" (*San Diego Union* 1940).

5.7 World War II Aviation

Europe entered World War II on September 1, 1939. In March of 1941, Franklin D. Roosevelt signed the Lend-Lease Act, allowing the United States to give aid to Britain and China during the war. As a result, Roosevelt set a production goal of 60,000 military planes in 1941 and 125,000 military planes in 1942. In order to meet this goal, the CAC plant underwent a $2,500,000 expansion (Pourade 1977). The CAC had 16,500 employees at the beginning of 1941 and was "expected to hire 15,500 more by 1942. The smaller Ryan, Solar and Rohr production plants employed 3,400 workers and expected to hire 3,800 more. The San Diego Chamber of Commerce stressed the necessity of erecting 15,000 more dwelling units" (Pourade 1977:8).

The United States entered World War II on December 8, 1941, one day after the bombing of Pearl Harbor. Three days later, the CAC announced that it would bring 10,000 additional workers and their dependents to San Diego within five weeks. Most families who moved to San Diego at that time came from the Midwest and southern United States (Pourade 1977). During the war, civilian flights still operated out of Lindbergh Field, but they became subordinate to the airport's military operations (Pourade 1977).

A second CAC plant was financed by the United States Army Air Corps in the early 1940s. The plant was built on the tidelands to the north of the existing CAC plant and focused upon the production of CAC plane parts. The number of planes produced by the CAC plant was kept confidential, as they were flown from Lindbergh Field to American Army and Navy bases, or to other countries such as England, Australia, and Canada (Pourade 1977). Because it was feared that the CAC plant may become the target of air raids or landing forces from Japan, Pacific Highway and the plant were covered with camouflage netting and the runway was painted to look like intersecting city streets with associated structures. In order to minimize attention to the area, the runway lights were kept off except for when in use for a monitored

landing (Pourade 1977).

In 1943, the CAC merged with Vultee Aircraft, Inc., becoming Consolidated Vultee, or Convair (Pourade 1977). After the merger, Convair expanded to include 13 divisions located throughout the nation with up to 100,000 employees, producing approximately 33,000 aircraft between December 7, 1941 and the summer of 1945. A total of 6,724 B-24 bombers came off the production lines at the San Diego plant alone (Pourade 1977). In late 1944, Convair relocated their hangar building to the southeastern portion of the airport in order to make way for the construction of a "low speed" wind tunnel building (*San Diego Union* 1944); construction for the wind tunnel took nearly three years, but the building was finally completed and aircraft testing operations began in 1947 (*San Diego Union* 1947).

5.8 Changes in the Aeronautical Community

The war came to an official end in September of 1945; economically, however, the end of the war had been foreseen for some time. By that year, Convair had already reduced its work force to under 14,000 employees, and Rohr Aircraft, which specialized in aircraft components, had reduced their work force of 9,500 to less than 2,900. In order to stay in business after wartime demands ceased, some aviation companies branched out into other industries, such as Ryan Aeronautical Company, who manufactured metal burial caskets for a short time (Pourade 1977). While employment in the aircraft manufacturing industry was declining dramatically, employment rates as a whole across San Diego only declined by about one-third, and the city's population actually rose to more than 42,000.

An emerging focus upon tourism and recreation arose in San Diego, and developers looked to the waterfront for development opportunities; however, about 37 percent of the waterfront land belonged to aircraft companies and Lindbergh Field. From 1950 to 1951, the City was heavily considering moving the airport from the waterfront to somewhere with more favorable terrain and less fog. The Navy and the City entered into a 50-year lease, allowing the City to share the military airfield at Miramar, as Pacific Fleet air operations had been dramatically reduced post-war (Pourade 1977).

Meanwhile, Convair, under new management, was still producing high tech military planes. The Atlas Corporation took control of Convair on November 20, 1947, and the company began producing early models of a new fleet of bombing planes called B-36s. However, there was limited interest in military aircraft and missiles and San Diego's other aircraft companies were refocusing after the war. Ryan Aeronautical Company had begun producing the "Navion," a high-performance private plane; Solar Aircraft began selling their wartime heat-resistant metals to commercial plane manufacturers; and Rohr Aircraft was rapidly becoming the world's largest producer of airplane power packages (Pourade 1977).

A large number of service pilots were also left without jobs after the war; to mitigate this, Ken Friedkin, a wartime flight instructor, opened a commercial flight school with his friend, Joe Prosser, for veterans who had discovered flying during the war. By 1948, however, the number

of veterans enrolling in the flight school dropped dramatically, so Friedkin established Pacific Southwest Airlines (PSA), a private airline flying out of Lindbergh Field. PSA initially had limited resources, utilizing a small Marine Corps latrine to serve as their first headquarters. With no facilities inside the airport's terminal, PSA weighed baggage on a bathroom scale and checked passengers in at the flying school's lobby. Their first flight took 24 passengers from San Diego to Oakland, with a layover in Burbank, on May 6, 1949. Because of their minimal facilities and short route, PSA was able to charge low ticket fares, undercutting United Airlines and Western Airlines by more than half, and quickly became the first large budget airline in the country. PSA primarily served Navy war veterans from nearby bases, earning them the nickname the "Poor Sailor's Airline" (Trinkle 2017).

5.9 The Space Race

Peace would be short-lived following World War II, however, as Communist troops in North Korea marched across the border into South Korea on June 25, 1950. The United Nations pledged to support South Korea and President Truman ordered American soldiers into action just five days later. The Korean War revitalized the military industry in San Diego. As the City had not acted on its rights to utilize the air fields at Miramar, the Navy reclaimed the land and began production on what would become one of the world's largest Naval air stations (now Marine Corps Air Station [MCAS] Miramar), forcing Lindbergh Field and aircraft technology companies to remain downtown (Pourade 1977).

In the 1950s, Convair and Ryan Aeronautical Company began to develop jet-powered aircraft, which created an increasing noise issue for the nearby residential neighborhoods. As the amount of air travel traffic began to increase, the Ryan Aeronautical Administration building was expanded into a larger airport terminal in 1951. Concerns also rose regarding the location of the airport, with high terrain to the east (forcing a steep landing angle) and its proximity to Point Loma and other high-density residential areas, possibly creating unsafe flying conditions as a result of these new, more powerful aircraft. The City began acquiring land and an existing private airport (now Montgomery Field-Gibbs Executive Airport) in Kearny Mesa between 1950 and 1954, intending to improve the runways and facilities for an eventual large-scale airport relocation from downtown. Military jet operations at Naval Air Station (NAS) Miramar, however, had increased dramatically by this time, and the President's Air Coordinating Council rejected the City's proposal to create a major passenger terminal at Montgomery Field for safety reasons due to air traffic conflicts (Pourade 1977).

Desperate to find a new airport location amid rising safety concerns and residential noise and pollution complaints, in 1956, the City contracted Leigh Fisher & Associates (LFA) to evaluate the situation and propose potential solutions. LFA ultimately recommended that the City relocate North Island, which was currently being used as a Naval air base, and split the real estate with the Navy, despite military objections. The Navy objected and offered two alternative solutions: relocation to Mission Bay or relocation to the already-established Naval Auxiliary Air

Station Brown Field, which it would consider decommissioning by 1960 (Pourade 1977). Mayor Charles Dail rejected relocation of the airport to Mission Bay, saying it would be both politically and economically infeasible; additionally, Mission Bay would be a logistical nightmare, as the land was unstable and would require a substantial amount of infilling and packing. Brown Field presented difficulties, including its distance from the city and its close proximity to Mexico, potentially subjecting the airport to operation restrictions. The City hired Charles Luckman and Associates of Los Angeles to investigate Brown Field's feasibility, and they found that, while a municipal airport could work as long as the runways were oriented north to south, Brown Field and the Tijuana Airport could not be operated as separate fields because of air traffic conflicts (Pourade 1977).

Lindbergh Field remained in operation until a permanent location could be selected; however, it required maintenance improvements. In 1957, the Civil Aeronautics Administration (CAA; later called the FAA) rejected a proposal for the expansion of the airport; however, with the City's assurance that Lindbergh Field would not be the permanent master airport, the CAA considered partially funding an expansion project in the interests of safety and practicality, under the assumption that a new terminal building may be relocated. However, William B. Davis, the acting CAA administrator, said that the CAA doubted that airlines would ever serve Lindbergh Field with jet-powered aircraft (Pourade 1977).

Heading into the 1960s, the aircraft manufacturing industry was struggling. The nation was again in a time of peace, and as a result, missile production had slowed substantially. During this time, employment at Convair dropped from 35,000 workers to 10,000. Work was expected to decline by half once the company was done building launching sites for their Atlas missiles. Convair's main aircraft plant had sustained heavy financial losses (around 425 million dollars) on the production of the 880 and 990 jet liners. Other companies in the industry, however, were faring better than Convair, but only those who were shifting their focus away from aircraft production. Ryan Aeronautical Company had diversified, expanding into electronics, radar, and drone production. Rohr Aircraft was also experimenting in electronics, as well as with prefabricated homes and bathrooms. Solar Aircraft, who had merged with Harvester International, continued to focus upon aviation, working on a new gas turbine engine, but with only 1,800 employees (Pourade 1977).

Around the same time, national news magazines were publishing articles calling San Diego a "bust" town with no growth potential. The California state legislature proposed an act that would create a San Diego Unified Port District, which, upon approval, would require five cities (National City, Chula Vista, Imperial Beach, Coronado, and San Diego) within the new district to turn over their tidelands to a new Board of Port Commissioners for development. The measure passed by a majority in all cities except Coronado, but despite their vote, the Unified Port District was created and a development plan for the waterfront was underway (Pourade 1977).

5.10 Airport Expansion and Modernization

One of the most pressing issues for the Unified Port District to address was the future of Lindbergh Field. By 1964, approximately 1.4 million airline passengers passed through Lindbergh Field annually, despite the fact that the terminal had a capacity rating of only 500,000 per year. In response, the Unified Port District board passed a development plan that allotted a 4.7-million-dollar bond for the construction of a new passenger terminal and associated facilities at Lindbergh Field. Port of San Diego planners conceived a new terminal design that could handle the growth potential beyond two million passengers per year (San Diego Unified Port District 1964-1965). This time, the FAA allowed that Lindbergh Field could be used for all jet-powered aircraft in the foreseeable future. Construction on what is now Terminal 1 began in 1965.

5.11 1960s and 1970s Air Travel Boom

Growth in the city, including aviation and aviation technology, exploded following the formation of the Unified Port District. Convair, after merging with General Dynamics, was again on the rise, as the company had perfected the Atlas missile, which was ultimately vital to the space program, and soon grew to 12,350 employees. Rohr Aircraft grew to 10,000 employees, General Atomic (another division of General Dynamics) had nearly 2,000 employees, and Ryan Aircraft had a backlog of orders totaling 110 million dollars (Pourade 1977).

Terminal 1 was operational on March 5, 1967, serving 801,212 passengers in the remaining four months of the fiscal year; through the entire fiscal year, the 1951 terminal (former Ryan Aeronautical Administration building) and the new Terminal 1 served a total of 2,177,110 passengers, handled 5,384 tons of air freight, and saw a 22.90 percent increase in air mail (San Diego Unified Port District 1966-1967). This was quadruple the number of passengers in 1956, indicating a growth rate for air travel in San Diego that was above the national average. However, this soon proved to be problematic, as Terminal 1 rapidly became unable to handle the growing volume of passengers. The 1951 terminal had been razed, which put additional pressure on Terminal 1. Between 1967 and 1968, 2,719,584 passengers traveled through Lindbergh Field, and the Unified Port District anticipated the number to increase to over three million the following year.

Arthur D. Little, Inc., a planning consultant and systems analysis firm, was contracted by the Unified Port District in March of 1968, to determine what additions or improvements to the airport were "necessary to meet anticipated demands upon this metropolitan airfield from the present through the year 1990," just one year after the new terminal opened (San Diego Unified Port District 1967-1968). Later that year, voters in the Unified Port District communities passed Proposition J, a 25.4-million-dollar bond, 10.9 million dollars of which were allotted for a second expansion at Lindbergh Field to service the new generation of wide-bodied commercial aircraft (San Diego Unified Port District 1991).

Before construction of the new terminal, however, an updated Airport Traffic Control Tower, built to new FAA standards, opened in late December of 1967, and in July of 1968, a new, three-story administrative office building and airplane hangar for PSA were completed. The administrative offices on the third floor of the new PSA building contained the world's first "instant and complete reservation service in the industry" (*San Diego Union* 1967a). On January 1, 1970, a new fire and rescue station was opened adjacent to the control tower. In 1972, an extension to the main service runway brought it to its present-day length of 9,400 feet (San Diego Unified Port District 1991). Federally-mandated security measures were implemented in 1973, introducing baggage search checkpoints and screening operations to reduce the potential for aircraft hijacking. In 1974, a revolutionary new system for monitoring noise pollution was completed; this was one of the first elaborate monitoring systems to be installed in any major California airport. A 26-acre parking apron was built at the site of the future Terminal 2 in 1975 to service the new, larger commercial aircraft. Finally, in January of 1976, various taxiways and runways were also strengthened to accommodate the larger aircraft (San Diego Unified Port District 1991).

The city's economy took a downturn, and in 1971, plans for the new terminal were shelved due to cost and size issues. Debates arose on whether or not making additions to existing facilities would be adequate for San Diego's long-term airport needs (*San Diego Union* 1974a). The airport's location presented flying dangers, and there was concern that an increase in air traffic would only increase the likelihood of a deadly incident. Residents in the area were still frustrated due to the noise pollution, worsening traffic conditions, and air pollution, which would all likely increase with the expansion of the airport (*San Diego Union* 1974a). Despite opposition toward expansion, the Unified Port District commissioners recommenced planning the airport expansion in 1974 by hiring the firm of Paderewski, Dean & Associates, who had designed Terminal 1. In response to the controversy, the commissioners claimed that they had a "responsibility of providing adequate facilities for the traveling public," which in 1973, was over four million passengers (*San Diego Union* 1974b).

In June of 1977, construction of the new terminal finally began 100 yards west of Terminal 1. Once completed on July 11, 1979, Terminal 2 was called the "West Terminal," and Terminal 1 was called the "East Terminal" (San Diego Unified Port District 1991). Construction of Terminal 2 greatly eased parking congestion as it included two additional parking lots, which brought the combined parking capacity at the airport to over 3,000 spaces (San Diego Unified Port District 1991). Terminal 2 was streamlined for maximum efficiency with new roadways, an electronic parking fee collection system, and a new baggage handling system in a separate building. A covered pedestrian bridge facilitated access to the baggage claim building from the second-floor boarding concourse.

5.12 Continued Air Facility Expansion

The new and modern Terminal 2 highlighted the drastic need for improvement of the older Terminal 1 and the airfield in general. To ease congestion and provide more maneuverability for aircraft at Terminal 1, a 46,710-square-yard, "L"-shaped holding apron was paved adjacent to the runway in 1980. A remodel of Terminal 1 was completed in 1982, which added a second story to the east rotunda and allowed passengers to board the modern, wide-bodied airplanes through jetways rather than stairs. It also provided additional seating in a larger waiting area to accommodate more passengers, expanded the baggage service area, created a second-story office space, and closed the west rotunda to allow for larger hold rooms (San Diego Unified Port District 1991). In 1984 and 1988, two runways and entrance roads to the terminals were repaved and reinforced (only one runway is currently extant). Also in 1988, the United States Customs office was modernized for more efficiency and a United Service Organizations (USO) lounge was added to Terminal 2 for the convenience of military service members and their families (San Diego Unified Port District 1991).

In 1990, the west rotunda would receive a second level with eight passenger bridges and improvements to several gates. In 1995, a 300,000-square-foot expansion and upgrade of Terminal 2, called "Terminal 2 West," broke ground, and in 1996, the old PSA headquarters building was converted into the airport's "Commuter Terminal," servicing short route flights via small aircraft. Also in 1996, 16 public works of art were put on display in Terminal 2 and the Commuter Terminal. To improve safety, in 1997, a taller and more modern control tower was built.

On October 14, 2001, California Assembly Bill 93 established the SDCRAA as a local entity of regional government in charge of overseeing airport operations; the bill also required the SDCRAA to generate a comprehensive airport land use plan and submit a site selection for a future regional airport (Pescador et al. 2012). In December of 2002, the SDCRAA Board conducted its first meeting, and on January 1, 2003, airport ownership and operations were transferred from the Unified Port District to the SDCRAA (Pescador et al. 2012). After the SDCRAA was formed, then-President/CEO Thella Bowens officially dropped the name "Lindbergh Field" in favor of the "San Diego International Airport" when applying for a new operating certificate from the FAA (SAN 2017). According to SDCRAA projections at that time, the SAN would hit capacity between 2015 and 2022. In response, the SDCRAA proposed a ballot measure to create a new international airport at NAS Miramar, despite the military's objections; however, the measure was overwhelmingly defeated in the 2006 midterm election (Davis 2006). Since then, other relocation sites have been proposed, but no decision has been made concerning a future location for the airport.

Currently, the airport is undergoing a long-term, multi-stage Master Plan that was adopted by the SDCRAA Board in 2008. Improvements that have been completed under the Master Plan include:

- A new 23,000-square-foot receiving and distribution center on the north side of the airport completed in November 2012;
- The Green Build Project (improvements and additions to Terminal 2 designed to meet the airport's current and projected future demand; improve customer service; and reduce the airport's overall environmental impact) completed in 2013;
- A fixed-base operator building completed in 2014;
- The closure of the Commuter Terminal in 2015 (the building is now being used as the SDCRAA headquarters); and
- A new consolidated rental car facility completed in 2016.

In 2010, the Ryan Aeronautical Company Complex was demolished to make way for the cell phone waiting area and additional employee parking. On April 9, 2014, the SAN was awarded Leadership in Energy and Environmental Design (LEED) Platinum certification for the Green Build expansion, making it the first LEED Platinum-certified commercial airport terminal in the world (SAN 2017). In 2016, construction began on a three-story parking plaza with approximately 3,000 parking stalls located in front of Terminal 2. This project was completed in May 2018. Also completed in 2018 was a new Federal Inspection Services facility at the west end of Terminal 2. Planned future projects include new airport support and cargo warehouse facilities, taxiway improvements, and an observation park.

5.13 Results of the Archaeological Records Search

An archaeological records search for a 1,000-foot radius around the APE was conducted by the SCIC at SDSU, the results of which were reviewed by BFSA. The SCIC reported that 41 previously recorded archaeological sites are recorded within the 1,000-foot search radius (see Table 5.13–1 in Appendix E), 24 of which are recorded within the APE (P-37-015531 through P-37-015550, P-37-015552, P-37-015553, P-37-028620, and SDI-18,401). The sites recorded within the APE include:

- 20 historic buildings and a footbridge located within the Consolidated Aircraft Plant No. 1 Historic District;
- The Consolidated Aircraft Plant No. 1 Historic District;
- The United Airlines 1931 hangar and terminal (ASIG Building); and
- The Ryan Aeronautical Company Historic District.

Fifteen historic addresses have been recorded within 1,000 feet of the APE, mostly clustered along the eastern side of the project. Only one, the Menzies Aviation Building at 2340 Stillwater Road, is located within the project boundaries.

In total, 68 cultural resource studies have been conducted within a 1,000-foot radius of the APE (see Table 5.13–2 in Appendix E), 25 of which included portions of the APE (Carrico

1977; Jacques and Carrico 1981; Olsen and Wade 1993; Schaefer 1994; Manley et al. 1994; Roth and Berryman 1995; Kyle and Phillips 1998; Crawford and Carrico 1995; KEA Environmental 1996; Wade 1990; City of San Diego 1993, 2013; Various n.d. [General Dynamics Facilities]; Robbins-Wade 2006; Van Wormer and Robbins-Wade 2006; Van Wormer 2006; Kim 2008; San Diego Unified Port District 2001; United States Marine Corps 1997; Globa 2012, 2013; Brunzell 2015; Enriquez 2015; Garcia-Herbst 2015).

Twenty-two buildings, sites P-37-015531 through P-37-015550, P-37-015552, and P-37-015553, were recorded within the current APE as part of the Final Environmental Impact Report for the General Dynamics Facility Demolition Project (KEA Environmental 1996). However, all buildings except for P-37-015548 were removed between 1996 and 2000.

Of the 47 total buildings in the Teledyne-Ryan Complex (Van Wormer and Robbins-Wade 2006), 17 were recorded as contributing historic resources to the Ryan Aeronautical Company Historic District (recorded as SDI-18,401) and 30 were recorded as non-contributing resources (URS Corporation 2009a). Sites SDI-18,401 and P-37-028620 were recorded within the current APE as a result of the historic architectural survey conducted by Affinis for the San Diego Airport Master Plan Update in 2005 (Van Wormer and Robbins-Wade 2006). Site SDI-18,401, the Ryan Aeronautical Company Historic District, was demolished in 2010. The only previously recorded sites still remaining within the APE are P-37-015548 (Convair wind tunnel) and P-37-028620 (United Airlines hangar and terminal), which will not be affected by the proposed undertaking, as described in Sections 6.0 and 7.0.

BFSA also reviewed the following historic sources:

- The NRHP Index
- The Office of Historic Preservation, Archaeological Determinations of Eligibility
- The Office of Historic Preservation, Directory of Properties in the Historic Property Data File
- San Diego County 1872 map
- San Diego County Historic Roads (1769-1885)
- *Point Loma* 1953 USGS topographic map (7.5-minute series)

These sources did not indicate the presence of archaeological resources within or immediately adjacent to the project.

6.0 IDENTIFICATION OF HISTORIC RESOURCES WITHIN THE APE

As part of the current investigation, the survey methodology employed followed standard archaeological field procedures and was sufficient to accomplish a thorough assessment of the APE. Senior Project Archaeologist Jennifer Stropes and historic analyst Kimberly Ellis conducted the intensive pedestrian survey on September 5 and 8, 2017 under the direction of Principal Investigator Brian Smith. The airport facility is essentially an expanse of concrete and asphalt surrounded by buildings and roads. Typical archaeological/historical survey protocols were unnecessary and were instead replaced by a review of all standing structures.

Prehistoric resources are unlikely at this location due to the fact that the area was characterized as a tidal mudflat likely during the entirety of human occupation in San Diego. As occupation of a tidal mudflat is very unlikely, the potential for prehistoric sites in the APE was identified as low to nonexistent. Despite development covering the vast majority of the SAN, all potentially sensitive areas where historic resources might be located were closely inspected. Photographs were taken of all identified resources. The survey process was limited in some areas by airport operations. Specifically, the runways and taxiways were not surveyed due to the dangers of moving aircraft. All previously undocumented historic structures were recorded as necessary, and all previously recorded resources were updated, according to the Office of Historic Preservation's manual, *Instructions for Recording Historical Resources* using Department of Parks and Recreation (DPR) forms.

The SAN is characterized by development, including the construction of modern structures, paved roads, parking lots, runways, and taxiways. Because the land upon which the airport was constructed was dredged from the bottom of the San Diego Bay, prehistoric features or deposits were not expected to be encountered. Although the potential for historic deposits associated with historic use of the airport does exist, airport-related structures and associated hardscape cover practically all of the ground surface, effectively masking any buried resources.

During the survey, seven unrecorded historic resources (Terminal 1, Terminal 2 East, and the PSA AMF, UAF, ASF, AOH, and JEO buildings) were identified and two previously recorded historic resources (the CWT and UAHT buildings) were confirmed to still be extant within the APE. Consolidated Aircraft Plant No. 1 (historic district) and the Ryan Aeronautical Company Historic District, which are recorded within the APE, have since been demolished. See Figure 6.0–1 for all historic resources identified within the APE. The UAF, ASF, AOH, UAHT, and JEO buildings, however, would be demolished or relocated by the separate and independent SAN ASF improvement program. Any relocated building will be outside of the construction footprint for the proposed undertaking. In addition, the CWT building and Terminal 2 East will not be affected by the proposed undertaking as both are located outside of the development footprint. Therefore, Terminal 2 East and the CWT, UAHT, UAF, ASF, AOH, and JEO buildings will not be physically affected by the undertaking. The four buildings that will be demolished prior to the undertaking (the UAF, ASF, AOH, and JEO buildings) will not be discussed or evaluated as part of this study.

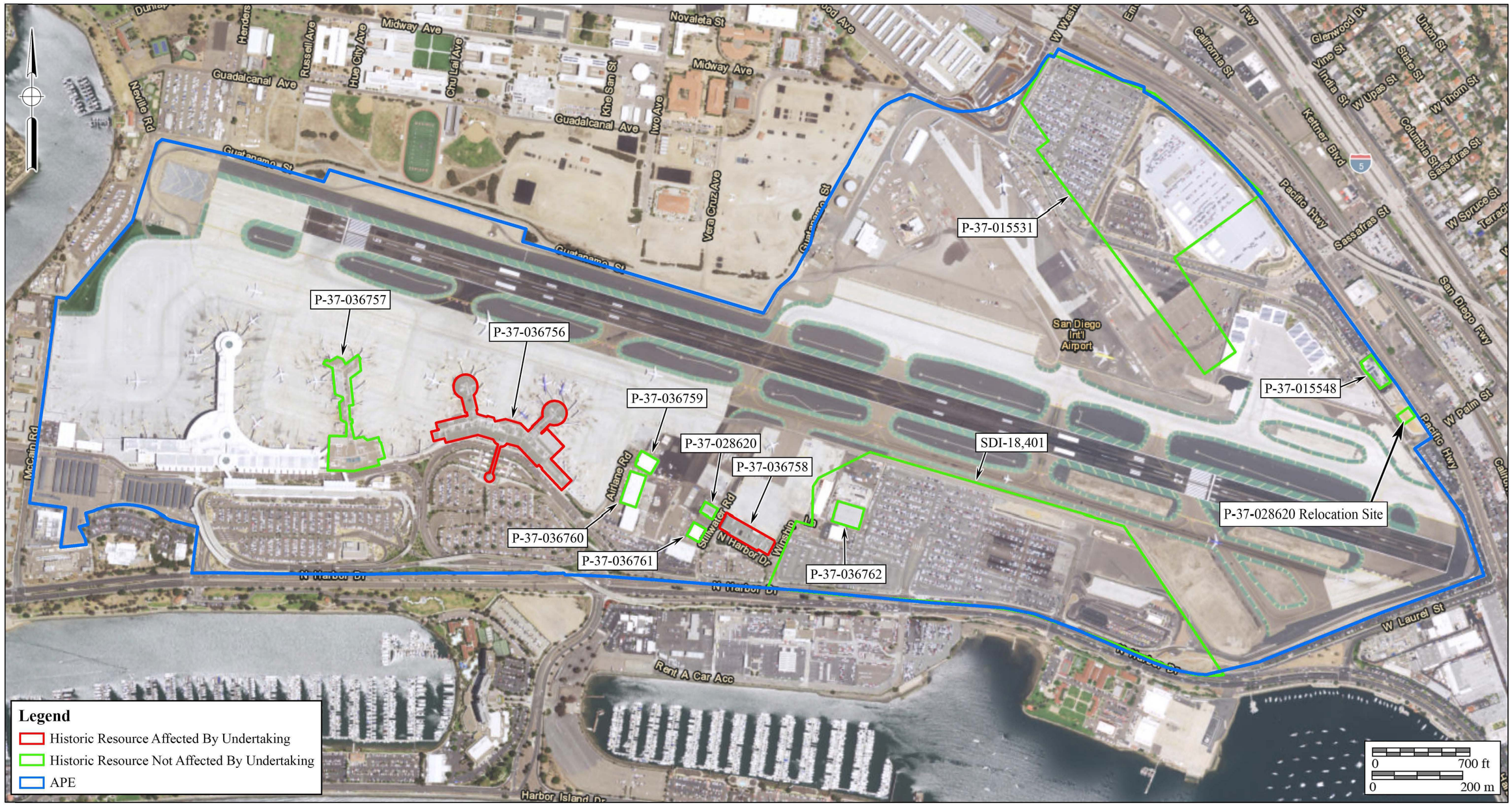


Figure 6.0–1

Historic Resource Location Map

The SAN Airfield Improvements and Terminal 1 Replacement Project

6.1 APE Investigation: Site P-37-036756 – Terminal 1 (Potential Period of Significance 1967)

6.1.1 Resource Description

Construction of the Terminal 1 building was a response to an escalating increase in passengers traveling through Lindbergh Field. Although previous planners focused upon the possibility of relocating the airport, the San Diego City Council and the Harbor Commission ordered that plans be drawn for a new terminal in 1961 (*San Diego Union* 1961). In 1963, the Unified Port District selected Paderewski, Dean & Associates to design the "new city airport terminal to be located on Harbor Drive opposite Harbor Island" (*San Diego Union* 1963). The firm of F.E. Young Construction Co. of San Diego began construction on the new terminal building in November of 1965 (Plate 6.1–1).

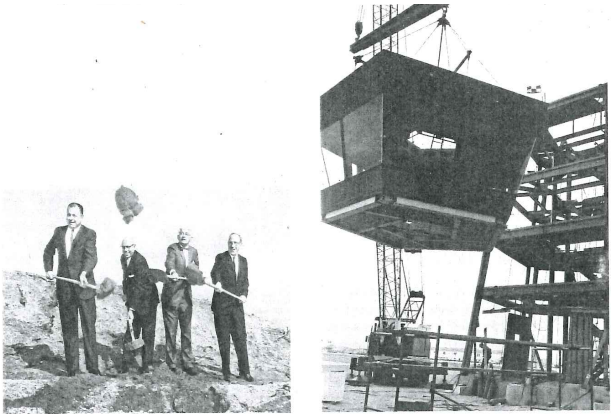


Plate 6.1–1: Ground-breaking ceremonies in November of 1965 (left) and the construction of the FAA air traffic controller observation point (right). *(Photographs courtesy of San Diego Unified Port District 1966-1967)*

Prior to designing the Terminal 1 building, Paderewski, Dean & Associates specialized in schools, office buildings, high-rise apartments, and buildings for the Navy (*San Diego Union* 1965). In designing Terminal 1, Louis Dean, vice president of Paderewski, Dean & Associates, stated that "[t]he only thing certain about the air travel picture is change" (San Diego Unified Port District 1965-1966). As such, it was decided that the airport needed to be "flexible, capable of expansion without limiting the aesthetic qualities" (San Diego Unified Port District 1965-1966). Dean also acknowledged that as the airline passenger is usually in a hurry, loading zones, ticket counters, baggage claim, and parking must all be designed to facilitate maximum efficiency (*San Diego Union* 1967b).

By the end of the 1965 fiscal year, the total cost of the new terminal and ancillary facilities was close to $7 million. During construction, uninterrupted service was provided for air travelers through continued use of the Ryan Aeronautical Administration building that was being used as a terminal building located on Pacific Highway. When Terminal 1 was completed in 1967, a Lindbergh Field manager indicated that the 1951 terminal (the former Ryan Aeronautical Administration building) would be demolished to make way for light plane servicing, storage, and repair structures (*San Diego Union* 1967c).

Plate 6.1–2: Then-California Governor Ronald Reagan speaking at the Terminal 1 dedication ceremony on February 8, 1967. ***(Photograph courtesy of San Diego Unified Port District 1966-1967)***

On February 8, 1967, then-California Governor Ronald Reagan was the first passenger to land at Terminal 1, where he then delivered the dedicatory address (Plate 6.1–2) (San Diego Unified Port District 1966-1967). Terminal 1 was officially opened to the public and became operational on March 5, 1967. The *San Diego Union* described Terminal 1 as possessing "beauty, utility and convenience" (*San Diego Union* 1967d). When built, Terminal 1 was almost 400.00 percent larger than the original 1951 terminal, with a 36,000-square-foot lobby, 300 seats for waiting passengers, an 8,000-square-foot baggage claim area, and 1,450 new parking spaces (*San Diego Union* 1967b). The walking distance from the parking lots to the ticket counters was reduced from 750 to 400 feet, and from the unloading curbs to the ticket counters from 100 to 45 feet. In 1967, Terminal 1 serviced eight airline companies at 16 gates (Plate 6.1–3) (*San Diego Union* 1967e) and handled 2,177,110 passengers (San Diego Unified Port District 1966-1967).

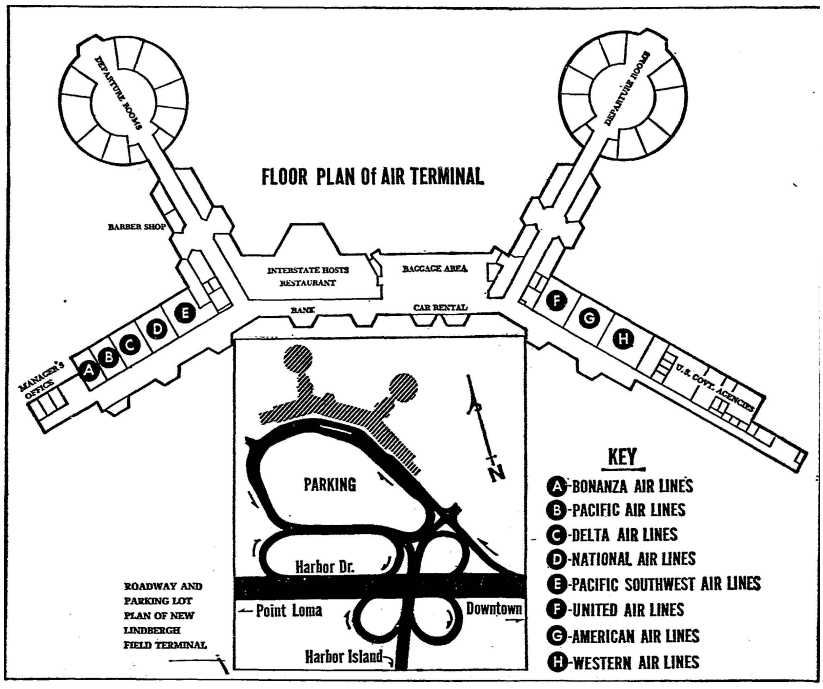


Plate 6.1–3: 1967 floor plan of Terminal 1.
(Drawing courtesy of San Diego Union 1967f)

A site plan has been provided in Figure 6.1–1 that color-codes all original and modified portions of the building. In addition, due to the extensive modifications, all portions of the building have also been assigned a letter designation (*i.e.,* A, B, C, etc.), which will be used in all further discussion and evaluation. Under the San Diego Modernism Historic Context Statement (Modernism Context Statement) (City of San Diego 2007), Terminal 1 exhibits two different architectural styles. The primary (south) façade of Section A exhibits traits of the Brutalist architectural style with Futurist influences and the east, north, and west façades (Sections A through L) exhibit traits of the International architectural style.

Plate 6.1–4: View of Terminal 1 (Section A) in 1967. ***(Photograph courtesy of San Diego Unified Port District 1966-1967)***

The primary (south) façade of Section A remains the same today as when it was built in 1967 (Plates 6.1–4 through 6.1–6). Section A has an irregular-shaped footprint, a flat roof, and is comprised of a main crescent-shaped portion with two concourse wings that project off the eastern and western portions of the north façade. The crescent-shaped portion of Section A is positioned on an east-west axis. The two wings form separate concourses that each terminate at two identical rotundas. The primary (south) façade of Section A provides public access to the terminal under a wide overhang supported by 18 evenly spaced, poured-concrete columns. The columns taper toward the top where they reach their narrowest point and reveal structural steel (Plate 6.1–7). When constructed, the wide overhang was entirely comprised of concrete (Plate 6.1–8); however, it currently features a mixture of vinyl and concrete (Plate 6.1–9).

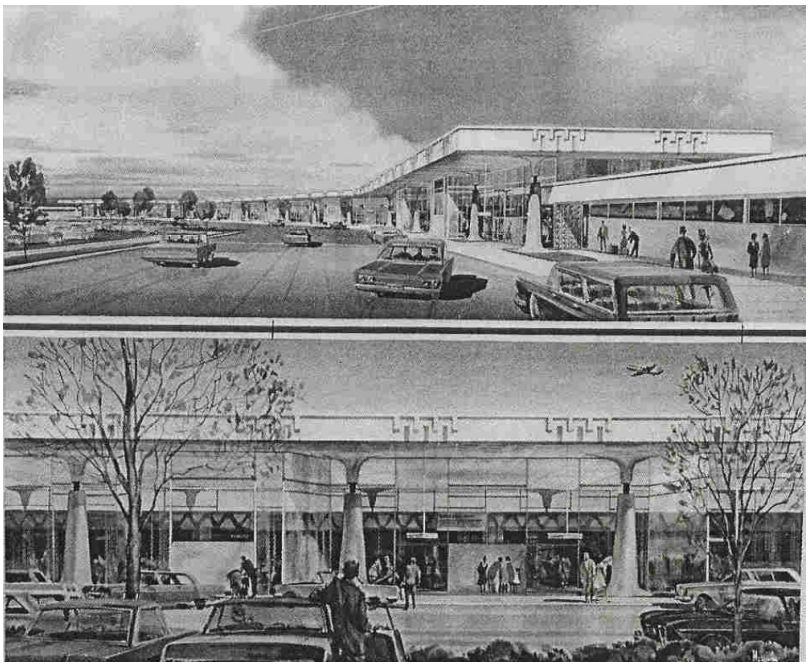


Plate 6.1–5: 1967 architect renderings of Terminal 1. ***(Drawings courtesy of Van Wormer and Robbins-Wade 2006)***

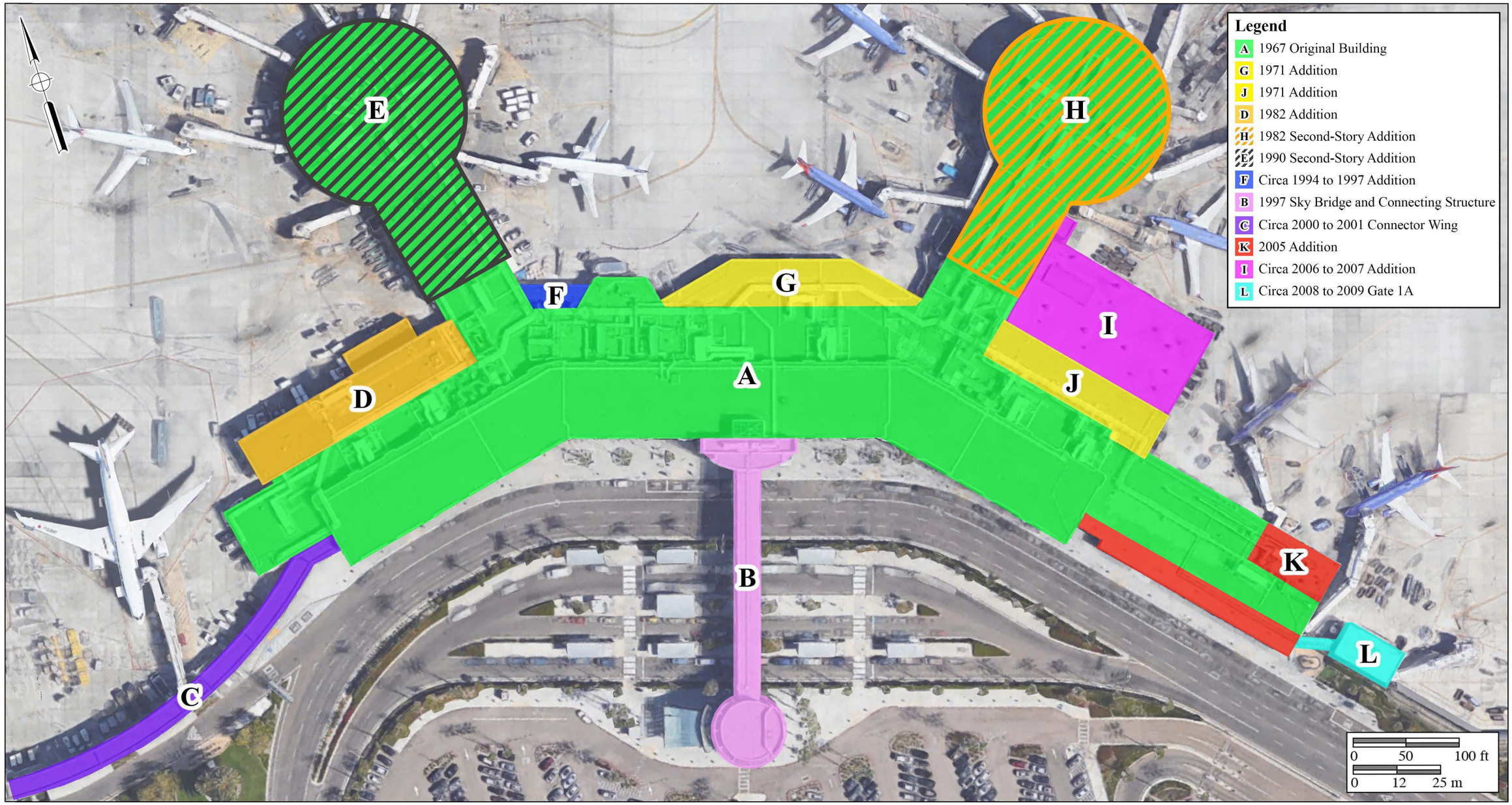


Figure 6.1–1

Site Plan for Terminal 1

Site P-37-036756

The SAN Airfield Improvements and Terminal 1 Replacement Project

Plate 6.1–6

View of the Primary (South) Façade of Section A, Facing East

The SAN Airfield Improvements and Terminal 1 Replacement Project

Plate 6.1–7

One of the 18 Support Columns on the Primary (South) Façade of Section A, Facing Northeast

The SAN Airfield Improvements and Terminal 1 Replacement Project

Plate 6.1–8

1967 *San Diego Union* Cover Showing the Concrete Waffle-Slab Roof System Under the Primary (South) Façade Roof Overhang of Section A, Facing West

The SAN Airfield Improvements and Terminal 1 Replacement Project

Plate 6.1–9

Current View of the Mixed Concrete Waffle-Slab and Vinyl Roof System Under the Primary (South) Façade Roof Overhang of Section A, Facing West

The SAN Airfield Improvements and Terminal 1 Replacement Project

The concrete ceiling features a deeply coffered waffle-slab roof system that exhibits curved, concave, square indentations that extend from the main structure past the roof overhang (see Plate 6.1–9). The coffered indentations on the cantilevered roof overhang are evenly spaced and create a repetitive pattern. The primary (south) façade of Section A currently exhibits a mix of fixed-pane glass panels, concrete rectangular slabs, and automatic sliding glass doors (see Plate 6.1–6).

The only modifications made to the primary (south) façade of Section A since 1967 include those on the east and central portions of the main crescent-shaped building. At an unknown date, the single band of windows that was present in 1967 (see Plate 6.1–5) was removed and replaced with a glass wall of fixed-pane windows with metal trim (Plate 6.1–10). In 1997, Section B, a smooth concrete and metal sky bridge (Plate 6.1–11), which was designed by SGPA Architecture and Planning (SGPA), was constructed off of a new two-story rectangular structure (Plate 6.1–12) on the central portion of the primary (south) façade of Section A to allow pedestrians easy access to a parking area across the street on the south side of the passenger loading zone.

The west façade of Section A features the same wide, coffered, concrete overhang and poured-concrete columns as the south façade (Plate 6.1–13). The west façade of Section A also features Section C, a connector wing that was built circa 2000 to 2001 and extends from Terminal 1 to Terminal 2 East (Plate 6.1–14). Section C contains a covered walkway and two international gates and features a modern metal overhang and fixed-pane windows (Plate 6.1–15). Immediately to the north of Section C is a portion of the original 1967 Section A that features concrete block, a coffered concrete overhang, a fixed-pane window, and three simple, unadorned double-doors (Plate 6.1–16).

The north façade of Section A has been extensively modified over time. The westernmost section of the north façade features Section D, a two-story baggage service and office space addition, which was constructed in 1982. The west façade of Section D features concrete block, a coffered concrete overhang, and fixed-pane windows (Plate 6.1–17). The north façade of Section D features five open bays that lead to baggage facilities and evenly spaced, rectangular, fixed-pane windows that run the length of the second story (Plate 6.1–18).

The Section A west concourse wing projects from the north façade of the main terminal immediately east of Section D and houses Gates 11 through 18. A second story, Section E, was added to the Section A west concourse wing in 1990. The first story of the Section A west concourse wing is a mix of concrete block, smooth stucco, simple metal doors, and fixed-pane windows (Plate 6.1–19). Section E also features a mix of concrete block, smooth stucco, and fixed-pane windows (see Plates 6.1–19 and Plate 6.1–20). The concrete band on the first story (Section A) becomes a coffered overhang on the rotunda portion of the wing (see Plate 6.1–20). Most of Section E also exhibits a coffered concrete overhang, except in the areas around the eight gates, which were built out to accommodate the jet bridges, which were added in the 1980s (Plate 6.1–21).

Plate 6.1–10

2015 View of the East Portion of the Primary (South) Façade of Section A (Right) Showing the New Glass Wall of Fixed-Pane Windows, Facing Northwest

The SAN Airfield Improvements and Terminal 1 Replacement Project

(Image courtesy of Google Street View)

Plate 6.1–11

View of Section B Extending Off the Primary (South) Façade of Section A, Facing West

The SAN Airfield Improvements and Terminal 1 Replacement Project

(Image courtesy of Google Street View)

Plate 6.1–12

View of the Two-Story Connecting Structure (Section B) on the Primary (South) Façade of Section A, Facing West

The SAN Airfield Improvements and Terminal 1 Replacement Project

Plate 6.1–13

View of the West Façade of the Section A, Facing Northeast

The SAN Airfield Improvements and Terminal 1 Replacement Project

Plate 6.1–14

View of Section C Leading From Terminal 1 to Terminal 2 East, Facing Southwest

The SAN Airfield Improvements and Terminal 1 Replacement Project

(Image courtesy of Google Street View)

Plate 6.1–15

View of Section C Showing the Covered Walkway and International Terminals, Facing Southwest

The SAN Airfield Improvements and Terminal 1 Replacement Project

(Image courtesy of Google Street View)

Plate 6.1–16

View of the West Façade of a 1967 Portion of Section A North of Section C, Facing East

The SAN Airfield Improvements and Terminal 1 Replacement Project

Plate 6.1–17

View of the West Façade of Section D, Facing East

The SAN Airfield Improvements and Terminal 1 Replacement Project

Plate 6.1–18

View of the North Façade of Section D, Facing South

The SAN Airfield Improvements and Terminal 1 Replacement Project

Plate 6.1–19

View of the West Façade of the West Concourse Wing (Sections A and E), Facing East

The SAN Airfield Improvements and Terminal 1 Replacement Project

Plate 6.1–20

View of the Northwest Façade of the Rotunda Portion of the West Concourse Wing (Sections A and E), Facing Southeast

The SAN Airfield Improvements and Terminal 1 Replacement Project

Plate 6.1–21

View of the Jet Bridge Connection at Gate 11 on the East Façade of the Rotunda Portion of Sections A and E, Facing West

The SAN Airfield Improvements and Terminal 1 Replacement Project

Section F was built immediately east of the Section A west concourse wing circa 1994 to 1997. The exterior of Section F is concrete and features a wall of fixed-pane windows (Plate 6.1–22). Immediately east of Section F is an original 1967 projecting bay (Section A) that once housed the Interstate Hosts Restaurant (see Plate 6.1–3) (*San Diego Union* 1967b). The projecting bay exhibits a row of fixed-pane windows and a coffered concrete overhang, which matches the overhang on the primary (south) façade of Section A (Plate 6.1–23).

East of the 1967 projecting bay on Section A is Section G, which was constructed in 1971 to house baggage facilities. Section G is constructed of concrete block and features two wide openings: one on the west side (see Plate 6.1–23) and one on the east side (Plate 6.1–24).

Immediately east of Section G is the Section A east concourse wing, which projects outward from the north façade of the main terminal and houses Gates 3 through 10. Section H, a second story, was added to the wing in 1982. The west façade first story of the Section A east concourse wing is a mix of concrete block, smooth stucco, simple metal doors, and fixed-pane windows (Plates 6.1–25 and 6.1–26). There is an opening before the rotunda for a sloped driveway that runs underneath to the east façade of the wing (Plate 6.1–27). A concrete band at the top of the first story extends into a coffered overhang only on the rotunda portion of the wing (see Plate 6.1–26). Section H features a mix of concrete block, smooth stucco, fixed-pane windows, and a coffered concrete overhang, except in areas around the eight gates, which were built out to accommodate the jet bridges (see Plate 6.1–26).

The east façade of the Section A east concourse wing, before the wing terminates at the rotunda, is comprised of additions constructed in 1971 (Section J) and circa 2006 to 2007 (Section I). Section J is located between Section A and the north façade of Section A and is comprised of two stories used for office space. Section J exhibits concrete block, rectangular, fixed-pane windows, and a flat concrete roof (Plate 6.1–28). Section I is a large, rectangular, open-air baggage canopy (Plate 6.1–29) with a concrete roof, unadorned square pillared supports, and smooth concrete sides (Plate 6.1–30) that extends along the east façade of the Section A east concourse wing, terminating at the rotunda (Plate 6.1–31).

Immediately east of Section J is an original portion of the 1967 Section A terminal building. This section is rectangular and features a concrete roof overhang and no windows (Plate 6.1–32). The easternmost corner of this section is Section K, a rectangular addition that was constructed in 2005 with a modern metal overhang and fixed-pane windows (Plate 6.1–33). Gates 1 and 2 are located at either end of Section K (Plate 6.1–34).

Circa 2008 to 2009, Gate 1A (Section L), a rectangular, concrete block addition, was constructed east of Section A (Plate 6.1–35). Section L is connected to the east façade of Section A by a narrow passageway made of concrete block (see Plate 6.1–35) and features fixed-pane windows on its north façade (Plate 6.1–36); no windows are present on any other façade.

Plate 6.1–22

View of the North Façade of Section F, Facing South

The SAN Airfield Improvements and Terminal 1 Replacement Project

Plate 6.1–23

View of the North Façade of the Original 1967 Projecting Bay on Section A (Right) and the Northwest Façade of Section G (Left), Facing Southeast

The SAN Airfield Improvements and Terminal 1 Replacement Project

Plate 6.1–24

View of the the Section G Baggage Facilities
on the North Façade of Section A, Facing Southeast

The SAN Airfield Improvements and Terminal 1 Replacement Project

Plate 6.1–25

View of the West Façade of the Section A East Concourse Wing, Facing East

The SAN Airfield Improvements and Terminal 1 Replacement Project

Plate 6.1–26

View of the West Façade of the Rotunda Portion of the East Concourse Wing (Sections A and H), Facing Southeast

The SAN Airfield Improvements and Terminal 1 Replacement Project

Plate 6.1–27

View of the Sloped Driveway that Runs Under the Section A East Concourse Wing, Facing East

The SAN Airfield Improvements and Terminal 1 Replacement Project

Plate 6.1–28

View of the Section J Office Between the North Façade of Section A (Left) and Section I (Right), Facing South

The SAN Airfield Improvements and Terminal 1 Replacement Project

Plate 6.1–29

View of the East Façade of Section I, Facing South

The SAN Airfield Improvements and Terminal 1 Replacement Project

Plate 6.1–30

View of the North Façade of Section I, Facing East

The SAN Airfield Improvements and Terminal 1 Replacement Project

Plate 6.1–31

View of Section I on the East Façade of the Section A East Concourse Wing, Facing West

The SAN Airfield Improvements and Terminal 1 Replacement Project

Plate 6.1–32

View of the North Façade of the Original 1967 Portion of Section A Between the Section J Office (Right) and Section K (Left), Facing South

The SAN Airfield Improvements and Terminal 1 Replacement Project

Plate 6.1–33

View of Section K at the Northeast Corner of Section A (Right), Facing South

The SAN Airfield Improvements and Terminal 1 Replacement Project

Plate 6.1–34

View of Gates 1 and 2 on the North Façade of Section K, Facing South

The SAN Airfield Improvements and Terminal 1 Replacement Project

Plate 6.1–35

View of the South Façade of Section L, Facing Northeast

The SAN Airfield Improvements and Terminal 1 Replacement Project

(Image courtesy of Google Street View)

Plate 6.1–36

View of the North Façade of Section L, Facing South

The SAN Airfield Improvements and Terminal 1 Replacement Project

6.1.2 NRHP Eligibility and Potential Adverse Effects to Site P-37-036756 – Terminal 1

City of San Diego Modernism Context Statement

In October of 2007, the City of San Diego developed and implemented the Modernism Context Statement (City of San Diego 2007). The stated purpose of the Modernism Context Statement is to "assist in the identification, evaluation and preservation of significant historic buildings, districts, sites, and structures associated with the Modernism movement in San Diego from 1935 to 1970." It was created to better understand "Modern era resources and the types of resources that are significant to the history and development of San Diego." Although the City of San Diego is not the lead agency for the proposed undertaking, the Modernism Context Statement is an appropriate analytical basis for the evaluation of Terminal 1.

Under the Modernism Context Statement, Terminal 1 exhibits two different architectural styles. The primary (south) façade of Section A exhibits traits of the Brutalist architectural style with Futurist influences and the east, north, and west façades (Sections A through L) exhibit traits of the International architectural style. Because over 90 percent of the east, north, and west façades has been modified, only the south façade's original architecture has been evaluated.

According to the Modernism Context Statement, Brutalism originated from the French term *béton brut,* meaning "raw concrete." Worldwide, buildings designed in the Brutalist architectural style began to be built as early as the 1950s; however, the style did not reach San Diego until approximately 1965. Largely inspired by Swiss architect Le Corbusier, buildings designed in the Brutalist style are strikingly blockish, geometric, and contain design elements with repetitive shapes. The primary material used in the construction of Brutalist-style buildings is concrete, which not only serves as the primary structural material, but also as the finish. Those critical of the style state that Brutalism buildings disregard the social environment, thereby causing the structure to seem inhuman, stark, and out of place. Most Brutalism buildings located in San Diego are located on the University of California at San Diego campus, although Qualcomm Stadium and the Salk Institute are also examples of Brutalism.

Primary Character-Defining Features

According to the Modernism Context Statement, there are four Primary character-defining features of Brutalism, which have been specifically applied to the primary (south) façade of Section A, accordingly:

1. **Exposed and expressive structural system**

   The primary (south) façade of Section A does exhibit an exposed and expressive structural system. The wide overhang is supported by 18 evenly spaced, poured-concrete columns that taper toward the top where they reach their narrowest point and stylistically reveal structural steel. This same structural exposure can be seen in the

columns in Terminal 2 East, which were described by the *San Diego Union* (1979) as "elegant poseurs" designed for "a purely aesthetic effect." The curved tapering of the columns, which resemble "Jetsons"-esque supports (Plate 6.37–1), also introduce "abstract … curved shapes" (City of San Diego 2007), a Primary character-defining feature of the Futurist architectural style. Therefore, the primary (south) façade of Section A does possess this Primary character-defining feature of Brutalism.

Plate 6.1–37: Example of "Jetsons"-esque-style pillars.
(Illustration courtesy of Smithsonian Magazine)

2. **Monumental massing**

Merriam-Webster (2017) defines the word "monumental" as "serving or resembling a monument: massive," and Charleson (2015) defines the word "massing" as the "architectural form" or "enveloping form" of a structure. Although Terminal 1 is only two stories tall, it was specifically designed to accommodate large jet engine aircraft with an expansive, 1,000-by-450-foot horizontal footprint, which can easily be defined as "monumental." While the Modernism Context Statement classifies building such as William Pereira's University of California at San Diego Geisel Library and Gary Allen's Qualcomm Stadium as possessing monumental massing due to their height, neither building possesses a footprint as large as that of Terminal 1. Therefore, the primary (south) façade of Section A does possess this Primary character-defining feature of Brutalism.

3. **Angular and rectilinear forms**

   The primary (south) façade of Section A exhibits both angular and rectilinear forms. Angular forms can be seen in the trapezoidal floor-to-ceiling window bays, which project outward between the tapered support columns and rectilinear forms can be seen in the different-sized, rectangular, floor-to-ceiling windowpanes and the squares that form the ceiling of the cantilevered roof overhang. The cantilevered concrete slab roof sits at a 90-degree angle, which creates another rectilinear form. The use of angular shapes is also a Primary character-defining feature of the Futurist architectural style, which blends seamlessly with the Brutalist style of Terminal 1. Therefore, the primary (south) façade of Section A does possess this Primary character-defining feature of Brutalism.

4. **Exposed concrete as building finish**

   While the primary (south) façade of Section A does possess exposed concrete surfaces in the roof overhang and the support columns, the exterior walls are comprised of either floor-to-ceiling windows or concrete block. The exposed concrete is utilized as more of an accent than as a building finish, and in this instance, the finish of the building is more representative of the Futurist architectural style, which utilizes concrete block and large aluminum-framed windows. Therefore, the primary (south) façade of Section A does not possess this Primary character-defining feature of Brutalism.

Of the four Primary character-defining features of Brutalism expressed in the Modernism Context Statement, the primary (south) façade of Section A possesses three.

Secondary Character-Defining Features

According to the Modernism Context Statement, there are two Secondary character-defining features of Brutalism, which have been specifically applied to the primary (south) façade of Section A, accordingly:

1. **Repetitive patterns**

   The primary (south) façade of Section A does exhibit repetitive patterns, as seen in the evenly spaced, repetitive, coffered pattern under the cantilevered roof. The poured concrete support columns are also evenly spaced and create a repetitive pattern. Therefore, the primary (south) façade of Section A does possess this Secondary character-defining feature of Brutalism.

2. **Intentional avoidance of traditional elements or ornament**

   Terminal 1 was not designed with any traditional elements or ornamentation other than the stylized, poured concrete columns and the cantilevered roof overhang along the primary (south) façade of Section A. Therefore, the primary (south) façade of Section A does possess this Secondary character-defining feature of Brutalism.

Of the two Secondary character-defining features of Brutalism expressed in the Modernism Context Statement, the primary (south) façade of Section A possesses two.

Integrity Evaluation

In order to assess each aspect of integrity when evaluating Terminal 1, the following analysis was completed, as recommended by Milbrooke et al. (1998):

1. **Location** is the place where a resource was constructed or where an event occurred.

   Integrity of location was assessed by reviewing historic records and aerial photographs in order to determine if the building had always existed at its present location or if it had been moved or rebuilt. A review of historic aerial photographs revealed that Terminal 1 has not been moved since its date of construction, and therefore, retains integrity of location.

2. **Design** results from intentional decisions made during the conception and planning of a resource. Design includes form, plan, space, structure, and style of a property.

   Integrity of design was assessed by evaluating the spatial arrangement of the building and any unique architectural features present. Only the primary (south) façade of Section A retains integrity of form, plan, space, structure, and style. This façade still exhibits the same Brutalist architectural style with Futurist influences that it did when Terminal 1 was first constructed in 1967. The north, east, and west façades of the building (Sections A through L), which originally exhibited elements of the International architectural style, have been heavily modified and no longer reflect their original design.

   The primary (south) façade of Section A possesses three of the four Primary and both Secondary character-defining features of Brutalism, as well as the curved and angular shapes, large aluminum-framed windows, and concrete block exterior finish typical of the Futurist style. The installation of Section B (the sky bridge) in the center of the primary (south) façade of Section A and the replacement of original windows on the

east portion of the façade have modified the original Brutalist design; however, both modifications conform to the Secretary of the Interior's Standards for Rehabilitation. The size and massing of the additions are appropriate for the monumental scale of Terminal 1 and the use of modern metal panels and large pieces of glass differentiate the additions from the original building without mimicking or impacting the original design.

At an unknown date, vinyl soffit was installed on the underside of the cantilevered overhang on the primary (south) façade of Section A, alternating with sections of the curved, concave, square indentations, impacting the building's integrity of design. Prior to its installation, the underside of the overhang was only sections of the deeply coffered, waffle-slab roof system that extended from the main structure past the roof overhang. The introduction of the vinyl soffit diminished the amount of concrete, a Primary character-defining feature of Brutalism, present on this façade. It also detracted from the repetitive pattern, a Secondary character-defining feature of Brutalism, which was created by the coffered ceiling. Although the introduction of the vinyl has negatively impacted portions of the cantilevered waffle-slab overhang, due to the massive size of the building and the fact that only portions of the character-defining features have been modified, the primary (south) façade of Section A still retains integrity of design.

Although the International-style east, north, and west façades of Terminal 1 are generally closed to the public, several modifications have been made to these façades since the building's completion in 1967 including:

- **Sections G and J (1971):** Section J, a two-story addition, was constructed on the east façade of the Section A east concourse wing, between Section I and the north façade of the Section A terminal building. Section J was designed by Paderewski, Dean & Associates and built by Art A. Gussa, Inc. (*San Diego Union* 1970). Section J provided more airline baggage handling space and office space for Western Airlines, United Airlines, and American Airlines. Section G was constructed on the north façade of Section A, east of an original 1967 projecting bay, which was once the Interstate Hosts Restaurant, to house baggage facilities. Section G features two wide openings: one on the west side and one on the east side.
- **Sections D and H (1982):** Section H, a second story, was added to the Section A east concourse wing, which allowed passengers to board the wide-bodied aircraft through convenient jet bridges, provided a larger waiting/seating area, expanded the baggage area, created a second-story office space, and enclosed

the west rotunda portion of the wing (San Diego Unified Port District 1991). Section D, a two-story baggage service and office space addition, was constructed on the westernmost section of the north façade of Section A, which features five open bays that lead to baggage facilities.

- **Section E (1990):** A 25,000-square-foot, second-story addition was added to the Section A west concourse wing that included eight passenger loading bridges, improvements for Gates 11 through 18, the location for the USAir Club, and a 4,100-square-foot lounge area for USAir passengers.
- **Section F (Circa 1994 to 1997):** A single-story addition was constructed on the north façade of Section A, immediately east of the Section A west concourse wing.
- **Section C (Circa 2000 to 2001):** A connector wing was built on the west façade of Section A that extends from Terminal 1 to Terminal 2 East and contains a covered walkway and two international gates.
- **Section K (2005):** A rectangular addition was constructed on the easternmost corner of Section A as the location of Gates 1 and 2.
- **Section I (Circa 2006 to 2007):** A large, rectangular, open-air baggage canopy was constructed along the east façade of the Section A east concourse wing, terminating at the rotunda.
- **Section L (Circa 2008 to 2009):** Gate 1A, a rectangular, concrete block addition, was constructed east of Section A. This addition is connected to the east façade by a narrow passageway made of concrete block.

These modifications have adversely impacted the original form, plan, space, style, and structure of the east, north, and west façades of Terminal 1. The various additions (Sections C through L) have also increased the overall square footage of the building and modified the exterior appearance. The construction of a second story on both the Section A west and east concourse wings (Sections E and H) has also altered the overall massing of the building. For this reason, the east, north, and west façades of Terminal 1, and therefore, the building as a whole, do not retain integrity of design.

3. **Setting** applies to a physical environment, the character of a resource's location, and a resource's relationship to the surrounding area.

   Integrity of setting was assessed by inspecting the elements of the property, which included topographic features, open space, views, landscapes, vegetation, man-made features, and relationships between buildings and other features. The setting of Terminal 1 has not significantly changed since its completion in 1967. At that time, the airport had already been heavily built out with parking lots and other industrial

buildings, just as it remains today. While the setting has evolved over time with the construction of newer ancillary buildings, the overall setting has not changed from that of an airport. Therefore, Terminal 1 retains integrity of setting.

4. **Materials** comprise the physical elements combined or deposited in a particular pattern or configuration to form a property.

   Integrity of materials was assessed by determining the presence or absence of original building materials, as well as the possible introduction of materials, which may have altered the architectural design of the building. The installation of Section B (the sky bridge) in the center of the primary (south) façade of Section A and the replacement of original windows on the east portion of the façade added modern materials; however, both modifications conform to the Secretary of the Interior's Standards for Rehabilitation, and the use of modern metal panels and large pieces of glass differentiate the additions from the original building without mimicking or impacting the original design. The introduction of these newer elements did not impact the original building materials. The only new material that did alter the original building is the vinyl soffit that was installed on the underside of the cantilevered overhang. This minimal change, however, has not altered the architectural design, and therefore, the primary (south) façade of Section A retains integrity of materials. The east, north, and west façades of Terminal 1 have been significantly altered since 1967, which impacted original building materials. Although attempts were made to mimic the materials of the original heavy concrete and glass on the west, north, and east façades, Sections C through L are composed of different materials and represent different building technologies. Therefore, the east, north, and west façades of Terminal 1, and therefore the building as a whole, do not retain integrity of materials.

5. **Workmanship** consists of the physical evidence of crafts employed by a particular culture, people, or artisan, which includes traditional, vernacular, and high styles.

   Integrity of workmanship was assessed by evaluating the quality of the architectural features present in the building. The extensive alterations made to Terminal 1 have impacted the integrity of workmanship. The additions visible on all four façades of the building were constructed at varying times and represent multiple builders. Therefore, the building as a whole does not retain integrity of workmanship.

6. **Feeling** relies upon present physical features of a property to convey and evoke an aesthetic or historic sense of past time and place.

Integrity of feeling was assessed by evaluating whether or not the resource's features, in combination with its setting, conveyed an aesthetic sense of the property in 1967 when Terminal 1 was constructed. The original physical features of Terminal 1 are still present and the building maintains its original function as an airport. The primary (south) façade of Section A remains the same as it was in 1967, except for the construction of Section B in 1997, and still evokes a sense of 1960s Futurism through the presence of the original Brutalist and Futurist architectural elements. The only alterations to Terminal 1 were done in order to modernize the building and maintain its continued use as an airport. These alterations did not affect the overall feeling of the building for air travelers or the general public and, therefore, Terminal 1 retains integrity of feeling.

7. **Association** directly links a property with a historic event, activity, or person of past time and place, and requires the presence of physical features to convey the property's character.

   Historical research did not reveal any important events or individuals that are closely associated with Terminal 1, and therefore, the building never possessed integrity of association.

NRHP Evaluation

In order for a historic resource to be considered eligible for listing on the NRHP, it must be determined significant at the local, state, or national level under one or more of the following criteria:

- **NRHP Criterion A:**
  It is associated with events that have made a significant contribution to the broad patterns of history.

  It was discovered through historical research that no single, significant event is associated with the SAN. Terminal 1 was built in 1967 to accommodate the rising number of airline passengers traveling through San Diego. Before that time, the airport's main terminal was located on the other side of Lindbergh Field, along Pacific Highway. With the addition of Terminal 1, Lindbergh Field was able to advance into the jet age of aviation due to the ability to dock and maintain large jet engine aircraft. Although the construction of Terminal 1 is reflective of the modernization of San Diego and its ability to accommodate the ever-increasing needs of the commercial air traffic boom of the 1960s and 1970s, the exterior of the terminal has been extensively modified with the exception of the south façade. Due to an overall lack of integrity

resulting from numerous modifications, Terminal 1 is not eligible for listing in the NRHP under Criterion A.

- **NRHP Criterion B:**
  It is associated with the lives of persons important in our past.

  No significant persons could be closely associated with Terminal 1. Then-California Governor Ronald Reagan was the first passenger to arrive at Terminal 1 before delivering the dedication speech. However, this event is not considered to be a significant contribution to the broad pattern of San Diego's history. Reagan's term as California Governor included attending events like this on a regular basis and his presence at Terminal 1 is not significant moment for the airport or for his career. Therefore, Terminal 1 is not eligible for listing in the NRHP under Criterion B.

- **NRHP Criterion C:**
  It embodies the distinctive characteristics of a type, period, region, or method of construction; represents the work of an important creative individual; or possesses high artistic values.

  Terminal 1 was designed by Paderewski, Dean & Associates (*San Diego Union* 1967b), the firm that was responsible for a number of construction designs in San Diego, including: the first school to utilize radiant heat in 1947; the first prefabricated plywood wall and roof panel system used in several schools; an all-glass elevator at the El Cortez Hotel (1956); and the Buckminster Fuller-inspired geodesic dome on the Physical Education Building at Palomar College (Modern San Diego 2020). However, only Clarence Joseph Paderewski, president of the firm, is listed as a "Contributing Designer of Modern San Diego" in the Modernism Context Statement (City of San Diego 2007). Louis Dean, the principal architect for Terminal 1, is only referenced in the Modernism Context Statement for his involvement with Paderewski. Furthermore, neither Paderewski nor Dean are listed as established master architects by the City of San Diego Historical Resources Board (City of San Diego 2011). Therefore, Terminal 1 is not eligible for listing in the NRHP under Criterion C due its association with Paderewski, Dean & Associates.

  The primary (south) façade of Section A is currently the location for all passenger loading for departing and arriving flights for Frontier Airlines, Southwest Airlines, and Alaska Airlines. This façade has been minimally altered and still reflects the distinctive characteristics of Brutalism and Futurism that it originally exhibited in 1967. According to the Modernism Context Statement, Brutalist-style buildings are rare in

San Diego, but modifications that have significantly altered or obscured any character-defining features may render a building ineligible for designation. Modifications made to the primary (south) façade of Section A, however, have not significantly altered or obscured the character-defining features of Brutalism that it currently exhibits.

The only major alterations made to the primary (south) façade of Section A include the sky bridge and the vinyl ceiling soffit along the coffered concrete overhang. Section B (the sky bridge) connects Section A via a two-story structure (see Section B) and allows passengers easy access to the parking lot across the street; however, Section B does not mask the Brutalist or Futurist elements of the primary (south) façade of Section A. Similarly, the introduction of vinyl soffit in the coffered concrete overhang detracts from, but does not completely change, the nature of this façade of Section A.

The International-style east, north, and west façades are not accessible to the public and can rarely be seen. Regardless, these façades have been heavily altered through the addition of Sections C through L and no longer retain enough original integrity to be representative of the International style. For this reason, the east, north, and west façades of Terminal 1, and therefore, the building as a whole, are not eligible for listing in the NRHP under Criterion C.

- **NRHP Criterion D:**
  It has yielded, or may be likely to yield, information important in prehistory or history.

  Terminal 1 does not have the potential to yield any additional information important to local, state, or national history, and therefore, is not eligible for listing in the NRHP under Criterion D.

Conclusion

Terminal 1 was constructed in 1967 as a Brutalist-style airport terminal with Futurist influences on the primary (south) façade and International influences on the north, west, and east façades. Although the primary (south) façade of Section A has remained intact, except for the construction of Section B in 1997, the modifications made to the north, east, and west façades (Sections C through L) have negatively impacted the building as a whole. The overall building currently retains only three out of seven aspects of original integrity. Due to the modifications made to the building since its 1967 period of significance, its overall loss of integrity, and its lack of association with any specific significant persons or events, Terminal 1 is not eligible for listing in the NRHP under any criteria and no adverse effect would result from its demolition.

6.2 APE Investigation: Site P-37-036757 – Terminal 2 East

6.2.1 Resource Description

The amount of air traffic in San Diego doubled between 1956 and 1963, and then doubled again between 1963 and 1966. In the 1967 fiscal year (when Terminal 1 was completed), Lindbergh Field saw a record number of 2,177,110 travelers (San Diego Unified Port District 1966-1967). The increase in air travel was amplified by the use of new aircraft, such as the stretched versions of the DC-8 and the Boeing 747.

In 1968, voters within the San Diego Unified Port District communities approved a $25.4 million bond for improvements in the San Diego Harbor area. According to the San Diego Unified Port District's 1967-1968 annual report, "even a conservative treatment of air travel statistics indicates a compelling requirement for expansion to meet the wave of new air travelers which will engulf airports in the next decade." The funds were meant to "relieve present congestion, prepare the airport for the next generation of jumbo aircraft and anticipated direct San Diego-to-Hawaii flights" (*San Diego Union* 1968a).

In 1969, the Board of Port Commissioners selected Frank L. Hope & Associates to conduct expansion studies for the structures located within Lindbergh Field (Plate 6.2–1) (*San Diego Union* 1971). However, due to size and cost issues, these plans were never used (*San Diego Union* 1971) and it would take more than five years for any work to begin on the construction of a new terminal.

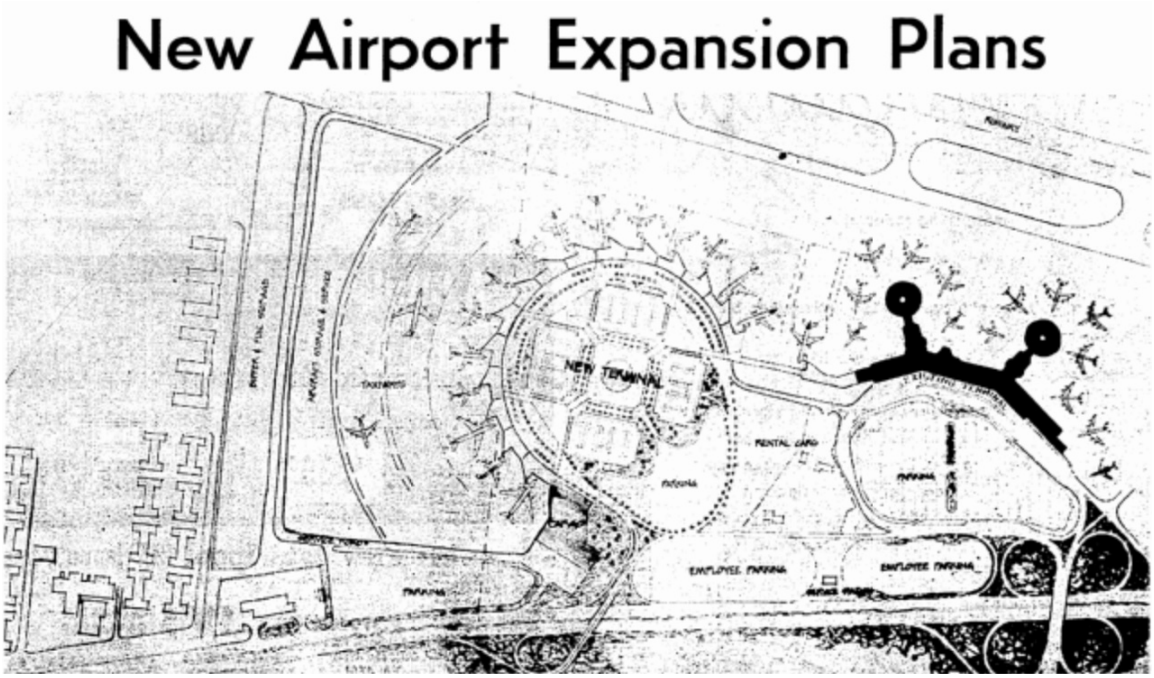


Plate 6.2–1: Frank L. Hope & Associates expansion plans for Lindbergh Field.
(Drawing courtesy of San Diego Union 1971)

Before construction on a new terminal could begin, a number of improvements to Lindbergh Field needed to be made, including:

- ***Late December of 1967:*** A new control tower was built to the new FAA standards.
- ***July of 1968:*** A new, three-story administrative office building and airplane hangar were completed for PSA.
- ***January 1, 1970:*** A new fire and rescue station was built adjacent to the control tower.
- ***1972:*** An extension to the main service runway brought it to its present-day length of 9,400 feet (San Diego Unified Port District 1991).
- ***1973:*** Federally-mandated security measures, such as baggage search checkpoints and screening operations, were implemented to reduce the potential for aircraft hijacking.
- ***1974:*** A revolutionary new system for monitoring noise pollution was completed; this was one of the first elaborate monitoring systems to be installed in any major California airport.
- ***1975:*** A 26-acre parking apron was built at the site of the future Terminal 2 East to service new, larger commercial aircraft.
- ***January of 1976:*** Various taxiways and runways were strengthened to accommodate the larger aircraft (San Diego Unified Port District 1991).

A number of additional factors contributed to the delay in construction of Terminal 2 East, including: debate on whether additions to existing facilities would be adequate (*San Diego Union* 1974a); the airport location, which presented flying dangers and possible deadly incidents if air traffic increased; and concerns raised by homeowners in the airport's flight path (*San Diego Union* 1974a). However, despite these differing opinions, in 1974, the Board of Port Commissioners decided to continue the airport expansion due to a "responsibility of providing adequate facilities for the traveling public regardless of what other governmental agencies might be doing in relation to finding another airport site" (*San Diego Union* 1974b).

Plate 6.2–2: Construction of Terminal 2 East in 1977. ***(Courtesy of San Diego Unified Port District 1991)***

Paderewski, Dean & Associates, who designed Terminal 1, was also selected to design Terminal 2 East, along with builder M.H. Golden Construction Co. (*San Diego Union* 1977a). Construction began in 1977, 100 yards west of Terminal 1 (Plate 6.2–2). Terminal 2 East opened to the public on July 11, 1979, over six months after its projected completion date (*San Diego Union* 1979a), with 10 gates that were exclusively operated by American Airlines, Western Airlines, and Delta Airlines (*San Diego Union* 1979a). When originally constructed, Terminal 2 East was referred to as the "West Terminal" and Terminal 1 was referred to as the

"East Terminal." Terminal 2 East featured the first jet bridges ever used in San Diego, protecting passengers from weather, wind, and noise when boarding and disembarking planes (San Diego Unified Port District 1991). A baggage handling system for Terminal 2 East was constructed in a separate building across the interior circulation road, and a covered pedestrian bridge allowed passengers to walk from the second-story boarding concourse to the baggage claim building without having to cross street traffic (San Diego Unified Port District 1991). Terminal 2 East also included over 2,000 new parking spaces (Plate 6.2–3) (*San Diego Union* 1979a), new roadways, and an electronic collection system at the parking exits (San Diego Unified Port District 1991). In 1972, an extension to the main service runway brought it to its present-day length of 9,400 feet (San Diego Unified Port District 1991).

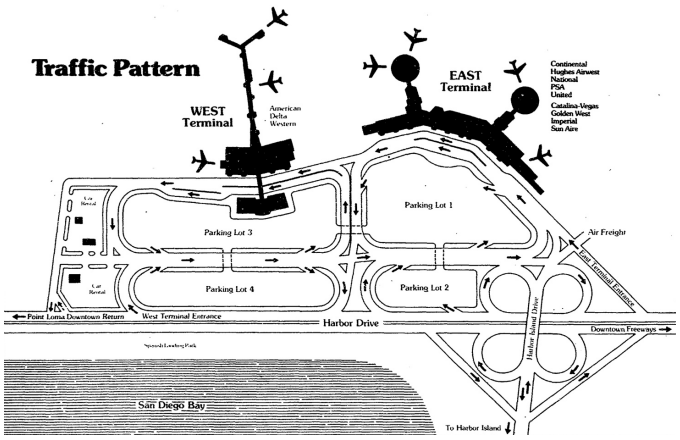


Plate 6.2–3: Terminal 2 ("West Terminal") parking lot configuration and traffic flow in 1979.
(San Diego Union 1979a)

By the end of 1983, Lindbergh Field was servicing 13 major carriers and three commuter carriers, causing passenger traffic to increase exponentially, exceeding 5.1 million passengers traveling on 148,691 flights in 1980. By the end of 1989, approximately 11.1 million passengers traveling on 207,388 flights were passing through Lindbergh Field annually (*San Diego Business Journal* 2015).

By 1991, Terminal 2 East could no longer handle its ever-rising number of passengers, and in 1995, a 300,000-square-foot expansion and upgrade of Terminal 2, called "Terminal 2 West," broke ground (*San Diego Business Journal* 2015; SAN 2017). The Terminal 2 West expansion, thereby assigning Terminal 2 East its new directional designation, was opened for passenger traffic on January 8, 1998 (SAN 2017).

A site plan has been provided in Figure 6.2–1 that color-codes all original and modified portions of Terminal 2 East. In addition, due to the extensive modifications, all portions of the building have also been assigned a letter designation (*i.e.,* A, B, C, etc.), which will be used in all further discussion and evaluation. To complement the appearance of Terminal 1, Terminal 2 East was constructed as a Brutalist-style airport terminal with Futurist influences on the primary (south) façade (Section A) and International influences on the north, west, and east façades (Sections A through J).

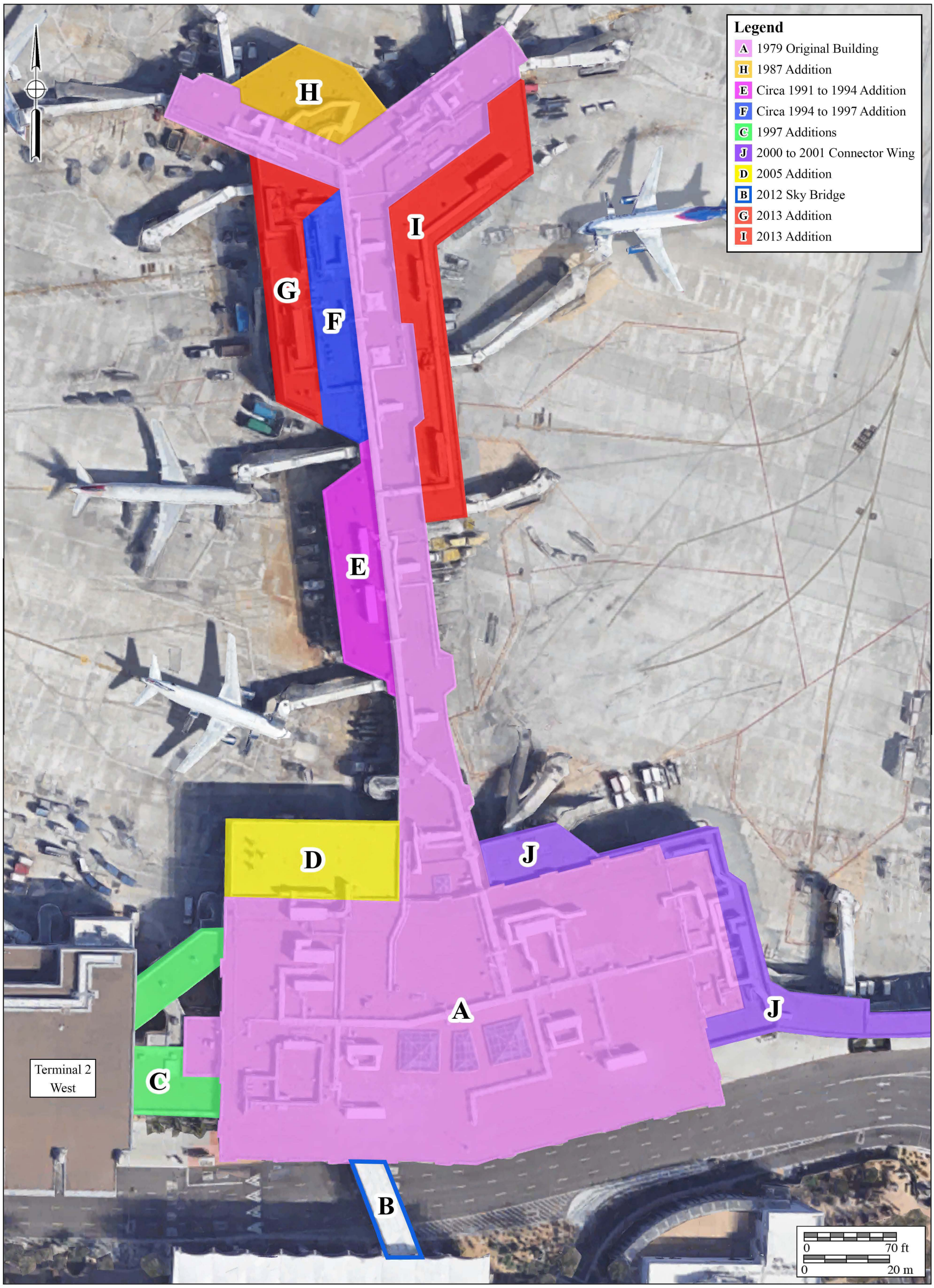


Figure 6.2–1

Site Plan for Terminal 2 East

Site P-37-036757

The SAN Airfield Improvements and Terminal 1 Replacement Project

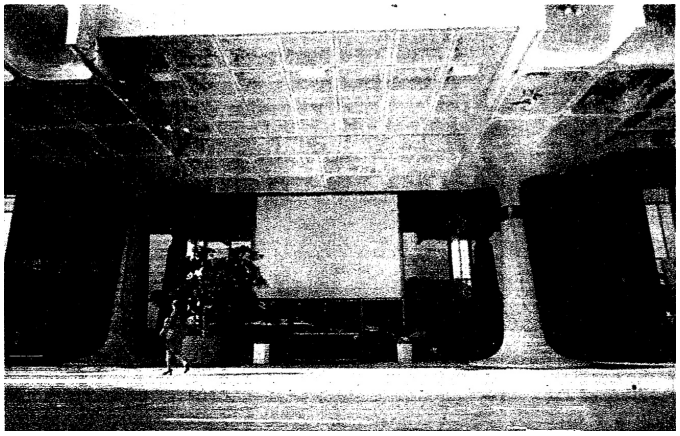


Plate 6.2–5: View of the original cantilevered waffle-slab overhang on the primary (south) façade of Section A in 1979.
(Photograph courtesy of the San Diego Union 1979b)

Terminal 2 East possesses a roughly 160,240-square-foot, irregular-shaped footprint and a flat roof. The building is comprised of the original Section A, which consists of the rectangular terminal and one concourse wing, which projects off the north façade and in turn features two irregular-shaped additions. Like Terminal 1, Terminal 2 East was constructed with "gracefully strong-looking pillars," a "deeply coffered concrete roof structure," and a "warming element of colored glass" (*San Diego Union* 1979b). The primary (south) façade of Section A exhibits a wide, cantilevered, concrete overhang supported by 10 evenly spaced, poured-concrete columns. The columns taper toward the top quarter where they reach their narrowest point and reveal structural steel (Plate 6.2–4). The original overhang ceiling (Plate 6.2–5) exhibited the same deeply coffered roof system of curved, concave, square indentations that it currently exhibits (Plate 6.2–6). The coffered indentations on the cantilevered roof overhang are evenly spaced, create a repetitive pattern, and extend from the main structure past the roof overhang (Plate 6.2–7). When constructed, the wide overhang was entirely comprised of concrete (see Plate 6.2–5); however, it currently features a mixture of vinyl and concrete (see Plate 6.2–6). The primary (south) façade of Section A is currently a mix of fixed-pane glass panels, concrete rectangular slabs, and automatic sliding glass doors (Plate 6.2–8).

Section B, a sky bridge, was built toward the west side of the primary (south) façade of Section A in 2012. Section B is made of modern metal and glass and connects to a covered-canopy loading zone across the circulation road (Plate 6.2–9). The original baggage claim building, which used to be located across the interior circulation road, was accessible through a now-demolished sky bridge that was attached to the middle of the primary (south) façade of Section A. The original baggage claim building and original sky bridge were demolished in 2010.

Plate 6.2–4

One of 10 Concrete Support Columns on the Primary (South) Façade of Section A, Facing Northeast

The SAN Airfield Improvements and Terminal 1 Replacement Project

Plate 6.2–6

Current View of the Mixed Concrete Waffle-Slab and Vinyl Roof System Under the Primary (South) Façade Roof Overhang of Section A, Facing West

The SAN Airfield Improvements and Terminal 1 Replacement Project

Plate 6.2–7

View of the Primary (South) Façade of Section A, Facing West

The SAN Airfield Improvements and Terminal 1 Replacement Project

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Plate 6.2–8

View of the Primary (South) Façade of Section A, Facing Northeast

The SAN Airfield Improvements and Terminal 1 Replacement Project

Plate 6.2–9

View of Section B Extending Off the Primary (South) Façade of Section A, Leading to the Covered Loading Zone Across the Circulation Road, Facing West

The SAN Airfield Improvements and Terminal 1 Replacement Project

(Image courtesy of Google Street View)

The southwest corner of the west façade of Section A features the same wide, coffered, concrete overhang and poured-concrete columns as the primary (south) façade (Plate 6.2–10). The remainder of the west façade of Section A consists of Section C, which includes two separate modifications that were constructed in 1997 to connect Terminal 2 East to Terminal 2 West. The southern portion of Section C is flush with the south façade of Section A and is comprised of metal-framed, floor-to-ceiling windows (Plate 6.2–11). The northern portion of Section C consists of a second-story pedestrian walkway, which is made of modern metal and fixed-pane windows (Plate 6.2–12). Located between in the middle of Section C is a small, original, projecting bay that currently houses a Transportation Security Administration (TSA) PreCheck area. The remainder of the west façade of Section A consists of Section D, a two-story addition comprised of modern metal and fixed-pane windows that was constructed in 2005 (Plate 6.2–13). Currently, the first story of Section D is open and serves as a baggage handling space and, according to San Diego County Assessor records, the second story houses a "club area."

The north façade of Section A has been heavily altered. Section D comprises the westernmost section of the north façade of Section A (Plate 6.2–14). East of Section D is an original two-story section of the Section A concourse wing, with a concrete band separating the first and second stories (Plate 6.2–15). The first floor is primarily comprised of concrete brick, simple metal doors, and fixed-pane windows; the second story is comprised of smooth stucco, fixed-pane windows, and a coffered concrete overhang (see Plate 6.2–15). Just north is Section E, a trapezoidal-shaped addition that was constructed between 1991 and 1994 and is divided horizontally and vertically by concrete bands. The first floor is comprised of concrete block, fixed-pane windows, and simple metal entrance doors; the second story is comprised of smooth stucco and fixed-pane windows with a coffered concrete overhang (Plates 6.2–16 and 6.2–17).

Immediately north of Section E is a small, two-story, original portion of the Section A concourse wing. Immediately north is Section F, an irregularly-shaped, two-story addition that was constructed between 1994 and 1997. The first story of Section F is concrete block and the second story is comprised of modern metal with a coffered concrete overhang (Plate 6.2–18). In 2013, Section F was enlarged, expanding to the north and west. The first story of the 2013 Section G is stucco and the second story is the same modern metal as the second story of Section F (Plate 6.2–19). Fixed-pane windows are located on the northern end of the second story of Section G at Gate 27 (Plate 6.2–20).

Plate 6.2–10

View of the Coffered Concrete Overhang and a Concrete Support Column on the West Façade of Section A, Facing Northeast

The SAN Airfield Improvements and Terminal 1 Replacement Project

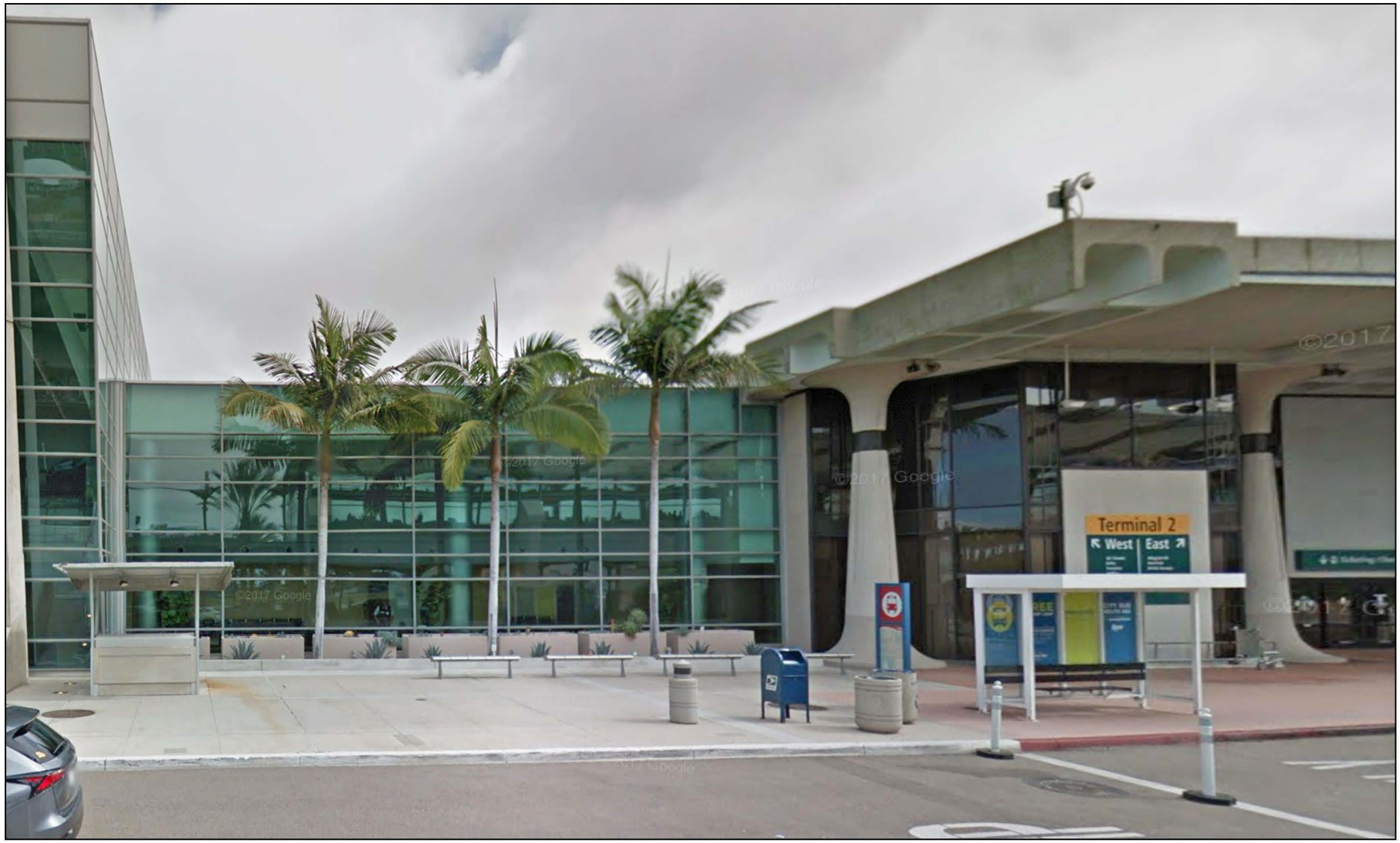

Plate 6.2–11

View of Section C (Center) Connecting the West Façade of Section A (Right) With the East Façade of Terminal 2 West (Left), Facing North

The SAN Airfield Improvements and Terminal 1 Replacement Project

(Image courtesy of Google Street View)

Plate 6.2–12

View of the North Façade of Section C Connecting the West Façade of Section A (Left) With the East Façade of Terminal 2 West (Right), Facing South

The SAN Airfield Improvements and Terminal 1 Replacement Project

Plate 6.2–13

View of the West Façade of Section D (Left), Facing East

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Plate 6.2–14

View of the North Façade of Section D, Facing Southeast

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Plate 6.2–15

View of the West Façade of the Section A Concourse Wing at the Connection With the Main Terminal Building, Facing East

The SAN Airfield Improvements and Terminal 1 Replacement Project

Plate 6.2–16

View of the Southern Portion of Section E, Facing Northeast

The SAN Airfield Improvements and Terminal 1 Replacement Project

Plate 6.2–17

View of the Northern Portion of Section E, Facing East

The SAN Airfield Improvements and Terminal 1 Replacement Project

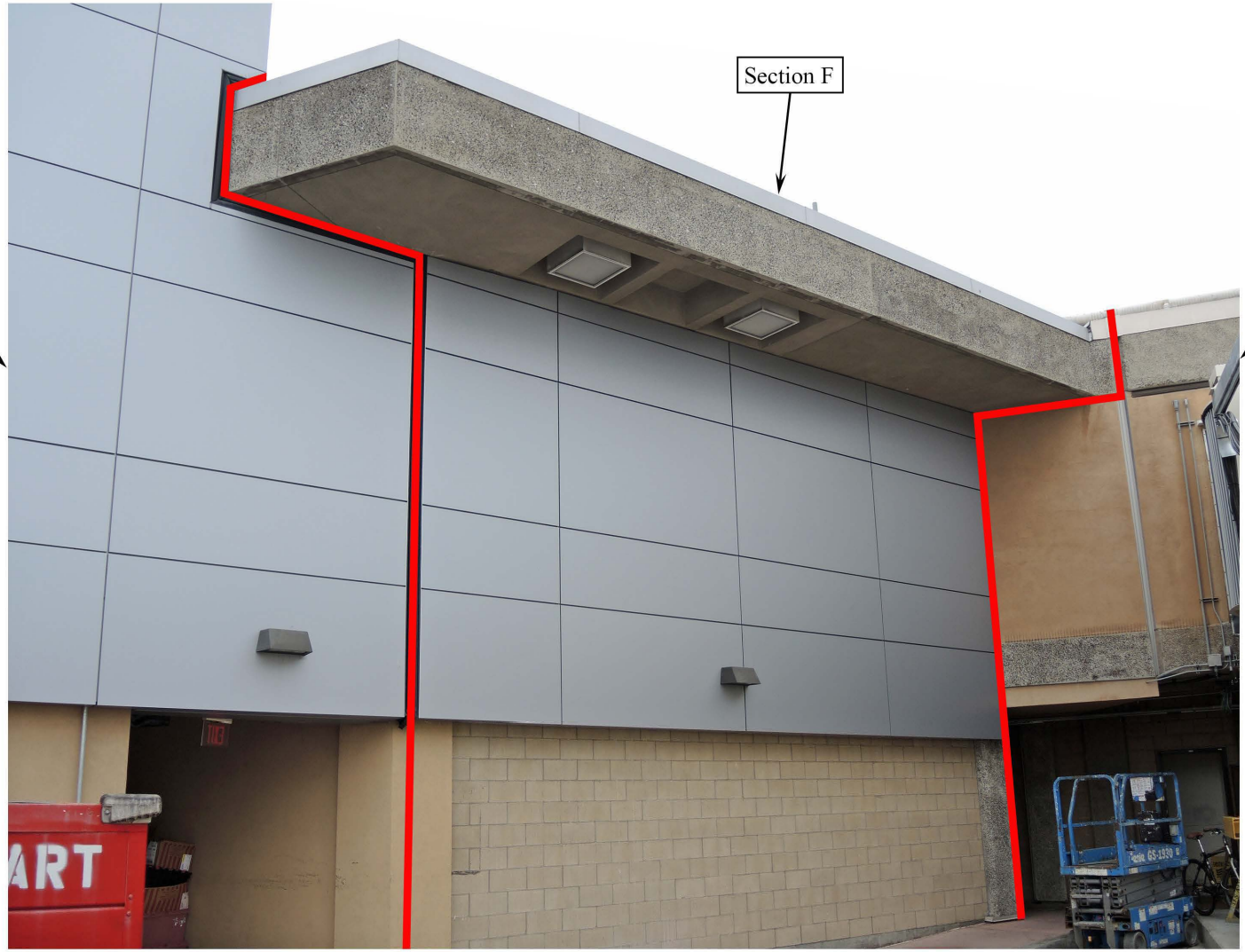


Plate 6.2–18

View of Section F (Center) Between Section A (Right) and Section G (Left), Facing Northeast

The SAN Airfield Improvements and Terminal 1 Replacement Project

Plate 6.2–19

View of the West Façade of Section G, Facing East

The SAN Airfield Improvements and Terminal 1 Replacement Project

Plate 6.2–20

View of the Fixed-Pane Windows on the West Façade of Section G, Facing Northeast

The SAN Airfield Improvements and Terminal 1 Replacement Project

The north façade of Section G connects to an original, two-story, westward projection of the Section A concourse wing. This portion of Section A is horizontally and vertically divided by concrete bands. The first story is comprised of concrete block, simple metal doors, and fixed-pane windows; the second story is comprised of concrete block, stucco, and fixed-pane windows with a coffered concrete overhang (Plate 6.2–21). Immediately north is Section H, a two-story addition constructed in 1987 for use as a passenger waiting area (San Diego Unified Port District 1991). The first story is open and features concrete support columns; the second story is comprised of floor-to-ceiling, fixed-pane windows divided by concrete support columns, and a coffered concrete overhang (Plates 6.2–22 and 6.2–23). Immediately east of Section H is an original, two-story, eastward projection of the Section A concourse wing, which is horizontally and vertically divided by concrete bands. The first story is comprised of concrete block, fixed-pane windows, simple metal doors, and a metal roll-top door; the second story is comprised of stucco, and fixed-pane windows with a coffered concrete overhang (Plate 6.2–24).

Immediately south of the original eastward projection of the Section A concourse wing is Section I, a two-story addition that was constructed in 2013 and runs alongside roughly half of the Section A concourse (Plate 6.2–25). The first story is open and supported by stucco-clad concrete columns; the second story is comprised of modern metal and fixed-pane windows. With the exception of Section J, an addition built in 2000 in the northeast corner of the Section A terminal building, at its connection with the concourse wing, the remainder of the east façade of the Section A concourse wing is original (Plate 6.2–26). The original east façade of Section A is two stories and is horizontally and vertically divided by concrete bands. The first floor is comprised of concrete block, simple metal doors, and fixed-pane windows; the second story is comprised of smooth stucco, fixed-pane windows, and a coffered concrete overhang. A two-story trapezoidal projection near the center of Section A is constructed of concrete block (Plate 6.2–27).

The north façade of Section A, to the east of the concourse wing, has been covered by Section J. Section J is comprised of a two-story trapezoidal addition and connector wing, all constructed between 2000 and 2001. The first story of the trapezoidal portion of Section J is open and supported by concrete columns; the second story is comprised of modern metal and fixed-pane windows and houses Gate 22 (Plate 6.2–28). The modern metal and fixed-pane windows extend past the trapezoidal portion and across the entire north façade of the second story (Plate 6.2–29) and wrap around to cover the east façade (Plate 6.2–30), which houses international gates and connects to Terminal 1 (Plate 6.2–31). The second story is slightly cantilevered and supported by concrete columns. The exterior finish of the lower level is concrete block. The connector wing, which extends to the east, contains two international gates and features a modern metal overhang and fixed-pane windows (see Plate 6.1–15).

Plate 6.2–21

View of the Original 1979 Westward Projection of the Section A Concourse Wing, Facing Northwest

The SAN Airfield Improvements and Terminal 1 Replacement Project

Plate 6.2–22

View of the West Side of Section H, Facing South

The SAN Airfield Improvements and Terminal 1 Replacement Project

Plate 6.2–23

View of the East Side of Section H, Facing South

The SAN Airfield Improvements and Terminal 1 Replacement Project

Plate 6.2–24

View of the Original 1979 Eastward Projection of the Section A Concourse Wing, Facing South

The SAN Airfield Improvements and Terminal 1 Replacement Project

Plate 6.2–25

View of the East Façade of Section I, Facing West

The SAN Airfield Improvements and Terminal 1 Replacement Project

Plate 6.2–26

View of the East Façade of the Section A Concourse Wing Between Section I (Right) and Section J (Left), Facing West

The SAN Airfield Improvements and Terminal 1 Replacement Project

Plate 6.2–27

View of the East Façade of the Original 1979 Portion of the Section A Concourse Wing, Facing Southwest

The SAN Airfield Improvements and Terminal 1 Replacement Project

Plate 6.2–28

View of the North Façade of Section J, Facing South

The SAN Airfield Improvements and Terminal 1 Replacement Project

Plate 6.2–29

View of the North and East Façades of Section J, Facing Southwest

The SAN Airfield Improvements and Terminal 1 Replacement Project

Plate 6.2–30

View of the East Façade of Section J, Facing West

The SAN Airfield Improvements and Terminal 1 Replacement Project

Plate 6.2–31

View of the North Façade the Connector Wing Portion of Section J (Left), Facing West

The SAN Airfield Improvements and Terminal 1 Replacement Project

6.2.2 NRHP Eligibility and Potential Adverse Effects to Site P-37-036757 – Terminal 2 East

According to National Register Bulletin 22:

> As a general rule, properties that have achieved significance within the past 50 years are not eligible for National Register listing because the National Register is intrinsically a compilation of the Nation's historic resources that are worthy of preservation. The National Register does not include properties important solely for their contemporary impact and visibility, and it rarely is possible to evaluate historical impact, role, or relative value immediately after an event occurs or a building is constructed. The passage of time is necessary in order to apply the adjective "historic" and to ensure adequate perspective. To be a useful tool for public administration, the National Register cannot include properties of only transient value or interest. The passage of time allows our perceptions to be influenced by education, the judgment of previous decades, and the dispassion of distance. In nominating properties to the National Register, we should be settled in our belief that they will possess enduring value for their historical associations, appearance, or information potential …
>
> However, the National Register Criteria for Evaluation provided for the recognition of historic places that achieved significance within the past 50 years; a property of that vintage may be eligible if it is of exceptional importance at the national, State, or local level …
>
> Properties that have achieved significance within the past 50 years may be listed in the National Register of Historic Places, according to the National Register Criteria for Evaluation, only if they are of "exceptional importance," or if they are integral parts of districts that are eligible for listing on the National Register. (Sherfy and Luce 1998)

To complement the appearance of Terminal 1, Terminal 2 East was constructed as a Brutalist-style airport terminal with Futurist influences on the primary (south) façade (Section A) and International influences on the north, west, and east façades (Sections A through J). Because Terminal 1 and Terminal 2 East comprise an airport "district," Terminal 2 East was evaluated for NRHP eligibility to determine if it qualifies for any criteria considerations despite not meeting the minimum age threshold of 50 years.

City of San Diego Modernism Context Statement

In October of 2007, the City of San Diego developed and implemented the Modernism Context Statement (City of San Diego 2007). The stated purpose of the Modernism Context Statement is to "assist in the identification, evaluation and preservation of significant historic buildings, districts, sites, and structures associated with the Modernism movement in San Diego from 1935 to 1970" and was created to better understand "Modern era resources and the types of resources that are significant to the history and development of San Diego." Although the City of San Diego is not the lead agency for this project, the Modernism Context Statement is an appropriate analytical basis for the evaluation of Terminal 2 East.

Under the Modernism Context Statement, Terminal 2 East exhibits two different architectural styles. The primary (south) façade (Section A) exhibits traits of the Brutalist architectural style with Futurist influences and the east, north, and west façades (Sections A through K) exhibit traits of the International architectural style. Because over 70 percent of the east, north, and west façades has been modified, only the original architecture on the primary (south) façade of Section A has been evaluated.

According to the Modernism Context Statement, Brutalism originated from the French term *béton brut,* meaning "raw concrete." Worldwide, buildings designed in the Brutalist architectural style began to be built as early as the 1950s; however, the style did not reach San Diego until approximately 1965. Largely inspired by Swiss architect Le Corbusier, buildings designed in the Brutalist style are strikingly blockish, geometric, and contain design elements with repetitive shapes. The primary material used in the construction of Brutalist-style buildings is concrete, which not only serves as the primary structural material, but also as the finish. Those critical of the style state that Brutalism buildings disregard the social environment, thereby causing the structure to seem inhuman, stark, and out of place. Most Brutalism buildings located in San Diego are located on the University of California at San Diego campus, although Qualcomm Stadium and the Salk Institute are also examples of Brutalism.

Primary Character-Defining Features

According to the Modernism Context Statement, there are four Primary character-defining features of Brutalism, which have been specifically applied to the primary (south) façade of Section A, accordingly:

1. **Exposed and expressive structural system**

   The primary (south) façade of Section A does exhibit an exposed and expressive structural system. The wide overhang is supported by 10 evenly spaced, poured-concrete columns that taper toward the top where they reach their narrowest point and stylistically reveal structural steel. The columns were described by the *San Diego Union* (1979b) as "elegant poseurs" designed for "a purely aesthetic effect." The

curved tapering of the columns, which resemble "Jetsons"-esque supports (see Plate 3.3.1–37), also introduce "abstract … curved shapes," (City of San Diego 2007), a Primary character-defining feature of the Futurist architectural style. Therefore, the primary (south) façade of Section A does possess this Primary character-defining feature of Brutalism.

2. **Monumental massing**

Merriam-Webster (2017) defines the word "monumental" as "serving or resembling a monument: massive," and Charleson (2015) defines the word "massing" as the "architectural form" or "enveloping form" of a structure. Like Terminal 1, Terminal 2 East is only two stories tall, but was specifically designed to accommodate large jet engine aircraft. Although smaller than Terminal 1, Terminal 2 East still possesses an expansive, approximately 380-by-780-foot horizontal footprint, which can easily be defined as "monumental." The Modernism Context Statement classifies buildings such as William Pereira's University of California at San Diego Geisel Library and Gary Allen's Qualcomm Stadium as possessing monumental massing due to their height. Terminal 2 East possesses a footprint that falls between that of the Geisel Library and Qualcomm Stadium, and therefore, does possess this Primary character-defining feature of Brutalism.

3. **Angular and rectilinear forms**

The primary (south) façade of Section A exhibits both angular and rectilinear forms. Angular forms can be seen in the trapezoidal floor-to-ceiling window bays, which project outward between the tapered support columns, and rectilinear forms can be seen in the different-sized, rectangular, floor-to-ceiling windowpanes and the squares that form the ceiling of the cantilevered roof overhang. The cantilevered concrete slab roof sits at a 90-degree angle, which creates another rectilinear form. The use of angular shapes is also a Primary character-defining feature of the Futurist architectural style, which blends seamlessly with the Brutalist style of the Terminal 2 East design. Therefore, the primary (south) façade of Section A does possess this Primary character-defining feature of Brutalism.

4. **Exposed concrete as building finish**

While the primary (south) façade of Section A does possess exposed concrete surfaces in the roof overhang and the support columns, the exterior walls are comprised of either floor-to-ceiling windows or concrete block. The exposed concrete is utilized as more

of an accent than as a building finish, and in this instance, the finish of the building is more representative of the Futurist architectural style, which utilizes concrete block and large aluminum-framed windows. Therefore, the primary (south) façade of Section A does not possess this Primary character-defining feature of Brutalism.

Of the four Primary character-defining features of Brutalism expressed in the Modernism Context Statement, the primary (south) façade of Section A possesses three.

Secondary Character-Defining Features

According to the Modernism Context Statement, there are two Secondary character-defining features of Brutalism, which have been specifically applied to the primary (south) façade of Section A, accordingly:

1. **Repetitive patterns**

   The primary (south) façade of Section A does exhibit repetitive patterns, as seen in the evenly spaced, repetitive, coffered pattern under the cantilevered roof. The poured concrete support columns are also evenly spaced and create a repetitive pattern. Therefore, the primary (south) façade of Section A does possess this Secondary character-defining feature of Brutalism.

2. **Intentional avoidance of traditional elements or ornament**

   Terminal 2 East was not designed with any traditional elements or ornamentation other than the stylized, poured concrete columns and the cantilevered roof overhang along the primary (south) façade of Section A. Therefore, the primary (south) façade of Section A does possess this Secondary character-defining feature of Brutalism.

Of the two Secondary character-defining features of Brutalism expressed in the Modernism Context Statement, the primary (south) façade of Section A possesses both.

Integrity Evaluation

In order to assess each aspect of integrity when evaluating Terminal 2 East, the following steps were taken, as recommended by Milbrooke et al. (1998):

1. **Location** is the place where a resource was constructed or where an event occurred.

   Integrity of location was assessed by reviewing historic records and aerial photographs in order to determine if the building had always existed at its present location or if it

had been moved or rebuilt. A review of historic aerial photographs revealed that Terminal 2 East has not been moved since its date of construction, and therefore, retains integrity of location.

2. **Design** results from intentional decisions made during the conception and planning of a resource. Design includes form, plan, space, structure, and style of a property.

   Integrity of design was assessed by evaluating the spatial arrangement of the building and any unique architectural features present. Terminal 2 East was designed to emulate Terminal 1, and as such, the primary (south) façade of Section A originally exhibited characteristics of the Brutalist architectural style with Futurist influences, just like Terminal 1. While the primary (south) façade of Section A currently does possess three out of four Primary and both Secondary character-defining features of Brutalism, as well as curved and angular shapes, large aluminum-framed windows, and a concrete block exterior finish, which are typical of the Futurist style, modifications made since construction in 1979 have negatively impacted original design elements. The north, east, and west façades of the building, which include portions and/or all of Sections C through J, originally exhibited elements of the International architectural style but have been heavily modified and no longer reflect their original design.

   When completed in 1979, a sky bridge was located in the center of the primary (south) façade of Section A that led to a baggage claim building located on the other side of the passenger loading area. The original sky bridge and baggage claim building were demolished in 2010. A new sky bridge (Section B) leading to an elevated passenger loading area was constructed to the west of the original sky bridge location in 2012. However, the demolition of the original sky bridge and baggage claim building does not meet the Secretary of the Interior's Standards for Rehabilitation due to the loss of original materials and character-defining features. Therefore, the removal of the original sky bridge and baggage claim building and the construction of Section B negatively impacted the original design of the primary (south) façade of Section A.

   At an unknown date, vinyl soffit was installed on the underside of the cantilevered overhang on the primary (south) façade of Section A, alternating with sections of the curved, concave, square indentations, impacting the building's integrity of design. Prior to the installation of the vinyl soffit, the underside of the overhang only exhibited the deeply coffered, waffle-slab roof system that extended from the main structure past the roof overhang. The introduction of the vinyl soffit diminished the amount of concrete (a Primary character-defining feature of Brutalism) present on the primary (south) façade of Section A and interrupted the repetitive pattern (a Secondary

character-defining feature of Brutalism) created by the coffered ceiling. Although the introduction of the vinyl has negatively impacted portions of the cantilevered waffle-slab overhang, due to the massive size of the building, this modification did not impact the integrity of design of the primary (south) façade of Section A.

The installation of the vinyl soffit did not adversely impact the integrity of design of the primary (south) façade of Section A; however, the removal of the original sky bridge and baggage claim building did. Because the removal of these original elements is not compatible with the Secretary of the Interior's Standards for Rehabilitation, the primary (south) façade of Section A does not retain integrity of design.

Since the building's completion in 1979, several modifications have been made to the International-style east, north, and west façades of Terminal 2 East, including:

- **Section H (1987):** A two-story addition was constructed on the north façade of the westward projection of the Section A concourse wing as a passenger loading lounge.
- **Section E (Circa 1991 to 1994):** A trapezoidal addition was constructed on the west façade of the Section A concourse wing, north of Section D and an original 1979 portion of the Section A, between Gates 23 and 25.
- **Section F (Circa 1994 to 1997):** An irregularly-shaped, two-story addition was constructed on the west façade of the Section A concourse wing, north of Section E, between Gates 25 and 29.
- **Section C (1997):** Two additions were constructed around the same time as Terminal 2 West: one comprised of floor-to-ceiling windows between Terminal 2 East and Terminal 2 West to connect the two terminals and a second-story pedestrian walkway.
- **Section J (2000 and 2001):** A trapezoidal addition and connector wing were constructed on the north and east façades of the Section A terminal building, east of the concourse wing. This northern portion of the addition houses Gate 22. The connector wing portion was built on the east façade of Section A and extends from Terminal 2 East to Terminal 1. This portion contains a covered walkway and two international gates.
- **Section D (2005):** A two-story addition was constructed on the north façade of the Section A terminal building, west of the concourse wing. Currently, the first story of the addition is open and serves as a baggage handling space and according to San Diego County Assessor records, the second story houses a "club area."
- **Sections G and I (2013):** A two-story addition was constructed onto Section

F on the west façade of the Section A concourse wing, which houses vendors and Gate 27. Immediately south of the original eastward projection of the Section A concourse wing, another two-story addition was constructed alongside roughly half of the concourse and currently houses vendors and Gate 26.

These modifications have adversely impacted the original form, plan, space, style, and structure of the east, north, and west façades (Sections C through J) of Terminal 2 East. The various additions have also increased the overall square footage of the building and modified the exterior appearance. For this reason, the east, north, and west façades of Terminal 2 East, and therefore, the building as a whole, do not retain integrity of design.

3. **Setting** applies to a physical environment, the character of a resource's location, and a resource's relationship to the surrounding area.

   Integrity of setting was assessed by inspecting the elements of the property, which included topographic features, open space, views, landscapes, vegetation, man-made features, and relationships between buildings and other features. The setting of Terminal 2 East has not significantly changed since its completion in 1979. At that time, the airport had already been heavily built out with parking lots and other industrial buildings, just as it remains today. While the setting has evolved over time with the construction of newer ancillary buildings, the overall setting has not changed from that of an airport. Therefore, Terminal 2 East retains integrity of setting.

4. **Materials** comprise the physical elements combined or deposited in a particular pattern or configuration to form a property.

   Integrity of materials was assessed by determining the presence or absence of original building materials, as well as the possible introduction of materials, which may have altered the architectural design of the building. All façades of Terminal 2 East have been significantly altered since 1979, impacting the original building materials. The construction of all subsequent additions utilized different building materials and technologies. Only two attempts were made to mimic the original building materials: Section E on the west façade of the Section A concourse wing and Section H on the northwest corner of the Section A concourse wing. However, no attempt was made to match the materials used on a majority of the other additions. Sections B, C, D, G, F, I, and J were constructed using modern metals that highly contrast with the original 1979 building materials. While the Secretary of the Interior's Standards for

Rehabilitation recommend the use of materials that differentiate additions from an original building, Sections C through J have greatly obscured the original west, north, and east façades of Terminal 2 East, which does not conform. In addition, the removal of the original materials associated with the original sky bridge and baggage claim building negatively impacted integrity of materials on the primary (south) façade of Section A. Therefore, Terminal 2 East does not retain integrity of materials.

5. **Workmanship** consists of the physical evidence of crafts employed by a particular culture, people, or artisan, which includes traditional, vernacular, and high styles.

   Integrity of workmanship was assessed by evaluating the quality of the architectural features present in the building. The extensive alterations made to Terminal 2 East have impacted the integrity of workmanship. Sections B through J on all four façades of the building were constructed at varying times and represent multiple builders. Therefore, Terminal 2 East does not retain integrity of workmanship.

6. **Feeling** relies upon present physical features of a property to convey and evoke an aesthetic or historic sense of past time and place.

   Integrity of feeling was assessed by evaluating whether or not the resource's features, in combination with its setting, conveyed an aesthetic sense of the property in 1979 when Terminal 2 East was constructed. Terminal 2 East was constructed to emulate the design of the 1967 Terminal 1 building. This created a false sense of a 1960s period of construction while using Brutalist-style elements and materials compatible with buildings constructed in the 1970s. While many original features are still present on the primary (south) façade of Section A, the original sky bridge and baggage claim building (that did not match Terminal 1) were removed in 2010. The removal of these original features and the installation of a new sky bridge in 2012 (Section B) altered the original façade of Section A. The modifications made to the east, north, and west façades (Sections C through J) between 1987 and 2013 also impacted the original design and materials of Terminal 2 East. Although the building generally retains integrity of setting, Terminal 2 East no longer conveys an aesthetic sense of the property in 1979, and therefore, does not retain integrity of feeling.

7. **Association** directly links a property with a historic event, activity, or person of past time and place, and requires the presence of physical features to convey the property's character.

   Historical research did not reveal any important events or individuals that are closely

associated with Terminal 2 East, and therefore, it never possessed integrity of association.

NRHP Evaluation

In order for a historic resource to be considered eligible for listing on the NRHP, it must be determined significant at the local, state, or national level under one or more of the following criteria:

- **NRHP Criterion A:**
  It is associated with events that have made a significant contribution to the broad patterns of history.

  It was determined through historical research that no single, significant event is associated with the SAN. Terminal 2 East was built in 1979 to accommodate the rising number of airline passengers traveling through San Diego; however, construction of the building did not introduce or allow the use of any new technology or practices in the airline industry in local, regional, or national history. Therefore, Terminal 2 East is not significant under Criterion A.

- **NRHP Criterion B:**
  It is associated with the lives of persons important in our past.

  No significant persons could be closely associated with Terminal 2 East, and therefore, it is not significant under Criterion B.

- **NRHP Criterion C/3:**
  It embodies the distinctive characteristics of a type, period, region, or method of construction; represents the work of an important creative individual; or possesses high artistic values.

  Terminal 2 East was designed by Paderewski, Dean & Associates (*San Diego Union* 1967b), who was responsible for a number of construction designs in San Diego, including: the first school to utilize radiant heat in 1947; the first prefabricated plywood wall and roof panel system used in several schools; an all-glass elevator at the El Cortez Hotel (1956); and the Buckminster Fuller-inspired geodesic dome on the Physical Education Building at Palomar College (Modern San Diego n.d.). However, only Clarence Joseph Paderewski, president of the firm, is listed as a "Contributing Designer of Modern San Diego" in the Modernism Context Statement (City of San Diego 2007). Louis Dean, the principal architect for Terminal 2 East, is only referenced in the

Modernism Context Statement for his involvement with Paderewski. Furthermore, neither Paderewski nor Dean are listed as established master architects by the City of San Diego Historical Resources Board (City of San Diego 2007). Therefore, Terminal 2 East is not significant under Criterion C due its association with Paderewski, Dean & Associates.

Terminal 2 East was constructed to emulate the 1967 design of Terminal 1. This created a false sense of a 1960s period of construction while using Brutalist-style elements and materials compatible with buildings constructed in the 1970s. While many of the original elements of Terminal 2 East are still present on the primary (south) façade of Section A, the removal of the original sky bridge and baggage claim building (that did not match Terminal 1) in 2010 impacted the building's overall integrity. The removal of these original features and the installation of a new sky bridge (Section B) altered the false 1960s feeling of the original building. In addition, the east, north, and west façades were heavily altered by the construction of Sections C through J and no longer retain enough original integrity to be representative of the International architectural style. Therefore, Terminal 2 East is not significant under Criterion C.

- **NRHP Criterion D:**
  It has yielded, or may be likely to yield, information important in prehistory or history.

  Terminal 2 East does not have potential to yield any additional information important to local, state, or national history, and therefore, is not significant under Criterion D.

Conclusion

Terminal 2 East was constructed in 1979 as a Brutalist-style airport terminal with Futurist influences on the primary (south) façade (Section A) and International influences on the north, west, and east façades (Sections A through J). The architectural design was intended to complement the appearance of Terminal 1. Terminal 2 East currently retains only two out of seven aspects of original integrity. Currently, the primary (south) façade of Section A possesses three out of four Primary and both Secondary character-defining features of Brutalism, which makes this façade a good example of the style; however, the removal of the original sky bridge and baggage claim area in 2010 negatively impacted the overall integrity of the building. While Terminal 2 East will not be physically impacted by the proposed undertaking, it is not significant under any NRHP criteria due to a lack of original integrity, and therefore, does not qualify under any criteria considerations.

6.3 APE Investigation: Site P-37-036758 – Pacific Southwest Airlines Administrative and Maintenance Facility Building (Potential Period of Significance 1968 to 1987)

6.3.1 Resource Description

The PSA AMF building (also referred to as the commuter terminal and the SDCRAA offices) was designed by La Jolla-based architect Henry Hester (Figure 6.3–1) in 1966 (*San Diego Union* 1966) and completed in 1968 (*San Diego Union* 1968). The general contractor for the building was Haas & Haynie, Inc. of San Francisco (*San Diego Union* 1967g). Additional contractors included: Brawley Steel Co. (reinforcing steel); Fischbach-Oliver (electrical); Kaufman & Walters (finish carpentry and millwork); Quality Masonry, Inc. (masonry); Raymond Concrete Pile Division (concrete piles); San Diego Consolidated Co. (premixed concrete); San Diego Glass & Paint Co. (glass and glazing); San Diego Prestressed Concrete Co. (precast concrete panels); and University Mechanical & Engineering Contractors, Inc. (air conditioning, plumbing, and a fire protection system) (Plate 6.3–1) (*San Diego Union* 1968). The building was designed as the permanent headquarters for PSA at Lindbergh Field (*San Diego Union* 1966). Planned for demolition in 2022, the PSA AMF building meets the 50-year minimum age threshold for historic resources as determined by NHPA guidelines.

Construction on the building began in February of 1967 (*San Diego Union* 1967h) and it was completed in July of 1968 (*San Diego Union* 1968). *The San Diego Union* (1966, 1967h) described the building as "a three story structure 400 feet long by 150 feet wide" consisting of an "administrative office structure adjacent to new hangars." Some of the administration offices were described as being "cantilevered out from the third floor" (*San Diego Union* 1966). When originally constructed in 1968, the building only had windows in the cantilevered portion of the third floor (Plate 6.3–2). The north façade of the new hangar was left open to allow for the entrance and exit of large aircraft (Plate 6.3–3); a solid concrete wall separated the hangar from the administrative office. All other exterior walls of the administration and hangar portions of the building were also solid concrete. Large, triangular, projecting roof beams connected the hangar with the administrative office. The PSA AMF building had a small, flat-roofed entrance supported by concrete columns that tapered at the top. A concrete block retaining wall was also located at the entrance and ran the entire length of the south façade, curving inward at the entrance. The wall separated the parking lot from the sidewalk immediately adjacent to the building. Large, integrated, stylized signage reading "PSA" was present on the upper left portion of the south and east façades.

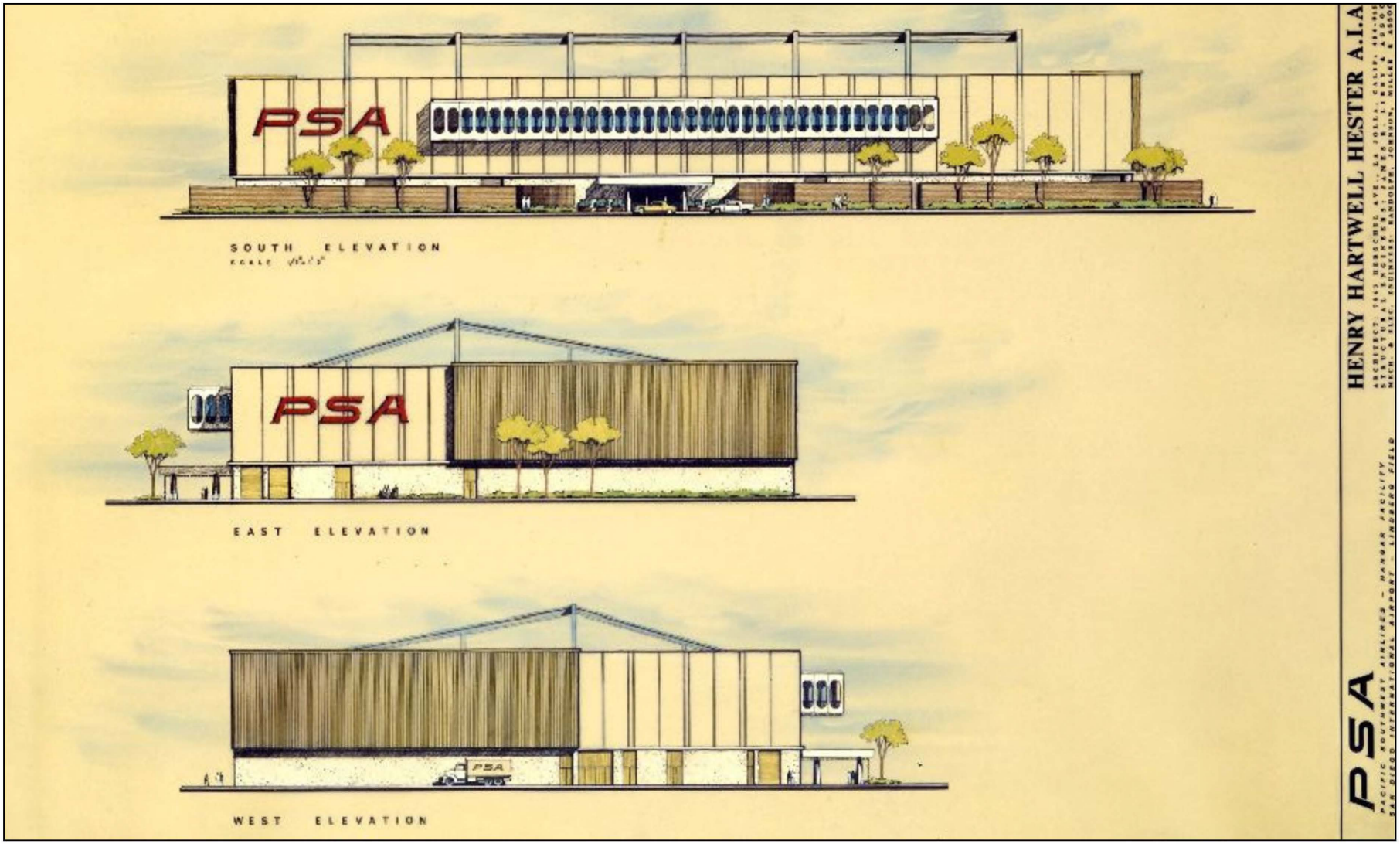


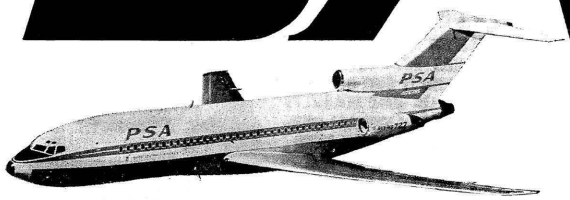
Figure 6.3–1

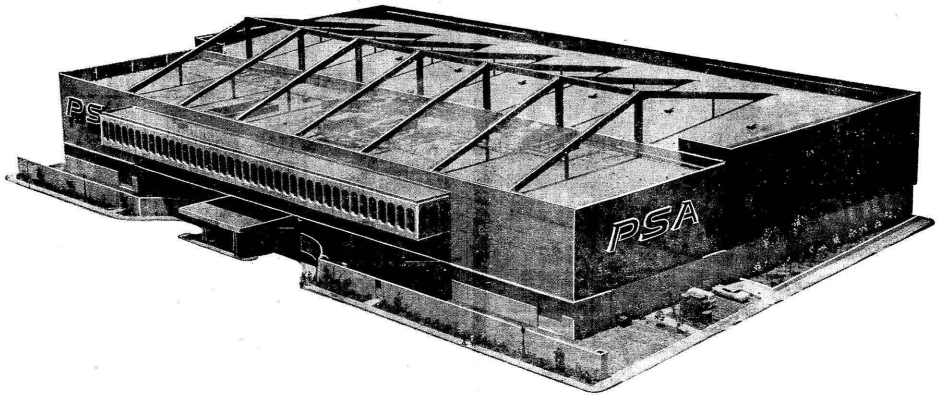
Original 1966 Architectural Rendering of the PSA AMF Building

The SAN Airfield Improvements and Terminal 1 Replacement Project

A Salute to

PSA





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QUALITY MASONRY, INC.
Masonry
4285 Eastridge Dr. La Mesa

Plate 6.3–1

1968 Advertisement for the PSA AMF Building Open House

The SAN Airfield Improvements and Terminal 1 Replacement Project

(Advertisement courtesy of the San Diego Union 1968)

Plate 6.3–2

1968 Aerial Photograph of the PSA AMF Building

The SAN Airfield Improvements and Terminal 1 Replacement Project

(Photograph courtesy of the San Diego History Center)

Plate 6.3–3

View of the PSA AMF Hangar

The SAN Airfield Improvements and Terminal 1 Replacement Project

(Photograph courtesy of the San Diego Air and Space Museum)

Once finished, the building could accommodate five aircraft for maintenance. The second floor of the building housed the technical service facilities and the third housed the administration office (*San Diego Union* 1967h) and a reservation center that provided "the first instant and complete reservation service in the industry" with an IBM 360 computer with 65 "television sets" (*San Diego Union* 1967a). Each PSA reservationist had a "typewriter-like keyboard to make queries and receive responses" (*San Diego Union* 1967a) from their television screen. Approximately 40 percent of the second floor and 30 percent of the third floor was to be used for future expansion (*San Diego Union* 1967h).

PSA became a division of USAir in 1987, and by April of 1988, all PSA branding had been changed to USAir. The San Diego crew was moved to other airports in 1991, and the last of the PSA San Diego network was eliminated in 1994 (Trinkle 2017). In July of 1996, the PSA AMF building was converted to function as the airport's commuter terminal (Plate 6.3–4) (Pescador et al. 2012) by SGPA. In order for the building to operate as a passenger terminal, the following modifications were made: the 64,000-square-foot hangar on the north façade was removed (Plate 6.3–5); the triangular projecting roof beams were removed; the small entryway porch was removed; the retaining wall on the south façade was removed; the windows in the cantilevered portion of the third floor were replaced with a horizontal band of metal-framed windows; an awning was installed on the south façade (Plate 6.3–6); windows and doors were installed along the north, west (Plate 6.3–7), and south façades (Plates 6.3–8 and 6.3–9) (no windows were installed on the east façade [Plate 6.3–10]); and a new ticketing lobby, hold room, and baggage systems were added inside the building.

In 1997, a mural titled "Lucky/Spirit," depicting Charles Lindbergh holding a model of the Spirit of St. Louis, was installed on the east façade of the building. John and Jeanne Whalen painted the mural across two dozen aluminum panels, which were removed in 2013 in order to make repairs to the PSA AMF building (Hall 2013). The current mural (see Plate 6.3–10), created by Jari "WERC" Alvarez, was installed in 2014 and depicts "a collection of images from the Golden Age of Flight: propellers, aircraft, ships, sails, instruments and working hands in a setting of blue skies, sunshine, ocean and clouds" (Bell 2014).

In 2015, the building was again repurposed as the SDCRAA's headquarters. No exterior modifications appear to have been made at that time; however, the interior was remodeled to eliminate ticket counters, waiting areas, and baggage handling areas in order to repurpose the building as an office and conference space.

A site plan has been provided in Figure 6.3–2 that color-codes all original and modified portions of the building. When originally constructed in 1968, the PSA AMF building could be best described as a Brutalist-style building that possessed all Primary and Secondary character-defining features of the style, as provided in the Modernism Context Statement (see Section 6.3.2) (City of San Diego 2007). However, many of these features were impacted or entirely removed in 1996 when the building as repurposed as the airport's commuter terminal.

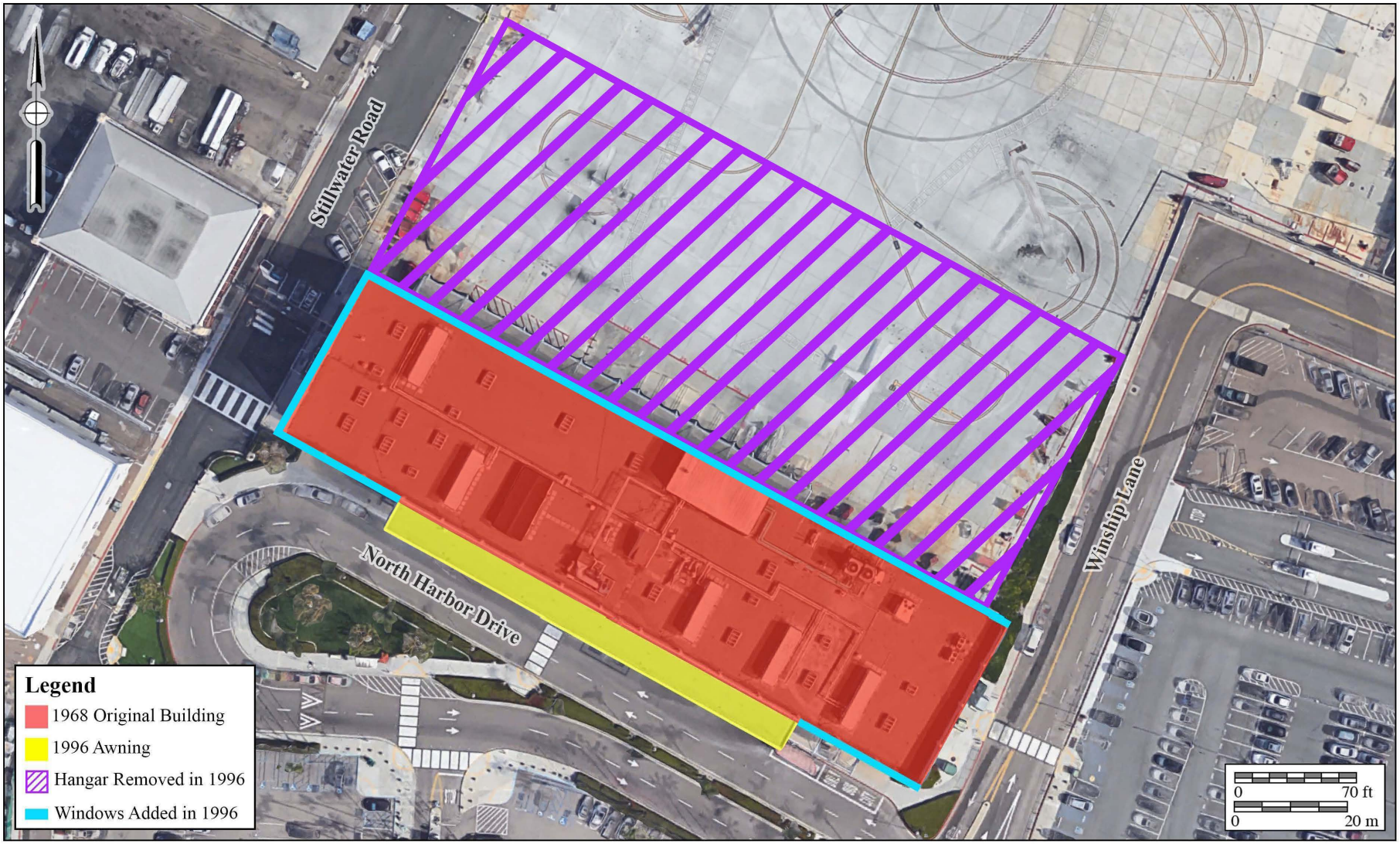

Figure 6.3–2

Site Plan for the PSA AMF Building

Site P-37-036758

The SAN Airfield Improvements and Terminal 1 Replacement Project

Plate 6.3–4

2011 View of the South Façade of the PSA AMF Building Turned Commuter Terminal, Facing North

The SAN Airfield Improvements and Terminal 1 Replacement Project

(Photograph courtesy of Google Street View)

Plate 6.3–5

View of the North Façade of the PSA AMF Building

With the 1968 Hangar Removed, Facing Southwest

The SAN Airfield Improvements and Terminal 1 Replacement Project

Plate 6.3–6

View of the South Façade of the PSA AMF

Building Showing the 1996 Awning, Facing East

The SAN Airfield Improvements and Terminal 1 Replacement Project

Plate 6.3–7

View of the Northwest Corner of the PSA AMF Building Showing the 1996 Windows, Facing South

The SAN Airfield Improvements and Terminal 1 Replacement Project

Plate 6.3–8

View of the South Façade of the PSA AMF

Building Showing the 1996 Windows, Facing Northeast

The SAN Airfield Improvements and Terminal 1 Replacement Project

Plate 6.3–9

View of the South Façade of the PSA AMF Building
Showing the 1996 Windows and Doors, Facing North

The SAN Airfield Improvements and Terminal 1 Replacement Project

Plate 6.3–10

View of the East Façade of the PSA AMF Building, Facing Northwest

The SAN Airfield Improvements and Terminal 1 Replacement Project

6.3.2 NRHP Eligibility and Potential Adverse Effects to Site P-37-036758 – Pacific Southwest Airlines Administrative and Maintenance Facility Building

City of San Diego Modernism Context Statement

In October of 2007, the City of San Diego developed and implemented the Modernism Context Statement (City of San Diego 2007). The stated purpose of the Modernism Context Statement is to "assist in the identification, evaluation and preservation of significant historic buildings, districts, sites, and structures associated with the Modernism movement in San Diego from 1935 to 1970." It was created to better understand "Modern era resources and the types of resources that are significant to the history and development of San Diego." Although the City of San Diego is not the lead agency for the proposed undertaking, the Modernism Context Statement is an appropriate analytical basis for the evaluation of the PSA AMF building.

When originally constructed in 1968, the PSA AMF building could be best described as a Brutalist-style building that possessed all Primary and Secondary character-defining features of the style, as provided in the Modernism Context Statement (City of San Diego 2007). However, many of these features were impacted or entirely removed in 1996 when the building as repurposed as the airport's commuter terminal.

According to the Modernism Context Statement, Brutalism originated from the French term *béton brut,* meaning "raw concrete." Worldwide, buildings designed in the Brutalist architectural style began to be built as early as the 1950s; however, the style did not reach San Diego until approximately 1965. Largely inspired by Swiss architect Le Corbusier, buildings designed in the Brutalist style are strikingly blockish, geometric, and contain design elements with repetitive shapes. The primary material used in the construction of Brutalist-style buildings is concrete, which not only serves as the primary structural material, but also as the finish. Those critical of the style state that Brutalism buildings disregard the social environment, thereby causing the structure to seem inhuman, stark, and out of place. Most Brutalism buildings located in San Diego are located on the University of California at San Diego campus, although Qualcomm Stadium and the Salk Institute are also examples of Brutalism.

Primary Character-Defining Features

According to the Modernism Context Statement, there are four Primary character-defining features of Brutalism, which have been specifically applied to the PSA AMF building, accordingly:

1. **Exposed and expressive structural system**

   When constructed, the PSA AMF building exhibited large triangular roof beams that connected the administration office to the hangar; however, these beams were removed in 1996 when the building was repurposed as a commuter terminal. As a result, the PSA AMF building does not possess this Primary character-defining feature of Brutalism.

2. **Monumental massing**

   When constructed, the PSA AMF building measured 150 feet wide by 400 feet long, and could therefore be defined as "monumental." Although the hangar was removed in 1996, the primary (south) 400-foot-long façade still represents a "monumental" feeling. Therefore, the PSA AMF building does possess this Primary character-defining feature of Brutalism.

3. **Angular and rectilinear forms**

   The PSA AMF building's original design exhibited rectangular massing with exposed triangular roof beams that extended above the roof. Although the building still retains this rectangular massing, it no longer possesses the triangular roof beams. In addition, while the windows in the cantilevered portion of the third floor are currently rectangular, they replaced the original oval-shaped windows. Therefore, the PSA AMF building does not possess this Primary character-defining feature of Brutalism.

4. **Exposed concrete as building finish**

   The PSA AMF building still retains its original exposed concrete finish, despite the addition of new windows on the north, south, and west façades in 1996. Therefore, the PSA AMF building does possess this Primary character-defining feature of Brutalism.

Of the four Primary character-defining features of Brutalism expressed in the Modernism Context Statement, the PSA AMF building possesses two.

Secondary Character-Defining Features

According to the Modernism Context Statement, there are two Secondary character-defining features of Brutalism, which have been specifically applied to the PSA AMF building, accordingly:

1. **Repetitive patterns**

   The PSA AMF building originally exhibited a repetitive band of oval-shaped windows in the cantilevered portion of the third floor. The oval-shaped windows have since been replaced by a band of rectangular windows that appear unified rather than expressive of a repetitive shape. Therefore, the PSA AMF building does not possess this Secondary character-defining feature of Brutalism.

2. **Intentional avoidance of traditional elements or ornament**

   When originally constructed, the PSA AMF building did not possess any traditional elements and had very little ornamentation other than the oval-shaped windows in the cantilevered portion of the third floor and the triangular roof beams. Additionally, no other windows were present prior to the 1996 renovation. At that time, windows were added to the north, west, and south façades and an ornamental awning was added above the south façade entryway. Due to the modifications that the building has undergone since its construction, it does not possess this Secondary characteristic of Brutalism.

Of the two Secondary character-defining features of Brutalism expressed in the Modernism Context Statement, the PSA AMF building does not possess either.

Integrity Evaluation

In order to assess each aspect of integrity when evaluating the PSA AMF building, the following steps were taken, as recommended by Milbrooke et al. (1998):

1. **Location** is the place where a resource was constructed or where an event occurred.

   Integrity of location was assessed by reviewing historic records and aerial photographs in order to determine if the building has always existed at its present location or if it has been moved or rebuilt. A review of historic aerial photographs revealed that the PSA AMF building has not been moved since its date of construction. Therefore, the building retains integrity of location.

2. **Design** results from intentional decisions made during the conception and planning of a resource. Design includes form, plan, space, structure, and style of a property.

   Integrity of design was assessed by evaluating the spatial arrangement of the building and any unique architectural features present. The design of the PSA AMF building has been significantly altered since its period of construction. When the building was repurposed as the airport's commuter terminal in 1996, numerous alterations were made, including: removal of the hangar on the north façade; removal of the triangular projecting roof beams; removal of the small entryway porch; removal of the retaining wall on the south façade; replacement of the windows in the cantilevered portion of the third floor; installation of an awning on the south façade; and installation of windows and doors along the north, west, and south façades. In 2015, the building was turned into the SDCRAA's headquarters and while no exterior modifications appear to have been made at that time, the interior was remodeled in order to eliminate ticket counters,

waiting areas, and baggage handling areas. Because this building no longer reflects its original design in form, plan, space, structure, and style, it does not retain integrity of design.

3. **Setting** applies to a physical environment, the character of a resource's location, and a resource's relationship to the surrounding area.

   Integrity of setting was assessed by inspecting the elements of the property, which included topographic features, open space, views, landscapes, vegetation, man-made features, and relationships between buildings and other features. The setting of the PSA AMF building has not significantly changed since its construction in 1968. At that time, the airport was already heavily developed with parking lots and other industrial buildings. While the setting has evolved over time with the presence of newer buildings and building arrangements, the overall setting has not changed from that of an airport. Therefore, the building retains integrity of setting.

4. **Materials** comprise the physical elements combined or deposited in a particular pattern or configuration to form a property.

   Integrity of materials was assessed by determining the presence or absence of original building materials, as well as the possible introduction of materials, which may have altered the architectural design of the building. When renovated in 1996, original building materials were removed and newer materials were introduced, which negatively impacted the PSA AMF building's integrity of materials. Original materials that were removed include the: hangar; triangular roof beams; oval-shaped windows in the cantilevered portion of the third floor; flat-roofed entryway on the south façade; and concrete block retaining wall separating the building from the parking lot. New materials that were introduced during the 1996 remodel include: all windows on the north and west façades; all windows and doors on the south façade (including replacement of the oval-shaped windows); and the decorative metal awning on the south façade. Due to the alterations made to the building during the 1996 renovation, the PSA AMF building does not retain integrity of materials.

5. **Workmanship** consists of the physical evidence of crafts employed by a particular culture, people, or artisan, which includes traditional, vernacular, and high styles.

   Integrity of workmanship was assessed by evaluating the quality of the architectural features present in the building. The original PSA AMF building was a three-story building constructed of poured concrete slabs with a cantilevered projection on the third

floor. While the administration office concrete walls are still extant, the entire hangar was removed in 1996. In addition, windows were cut into the concrete walls when the building was repurposed as a commuter terminal. While the original poured concrete is still present, it was negatively impacted by the introduction of the non-original windows, and with the removal of the hangar, a significant portion of the original workmanship has been lost. Therefore, the building does not retain integrity of workmanship.

6. **Feeling** relies upon present physical features of a property to convey and evoke an aesthetic or historic sense of past time and place.

   Integrity of feeling was assessed by evaluating whether or not the resource's features, in combination with its setting, conveyed an aesthetic sense of the property around 1968 when the PSA AMF building was constructed. The PSA AMF building did not undergo any modifications until the renovation in 1996, which negatively impacted its integrity of feeling. While the building retains integrity of setting, it no longer retains integrity of design or materials. The large projecting roof beams and the oval-shaped windows gave the building a feeling of futurism, which was common in 1960s building designs associated with airline/space travel and modernism. The small entryway and the curved concrete block retaining wall created a barrier between the exterior and interior of the building. Removal of these features and installation of additional windows and entryways transformed the building into a post-Modern-style building with a feeling of openness; as a result, the transition between the building's exterior and interior became less distinct. Because the original design of the building and its original materials have been altered so significantly, the building does not retain integrity of feeling.

7. **Association** directly links a property with a historic event, activity, or person of past time and place, and requires the presence of physical features to convey the property's character.

   Integrity of association was assessed by evaluating whether the building was ever directly associated with important events or individuals. While the building is associated with the expansion of PSA at Lindbergh Field and the modernization of the airline reservation system, the removal of the PSA AMF building hangar and the eventual upgrade of the original IBM 360 computer system have negatively impacted the building's original associations. In addition, no specific historic events or activities are known to have occurred at the PSA AMF building. Therefore, the building has never possessed integrity of association.

NRHP Evaluation

In order for a historic resource to be considered eligible for listing on the NRHP, it must be determined significant at the local, state, or national level under one or more of the following criteria:

- **NRHP Criterion A:**
  It is associated with events that have made a significant contribution to the broad patterns of history.

  The PSA AMF building was originally constructed as the PSA San Diego headquarters during a period of increased air travel in the 1960s. When constructed, the building was equipped with "the first instant and complete reservation service in the industry" (*San Diego Union* 1967a). However, PSA became a division of USAir in 1987, and the original reservation system was upgraded and the interior of the building remodeled when USAir vacated the building in 1996. Although PSA operated at Lindbergh Field for 39 years, the PSA AMF building was not the first PSA building constructed at the airport; PSA had previously invested in several hangars, an engine overhaul shop, and an administrative building prior to the construction of the PSA AMF building in 1968. With the removal of the original hangar and reservation system, the building no longer retains any characteristics linking it to PSA. Therefore, the building is not eligible for listing in the NRHP under Criterion A.

- **NRHP Criterion B:**
  It is associated with the lives of persons important in our past.

  No single person is specifically associated with the PSA AMF building. The building originally functioned as an administrative and maintenance facility before it was repurposed into a commuter terminal in 1996, and then as the SDCRAA headquarters in 2015. This was not the only PSA facility in San Diego or the United States, and it is not specifically associated with any leadership of the company. Further, no PSA employees are known to have been significant at the local, state, or national level. Additionally, no known significant individuals are associated with the building's use as the commuter terminal or the SDCRAA headquarters. Therefore, the building is not eligible for listing in the NRHP under Criterion B.

- **NRHP Criterion C:**
  It embodies the distinctive characteristics of a type, period, region, or method of construction; represents the work of an important creative individual; or possesses high artistic values.

When completed in 1968, the PSA AMF building possessed all four Primary and both Secondary character-defining features of the Brutalism, as provided in the Modernism Context Statement. Modifications made to the building in 1996 in order to repurpose it as a commuter terminal impacted the majority of these features. Currently, the building possesses only two of the four Primary and none of the Secondary character-defining features. These changes negatively impacted the building's integrity of design, materials, workmanship, feeling, and association.

The building was designed by La Jolla-based Modernist architect Henry Hester; however, the building is not most representative of Hester's work, which primarily consisted of Contemporary-, Futurist- and Post-and-Beam-style residences and smaller office buildings (City of San Diego 2007). Regardless, the changes made to the PSA AMF building during the 1996 renovation removed most of the character-defining features, effectively destroying the link the building once had to its designer.

Therefore, the PSA AMF building does not possess any distinctive characteristics of the Brutalism style or its 1968 period of construction, nor is it representative of the poured concrete method of construction. Furthermore, the building does not represent the work of an important creative individual or possess high artistic values. Therefore, the building is not eligible for listing in the NRHP under Criterion C.

- **NRHP Criterion D:**
  It has yielded, or may be likely to yield, information important in prehistory or history.

  The PSA AMF building does not have potential to yield any additional information important to local, state, or national history, and is therefore not eligible for listing in the NRHP under Criterion D.

Conclusion

The PSA AMF building was constructed as a Brutalist-style administrative and maintenance facility in 1968. The building functioned as the San Diego PSA headquarters until the company became a division of USAir in 1987. Although the PSA signage was replaced with USAir signage in 1988, the building itself was not significantly altered until it was repurposed into the airport's commuter terminal in 1996. Modifications made to the building significantly impacted four of the six character-defining features of Brutalism, which the building previously possessed. Currently, the building only possesses monumental massing and an exposed concrete finish. In addition, the building only retains two (location and setting) out of seven original aspects of integrity. Due to the modifications made to the building since its 1968 to 1987 period of significance, its overall loss of integrity, and its lack of association with any specific significant

persons or events, the PSA AMF building is not eligible for listing in the NRHP under any evaluation criteria and no adverse effect would result from its demolition.

6.4 APE Investigation: Site P-37-028620 – United Airlines Hangar and Terminal Building (Potential Period of Significance 1931 to 1952)

6.4.1 Resource Description

Planning of the UAHT building began in January of 1931 when PAT, which was operated by Boeing Air Lines, was given a hangar lease at Lindbergh Field. PAT was to construct a $27,000 hangar (*San Diego Union* 1931c) to house planes used for passenger and mail transport. A building permit for a "hangar and office" was issued that month with work to be completed by the "Auction Company" (*San Diego Union* 1931d). A *San Diego Union* article from February 2, 1931 describes the new building accordingly:

> Sufficient hangar space to accommodate three large transport planes will be provided in the new building. In addition to the hangar space, the building will contain executive offices, rest rooms and repair shops. The structure will be of the Spanish renaissance type, with red tile roofing on the administration section, and will have a long corridor on the south side permitting air travelers to enter or leave planes without departing from the shelter of the passenger depot. (*San Diego Union* 1931e)

Once the new hangar and office space were completed, the existing PAT repair shops and personnel were to be moved from Burbank to San Diego, which would serve as the "southern divisional headquarters of the PAT lines" (*San Diego Union* 1931e).

Construction of the building began on March 3, 1931 on Pacific Highway. The contractor reported in the *San Diego Union* was the "Austin company of California" instead of the "Auction Company," as had been stated in articles from January of that year (*San Diego Union* 1931d, 1931f). A dedication ceremony commemorating the completion of the new building was held on May 28, 1931. Starting with a 7:30 a.m. flight, the first of the "Daylight Flyer" service from San Diego to Seattle, the day featured "a full program of events … including a public dance in the new P.A.T. hangar" (*San Diego Union* 1931g). The new building featured a hangar, a passenger corridor on the north side of the hangar, and an attached office with restrooms, ticket offices, and a waiting room.

Four days after the ceremony, it was announced that PAT, National Air Transport, Boeing Air Transport, and Varney Airlines would be consolidated and designated as divisions of United Airlines (*San Diego Union* 1931b). The hangar and terminal building was then "used by United Airlines as its terminal when San Diego was United's hub during the early years of passenger aviation" (Van Wormer and Robbins-Wade 2006) (Plate 6.4–1 and Figure 6.4–1). Prior to the construction of the UAHT building, the airport did not have a ticket office, as between 1929 and 1931, a square pilot house from a tugboat located to the west of the Airtech hangar served as a ticket booth (Van Wormer and Robbins-Wade 2006).

Plate 6.4–1: 1930s Lindbergh Field postcard showing the UAHT building on Pacific Highway just under the wing of the Ryan aircraft.
(Courtesy of the San Diego Air and Space Museum)

In addition to the UAHT building, the Ryan Aeronautical administration building was also later used as a terminal building for air traffic. As the amount of air travel traffic began to increase, these two buildings were no longer large enough to be efficient, and in response, the Ryan Aeronautical administration building was expanded into a larger airport terminal in 1951. This expansion included using one building as the ticket office and waiting room for three airlines (the 1932 administration building) and another as an office building (the Friedkin School building to the south).

As part of this new airport plan, the UAHT building and the Nelson-Kelley (previously Air Tech) hangar were to be relocated to the south side of the airport along Harbor Drive for "non-scheduled and air cargo lines and private flying activities" (*San Diego Union* 1949). The terminal portion and the passenger corridor and wing wall on the UAHT building were removed and the hangar portion was moved to its current location at 2340 Stillwater Road "… for use as an air freight terminal" (*San Diego Union* 1949) (Plate 6.4–2).

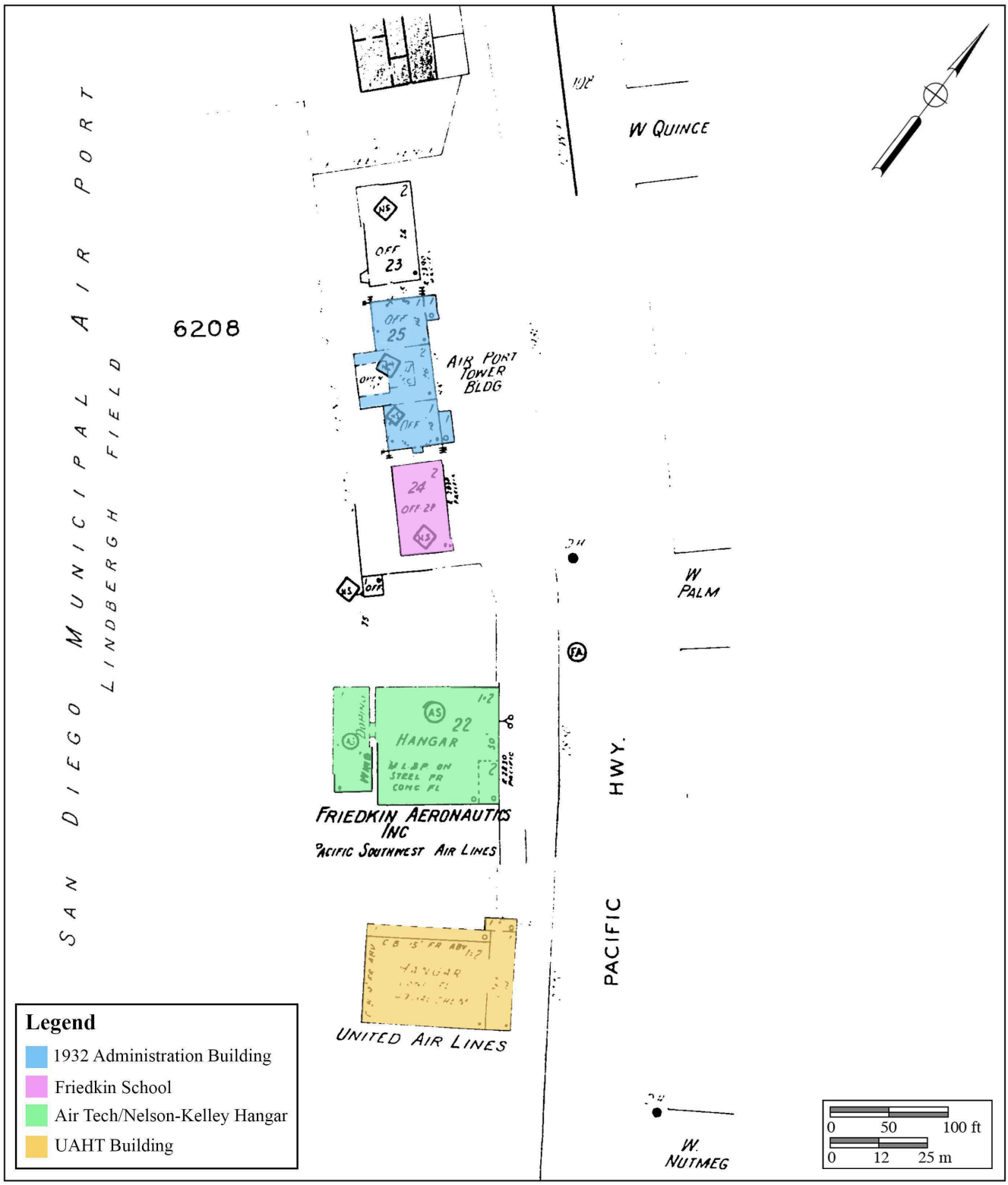

Figure 6.4–1

1946 Sanborn Map, UAHT Building

The SAN Airfield Improvements and Terminal 1 Replacement Project

Plate 6.4–2

Circa 1951 Aerial Photograph of the Airport Buildings on Pacific Highway

The SAN Airfield Improvements and Terminal 1 Replacement Project

In 2005, the UAHT building was recorded as Site P-37-028620 with a period of significance of 1931 to 1940 (Van Wormer 2005). The building was evaluated as significant under NRHP Criterion A "due to the fact that it was the second building constructed at the airport and was used by United Airlines as its hangar and terminal when San Diego was United's hub during the early years of passenger aviation" (Van Wormer and Robbins-Wade 2006). The building was also evaluated as significant under NRHP Criterion C as an example of "early aircraft hangar and terminal construction typical of the late 1920s and early 1930s" (Van Wormer and Robbins-Wade 2006). When recorded, the building was reported to have undergone "very little modification from its original design and retains excellent integrity of design, workmanship, and materials" (Van Wormer and Robbins-Wade 2006).

In 2005, when P-37-028620 was recorded, however, the overall integrity of the building had already been previously impacted due to the building's relocation and the removal of the passenger corridor and terminal in 1952. Currently, only the hangar portion of the building remains, which shows evidence of additional post-1952 modifications. Planned for relocation in 2021 as part of the separate and independent SAN ASF improvement program, the UAHT building meets the 50-year minimum age threshold for historic resources as determined by NHPA guidelines, and because Van Wormer and Robbins-Wade's 2006 evaluation of the building is deemed incomplete, a NRHP evaluation of the building is provided in Section 7.0. A site plan has been provided in Figure 6.4–2 that color-codes all original and modified portions of the building

In 2005, Van Wormer recorded the UAHT building as being representative of an "Industrial – commercial aircraft hangar" with "modest Art Deco pillars at corners." However, the current evaluation found that the original UAHT building is more representative of a mixture of the Spanish Revival and Modernistic architectural styles. When constructed in 1931, the UAHT building consisted of an approximately 5,625-square-foot hangar, a covered passenger corridor, and a rectangular terminal. The hangar portion of the UAHT building was moved to its current location at 2340 Stillwater Road in 1952 (Morn 1952). At that time, it was rotated approximately 180 degrees so that the large hangar doors now face north rather than south. The following were removed from the building: the wing wall and passenger loading corridor; the terminal; and the decorative moulding around the entry door. After its relocation, the building functioned as an aircraft maintenance hangar. Currently, the building serves as a storage and maintenance facility for Menzies Aviation. The remaining hangar portion currently appears much as it did when constructed in 1931 (Plate 6.4–3).

Figure 6.4–2

Site Plan for the UAHT Building

Site P-37-028620

The SAN Airfield Improvements and Terminal 1 Replacement Project

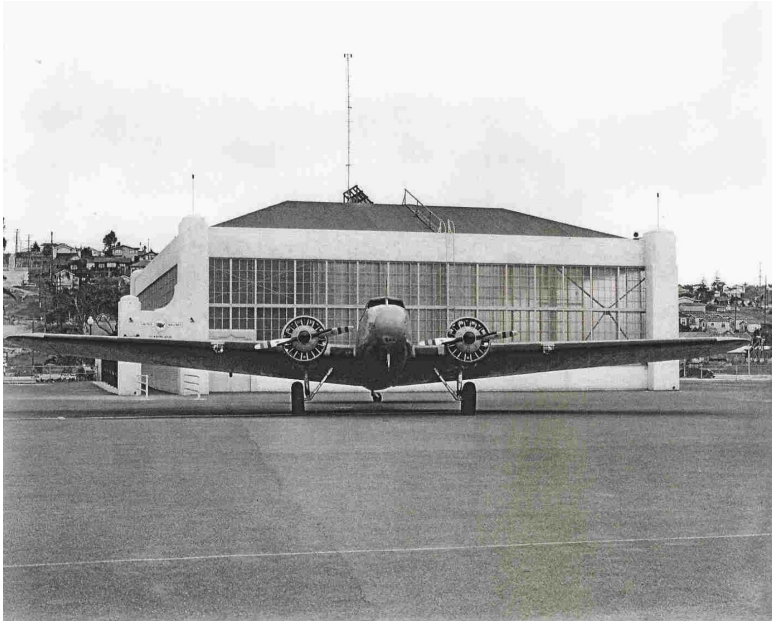

Plate 6.4–3: Circa 1931 to 1932 photograph of what is currently the east façade of the UAHT building. ***(Courtesy of the San Diego Air and Space Museum)***

The hangar was constructed with a steel frame and wood and steel trusses that form a low, flat, pyramidal roof (Plate 6.4–4). The roof itself was constructed using wood planks (Plate 6.4–5) covered in an asphalt roofing material. Square, stepped, concrete, Art Deco-style pillars clad in stucco support the four corners of the hangar building. The pillars are connected on the north, south, and east façades via a thick, stucco-clad architrave with stepped horizontal grooves at the cornice line. The stepped horizontal grooves on the west façade are interrupted in the center by a curved parapet. The north façade of the building exhibits 12 multi-paned, steel-framed, sliding hangar doors. The doors are installed on tracks (upper and lower) that allow all of the doors to slide to the inside of the west façade so as to all be open at the same time (Plates 6.4–6 and 6.4–7).

The east façade of the building exhibits fixed-pane, steel-framed windows (Plate 6.4–8), which are the same size and shape as the panes present in the hangar doors on the north façade. Below the windows on the east façade is an approximately two-foot-tall brick wall with concrete coping between the wall and windows. There is also a single, unadorned, solid metal entry door on the east façade (Plate 6.4–9). This door is not original and was likely replaced around the time that the building was relocated in 1952. As can be seen in Plate 6.4–3, the original entry door on what is now the current east façade exhibited decorative moulding.

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Plate 6.4–4

View of the North Façade of the UAHT Building, Facing South

The SAN Airfield Improvements and Terminal 1 Replacement Project

Plate 6.4–5

View of the Wood Plank Ceiling of the UAHT Building, Facing Southeast

The SAN Airfield Improvements and Terminal 1 Replacement Project

Plate 6.4–6

View of the Tracks for the Sliding Hangar Doors on the UAHT Building, Facing Southeast

The SAN Airfield Improvements and Terminal 1 Replacement Project

Plate 6.4–7

View of the Tracks for the Sliding Hangar Doors on the UAHT Building, Facing Northeast

The SAN Airfield Improvements and Terminal 1 Replacement Project

Plate 6.4–8

View of the East Façade of the UAHT Building, Facing North

The SAN Airfield Improvements and Terminal 1 Replacement Project

Plate 6.4–9

View of the Post-1952 Entry Door on the East Façade of the UAHT Building, Facing Southwest

The SAN Airfield Improvements and Terminal 1 Replacement Project

When completed in 1931, the UAHT building possessed a covered passenger corridor on what is currently the south façade (Plates 6.4–10 and 6.4–11). The passenger corridor resembled a Spanish Revival-style, full-length porch, which extended the entire length of the building and exhibited 10 support posts. The corridor was accented on what is currently the east side by an arcaded, stucco-clad wing wall with a stepped pillar that matched those on the four corners of the building. A description could not be located of the passenger corridor roof material and historic photographs do not show the corridor clearly enough to determine what materials may have been used in its construction. The wall separating the corridor from the interior of the hangar was constructed of brick, as can be seen in a current photograph of the south façade of the building (Plate 6.4–12). Above the brick wall is a band of original steel-framed, fixed-pane and horizontal pivot windows (see Plate 6.4–12).

Plates 6.4–10 and 6.4–11: 1930s (left) and 1936 (right) photographs of the UAHT building, showing the passenger corridor on the left side. ***(Photographs courtesy of the San Diego Air and Space Museum and the City of San Diego, respectively)***

Before it was removed, the terminal was attached to what is currently the west façade of the UAHT building (Plate 6.4–13). The attached terminal building was rectangular, clad in stucco, with a flat, parapeted roof and casement-style windows. The two eastern corners of the attached terminal exhibited square, stepped pillars that matched those on the four corners of the hangar. The wall separating the hangar from the terminal was solid brick, except for a large doorway near the northern end and a smaller doorway toward the center of what is currently the west façade of the UAHT building (Plate 6.4–14).

Plate 6.4–12

View of the South Façade of the UAHT Building, Facing Northwest

The SAN Airfield Improvements and Terminal 1 Replacement Project

Plate 6.4–13: Circa 1931 to 1941 photograph of the UAHT building showing the terminal attached to the right side.
(Photograph courtesy of the San Diego Air and Space Museum)

Plate 6.4–14: Circa 1931 to 1941 photograph of the interior of the UAHT building showing the attached terminal and two entrance doors on the right side.
(Photograph courtesy of the San Diego Air and Space Museum)

What is currently the west façade of the hangar exhibits a small, projecting, curved parapet in the center of the wall (Plate 6.4–15). Although no historic photographs of this façade could be located, it is likely that the curved parapet is original to the building. After the building was moved to its current location, five doors and seven windows were installed on what is currently the west façade. Five of the windows are metal-framed and casement-style (Plate 6.4–16) and two are aluminum-framed sliders (Plate 6.4–17). The casement windows may have been repurposed from the terminal when it was removed from the hangar, as they appear similar in size and style to those visible in Plates 6.4–13 and 6.4–14. The doors that were installed post-1952 are made from solid, industrial-style metal. It is unknown if they were repurposed.

The UAHT is being relocated as part of the SAN ASF improvement project, which is separate from and independent of the proposed undertaking and does not require federal action. The UAHT building will be moved to a location near its original construction site located approximately 0.5 mile from the development footprint of the proposed undertaking. Relocation of the UAHT building will occur in 2021 prior to the construction of the proposed undertaking. Once relocated, the building will be visible to the public traveling on Pacific Highway. The integrity of the building is not expected to be further impacted by the proposed relocation since it has already been moved once before. The evaluation of the building for impacts from the proposed undertaking is measured against the building at its future location.

6.4.2 NRHP Eligibility and Potential Adverse Effects to Site P-37-028620 – United Airlines Hangar and Terminal Building

Architectural Style

As stated previously, the UAHT building was constructed in 1931 in a mixture of Spanish Revival and Modernistic architectural styles. The Spanish Revival style was common between 1915 and 1940, predominantly in the southwestern states and particularly in California. Spanish Revival-style buildings use decorative details that are broadly borrowed from historic Spanish architecture. The style was introduced at the Panama-California Exposition held in San Diego in 1915 (McAlester 2015). Prior to its relocation in 1952, the UAHT building possessed several Spanish Revival-style elements, including: the arcaded wing wall on the passenger corridor; the flat, parapeted roof on the attached terminal; the casement windows on the terminal; the carved moulding above the door on what is currently the east façade; and the shed-style roof on the passenger corridor. However, all of these elements were removed when the building was relocated in 1952.

Plate 6.4–15

View of the West Façade of the UAHT Building, Facing East

The SAN Airfield Improvements and Terminal 1 Replacement Project

Plate 6.4–16

View of a Metal-Framed, Casement-Style Window on the West Façade of the UAHT Building, Facing East

The SAN Airfield Improvements and Terminal 1 Replacement Project

Plate 6.4–17

View of the Two Aluminum-Framed Sliding Windows on the West Façade of the UAHT Building, Facing East

The SAN Airfield Improvements and Terminal 1 Replacement Project

There are two subtypes of the Modernistic style: Art Moderne and Art Deco (McAlester 2015). Art Moderne designs often feature smooth features, curved corners, and a horizontal emphasis, while Art Deco designs often feature zigzag and chevron motifs with an emphasis upon verticality. The Modernistic style was common in public and commercial buildings between 1920 and 1940. Most building types often exhibit a combination of the streamlined Art Moderne and Art Deco influences. When constructed in 1931, the UAHT building featured elements of both the Art Moderne and Art Deco subtypes, including: a smooth stucco wall surface; square, stepped, concrete, pillars clad in stucco; and horizontal grooves along the roofline of the hangar. All of these elements were retained after the building's relocation in 1952; however, additional Modernistic elements that were present on the terminal were lost when that portion of the building was removed in 1952.

Integrity Evaluation

In order to assess each aspect of integrity when evaluating the UAHT building, the following steps were taken, as recommended by Milbrooke et al. (1998):

1. **Location** is the place where a resource was constructed or where an event occurred.

   Integrity of location was assessed by reviewing historic records and aerial photographs in order to determine if the building has always existed at its present location or if it has been moved or rebuilt. The UAHT building was originally constructed on Pacific Highway, northeast of the runway. After the Ryan Air Administration building was expanded into an airport terminal in 1951, the hangar was moved to 2340 Stillwater Road in 1952 and the attached terminal was removed. in 2021, the building will be relocated back to the north side of the airport near, but not in, its original location. Therefore, the UAHT building does not retain integrity of location.

2. **Design** results from intentional decisions made during the conception and planning of a resource. Design includes form, plan, space, structure, and style of a property.

   Integrity of design was assessed by evaluating the spatial arrangement of the building and any unique architectural features present. The original Spanish Revival/Modernistic design of the UAHT building has been significantly altered since its construction in 1931. When the building was relocated to 2340 Stillwater Road in 1952, numerous alterations were made, including: removal of the terminal; removal of the passenger corridor and wing wall; and installation of new windows and doors. Removal of the passenger corridor, wing wall, and terminal eliminated all but one (curved parapet) of the Spanish Revival-style elements that the building originally possessed. Although the hangar still exhibits its original sliding hangar doors and wood

and steel roof trusses, the overall design of the UAHT building was negatively impacted by the removal of the original elements. Relocation of the building to its future site should not remove any other elements but will not replace those elements already lost. Because the UAHT building is no longer representative of its original design, form, plan, space, structure, or style, it does not retain integrity of design.

3. **Setting** applies to a physical environment, the character of a resource's location, and a resource's relationship to the surrounding area.

   Integrity of setting was assessed by inspecting the elements of the property, which included topographic features, open space, views, landscapes, vegetation, man-made features, and relationships between buildings and other features. When originally constructed in 1931, the UAHT building was the second building constructed at Lindbergh Field. As the airport has been significantly expanded since that time, the hangar was relocated to 2340 Stillwater Road in 1952, and will be relocated a second time back to the north side of the airport, the setting of the building has significantly changed. Subsequent development of the airport has included numerous parking lots, large terminal buildings, and other air support structures. As a result, the UAHT building does not retain integrity of setting.

4. **Materials** comprise the physical elements combined or deposited in a particular pattern or configuration to form a property.

   Integrity of materials was assessed by determining the presence or absence of original building materials, as well as the possible introduction of materials, which may have altered the architectural design of the building. When relocated to 2340 Stillwater Road in 1952, original building materials were removed and newer materials were introduced, which negatively impacted the UAHT building's integrity of materials. The terminal was removed from what is currently the west façade of the building, the passenger corridor and wing wall were removed from what is currently the south façade of the building, and windows and doors were added/modified on the current west and east façades of the building. Due to the modifications made during and after the 1952 relocation, the UAHT building does not retain integrity of materials and its relocation in 2021 will not restore them.

5. **Workmanship** consists of the physical evidence of crafts employed by a particular culture, people, or artisan, which includes traditional, vernacular, and high styles.

   Integrity of workmanship was assessed by evaluating the quality of the architectural

features present in the building. When constructed in 1931, the UAHT building was a large, two-story hangar with an attached single-story terminal and a covered passenger corridor. The extensive alterations made to the UAHT building have impacted the original integrity of workmanship. While the hangar is still extant, when it was relocated to 2340 Stillwater Road in 1952, the entire terminal and passenger corridor were removed and windows were cut into the brick wall on what is currently the west façade of the building. These modifications represent multiple builders and varying levels of workmanship. In addition, the original workmanship associated with the terminal and passenger corridor portions of the building was lost with their removal. Relocation in 2021 will retain the existing condition of the building. Minor repairs to the building to enable transport would occur but would not restore the level of workmanship. Therefore, the UAHT building does not retain integrity of workmanship.

6. **Feeling** relies upon present physical features of a property to convey and evoke an aesthetic or historic sense of past time and place.

   Integrity of feeling was assessed by evaluating whether or not the resource's features, in combination with its setting, conveyed an aesthetic sense of the property around 1931 when the UAHT building was constructed. The building did not undergo any modifications until it was relocated to 2340 Stillwater Road in 1952, which negatively impacted its integrity of feeling. Because the building does not retain integrity of location, setting, design, materials, or workmanship, it also does not retain integrity of feeling. Removal of the terminal and passenger corridor changed the building's original function from a hangar and terminal used by the general public to an aircraft maintenance hangar. Installation of windows and doors post-1952 on what are currently the east and west façades also altered the building's aesthetics. Because the original design and function of the building and its original materials have been significantly altered, the UAHT building does not retain integrity of feeling.

7. **Association** directly links a property with a historic event, activity, or person of past time and place, and requires the presence of physical features to convey the property's character.

   Integrity of association was assessed by evaluating whether the building was ever directly associated with important events or individuals. Completed in 1931, the UAHT building was the second building constructed at Lindbergh Field. While the portions of the building associated with its use as a terminal have been removed (terminal building and passenger corridor), the remaining hangar portion of the

building is currently the oldest structure still extant within the airport grounds. Despite having been relocated in 1952 and its planned relocation in 2021, the hangar portion of the building will still be representative of early 1930s hangar buildings. Therefore, the UAHT building retains integrity of association.

NRHP Evaluation

In order for a historic resource to be considered eligible for listing on the NRHP, it must be determined significant at the local, state, or national level under one or more of the following criteria:

- **NRHP Criterion A:**
  It is associated with events that have made a significant contribution to the broad patterns of history.

  The UAHT building was originally constructed for PAT during the establishment of Lindbergh Field. In 1931, the same year that the UAHT building was completed, PAT was purchased by United Airlines. When constructed, the building was the second building ever constructed at Lindbergh Field. However, it was moved to 2340 Stillwater Road in 1952 once the Ryan Air Administration building on Pacific Highway was expanded into an airport terminal in 1951 and will be moved a second time in 2021 prior to the proposed undertaking. Normally, buildings that have been moved are no longer eligible for listing due to a resulting loss of integrity. However, as previously evaluated by Van Wormer and Robbins-Wade (2006), the UAHT building is considered eligible for listing under NRHP Criterion A because it is the oldest surviving structure at Lindbergh Field. According to National Register Bulletin 15:

  > Examples of Properties that MUST Meet Criteria Consideration B: Moved Properties
  >
  > - A resource moved from one location on its original site to another location on the property, during or after its Period of Significance …
  >
  > A moved property significant under Criteria A or B must be demonstrated to be the surviving property most importantly associated with a particular historic event or an important aspect of a historic person's life. The phrase "most importantly associated" means that it must be the single surviving property that is most closely associated with the event or with the part of the person's life for which he or she is

significant. (Andrus and Shrimpton 2002)

Although the setting of the airport has changed considerably since 1931, the UAHT building was threatened with destruction at its original location due to the need for parking near the 1951 Ryan Air Administration terminal building. Moving the UAHT building to another location within the airport grounds ensured that the building would remain within an aviation setting. Despite having been relocated to 2340 Stillwater Road in 1952 and its impending second relocation to the north side of the airport in 2021, the UAHT building will still be the oldest surviving building within the airport and is associated with the "earliest period of development at Lindbergh Field between 1928 and 1933" (Van Wormer and Robbins-Wade 2006). Therefore, as previously evaluated by Van Wormer and Robbins-Wade (2006), the UAHT building will still meet NRHP Criteria Consideration B, which allows moved properties that are significant as a surviving property associated with historic events to be considered eligible for the NRHP. As such, the UAHT building is significant under Criterion A.

- **NRHP Criterion B:**
  It is associated with the lives of persons important in our past.

  No single person can be specifically associated with the UAHT building. The building originally functioned as a hangar and terminal for PAT/United Airlines before it was moved to 2340 Stillwater Road in 1952 and used solely as an aircraft maintenance hangar. No PAT/United Airlines employees who may have worked at the building are known to have been significant at the local, state, or national level. Therefore, the UAHT building is not significant under Criterion B.

- **NRHP Criterion C:**
  It embodies the distinctive characteristics of a type, period, region, or method of construction; represents the work of an important creative individual; or possesses high artistic values.

  When completed in 1931, the UAHT building possessed both Spanish Revival- and Modernistic-style characteristics. However, modifications made to the building when it was moved to 2340 Stillwater Road in 1952 eliminated a majority of the Spanish Revival characteristics it originally exhibited, including: the arcaded wing wall and shed-style roof on the passenger corridor; the flat, parapeted roof and casement windows on the terminal; and the carved moulding above the door on what is currently the east façade of the building. The only remaining Spanish Revival element is a curved parapet located on what is currently the west façade of the building. The UAHT

building still exhibits Modernistic-style elements, such as: the square, stepped, concrete, Art Deco-style pillars clad in stucco; and the thick, stucco-clad architrave with stepped horizontal grooves at the cornice line. However, original Spanish Revival elements that were present on the terminal, such as the flat roof with a parapet wall and casement windows, and on the passenger corridor, such as the shed-style roof and wing wall, were lost when the terminal was removed in 1952.

The UAHT building's loss of original Spanish Revival and Modernistic architectural elements negatively impacted the building's integrity of design, materials, workmanship, and feeling. Furthermore, the building does not represent the work of an important creative individual, nor does it possess high artistic values. While Van Wormer and Robbins-Wade (2006) previously stated that the building still reflects "early aircraft hangar and terminal construction typical of the late 1920s and early 1930s," removal of the terminal and the passenger corridor negatively impacted the original architectural design of the building. Therefore, the UAHT building is not significant under Criterion C.

- **NRHP Criterion D:**
  It has yielded, or may be likely to yield, information important in prehistory or history.

  The UAHT building does not have potential to yield any additional information important to local, state, or national history, and therefore, is not significant under Criterion D.

Conclusion

The UAHT building was originally constructed along Pacific Highway in 1931 as a Spanish Revival/Modernistic-style hangar and terminal for PAT/United Airlines until it was moved to 2340 Stillwater Road in 1952. At that time, the building was rotated approximately 180 degrees and the original passenger corridor and terminal were removed, which also removed the majority of the building's Spanish Revival characteristics. The building does, however, retain a curved parapet on what is currently its west façade. Currently, the building only exhibits Modernistic-style elements, such as the square, stepped, concrete, Art Deco-style pillars clad in stucco and the thick, stucco-clad architrave with stepped horizontal grooves at the cornice line.

Despite having been relocated, the UAHT building is still the oldest surviving building within the airport and is associated with the "earliest period of development at Lindbergh Field between 1928 and 1933" (Van Wormer and Robbins-Wade 2006). In addition, as the building qualifies for NRHP Criteria Consideration B for its significance under NRHP Criterion A, relocation of the building a second time would not impact the building's integrity any more than it already was during its first relocation. Although the UAHT building relocation site is inside the APE, it is approximately 0.5 mile from the undertaking boundary, and as such, it is not anticipated

that construction-related issues such as dust, noise, or traffic would impact the relocation site. Since the new location is closer to the UAHT building's original location, and it will still exist within the boundaries of the SAN, the building will still qualify for NRHP Criteria Consideration B after its relocation and will still be eligible for listing on the NRHP under Criterion A.

6.5 APE Investigation: Site P-37-015548 – Convair Wind Tunnel Building (Potential Period of Significance 1947)

6.5.1 Resource Description

In 1944, Convair (Consolidated Vultee Aircraft Corporation, previously Consolidated Aircraft Corporation) acquired the land at 3050 Pacific Highway, where Claude Ryan had constructed the RSA airplane hangar in 1932 (see Plate 5.5–2). In October of 1944, the RSA hangar building was relocated to the southeastern portion of Lindbergh Field, adjacent to the Ryan Aeronautical Company Complex, in order to make way for the construction of a wind tunnel building (*San Diego Union* 1944). Although visible on the 1946 Sanborn Map (Figure 6.5–1), construction of the $600,000 CWT building was ongoing for nearly three years (Plate 6.5–1) (*San Diego Union* 1946) before completion in 1947. Convair began testing operations at the facility in mid-1947, and in 1948, "Convair Wind Tunnel" was painted over the entrance to the building (*San Diego Union* 1947; *San Diego Union* 1948) (Plate 6.5–2).

Plate 6.5–1: View of the CWT building under construction in 1945.
(Photograph courtesy of the San Diego Air and Space Museum)

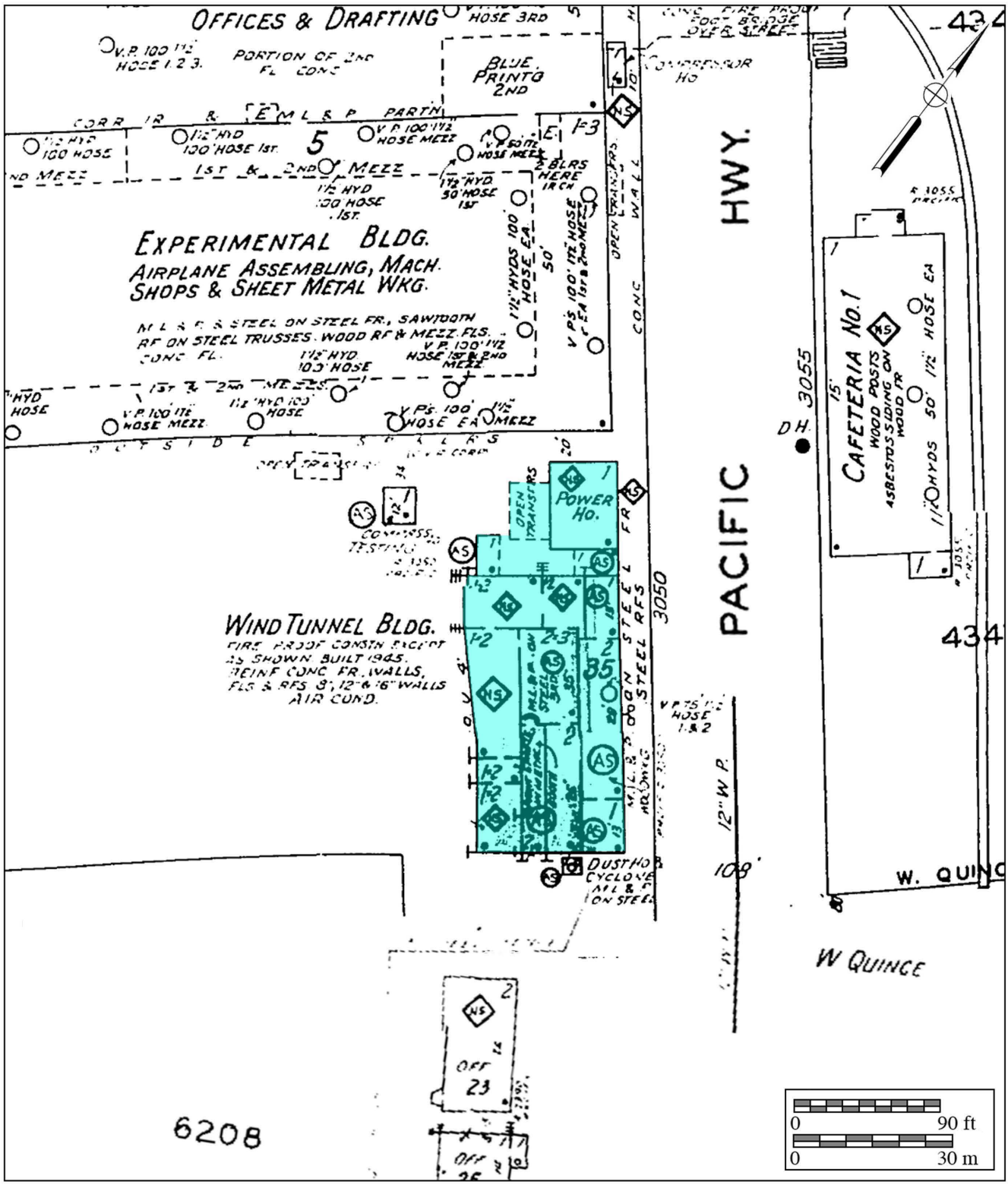


Figure 6.5–1

1946 Sanborn Map Showing the CWT Building Still Under Construction (Highlighted in Blue)

The SAN Airfield Improvements and Terminal 1 Replacement Project

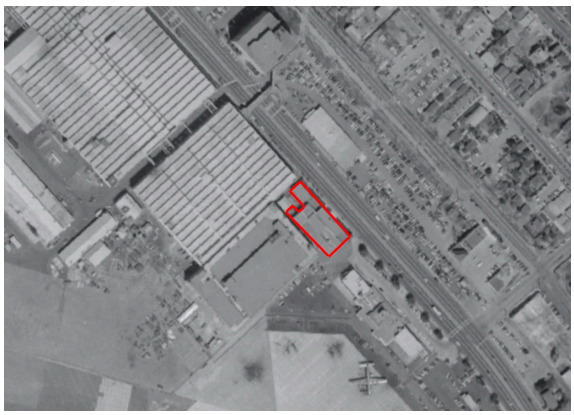
Plate 6.5–2

Post-1948 View of the CWT Building

The SAN Airfield Improvements and Terminal 1 Replacement Project

(Photograph courtesy of the San Diego Air and Space Museum)

A site plan has been provided in Figure 6.5–2 that color-codes the original and modified portions of the building. When completed in 1947, the CWT building could be best described as displaying characteristics of the International architectural style. Between 1953 (Plate 6.5–3) and 1964 (Plate 6.5–4), a three-story, corrugated metal addition was built on the northwest façade of the CWT building, southwest of the power house and transistors required to operate the facility. No other modifications appear to have been made to the exterior of the building.



Plates 6.5–3 and 6.5–4: 1953 (left) and 1964 (right) aerial photographs of the CWT building (outlined in red). ***(Photographs courtesy of NETROnline)***

The CWT building is still currently being used as a testing facility, which involves producing complete scale models of aircraft or various aircraft parts that are placed inside the tunnel (Plate 6.5–5). Air is then passed over the scale models so aspects of lift and drag can be measured. Called a "low speed wind tunnel," the CWT building was, and still is, capable of generating a maximum wind speed of 270 miles per hour. During testing, this "low speed" air current is propelled (Plate 6.5–6) through a wall of boards called turning vanes (Plate 6.5–7). The air is pushed into a triangular room before being blasted through a honeycomb wall into an eight-foot-tall, 12-foot-wide, 15-foot-long room. The small room has large windows on either side that allow engineers to view the testing from the adjacent control room (Plate 6.5–8). Currently, video camera feeds of the testing sessions are displayed in the control room. The CWT building has been used to test Boeing jetliners, fighter jets, and the Space Shuttle, as well as other various structures and items such as Qualcomm Stadium, camping tents, and cell towers. In 2006, the CWT building was purchased by the San Diego Air and Space Museum and is now known as the San Diego Air and Space Technology Center (Masunaga 2017).

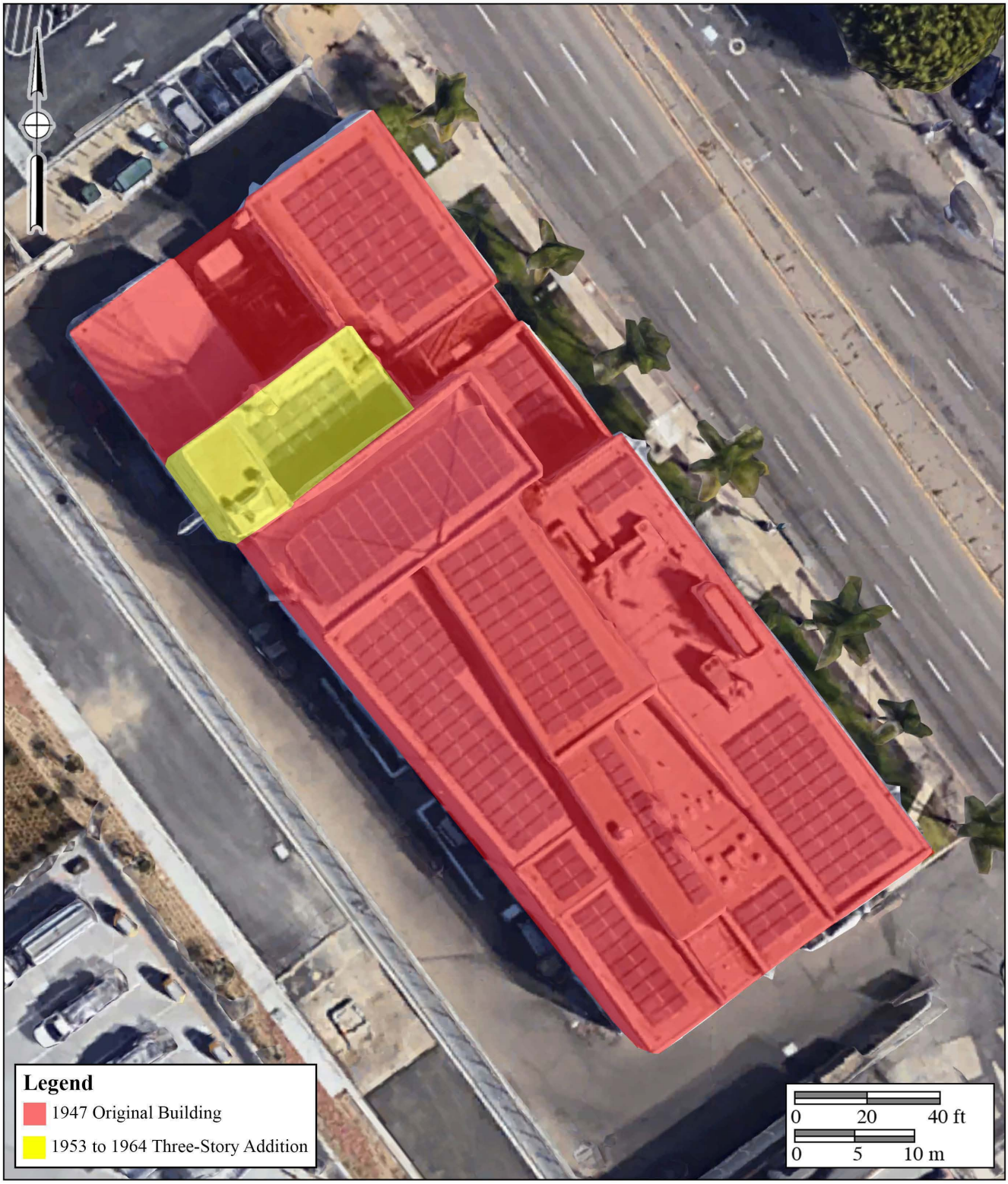


Figure 6.5–2

Site Plan for the CWT Building

Site P-37-015548

The SAN Airfield Improvements and Terminal 1 Replacement Project

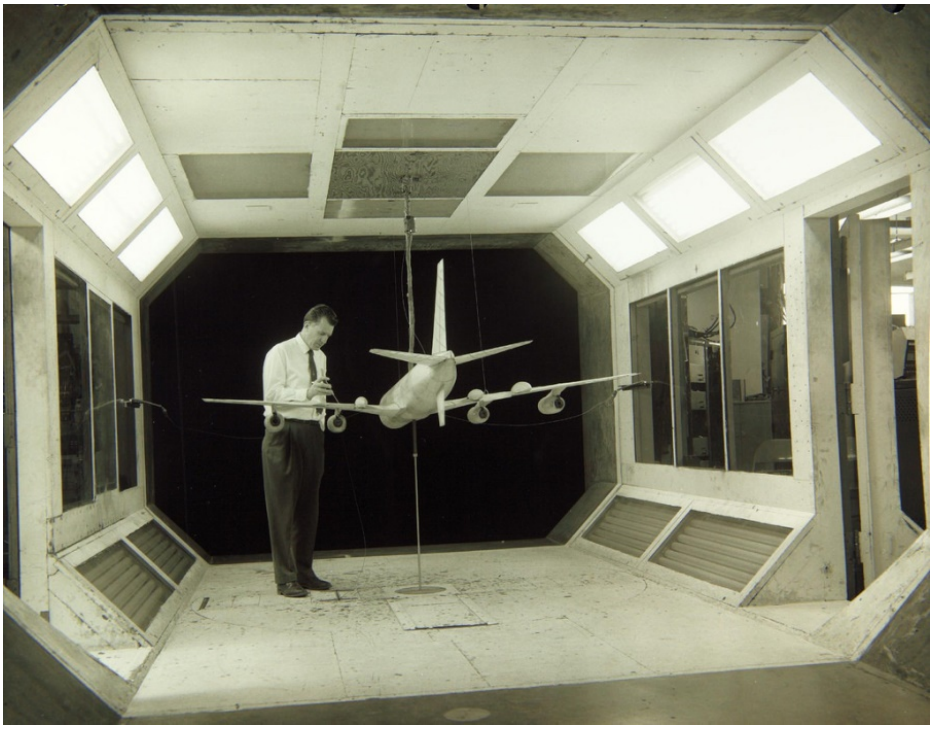


Plate 6.5–5: The CWT building circa 1955 to 1965.
(Photograph courtesy of the San Diego Air and Space Museum)

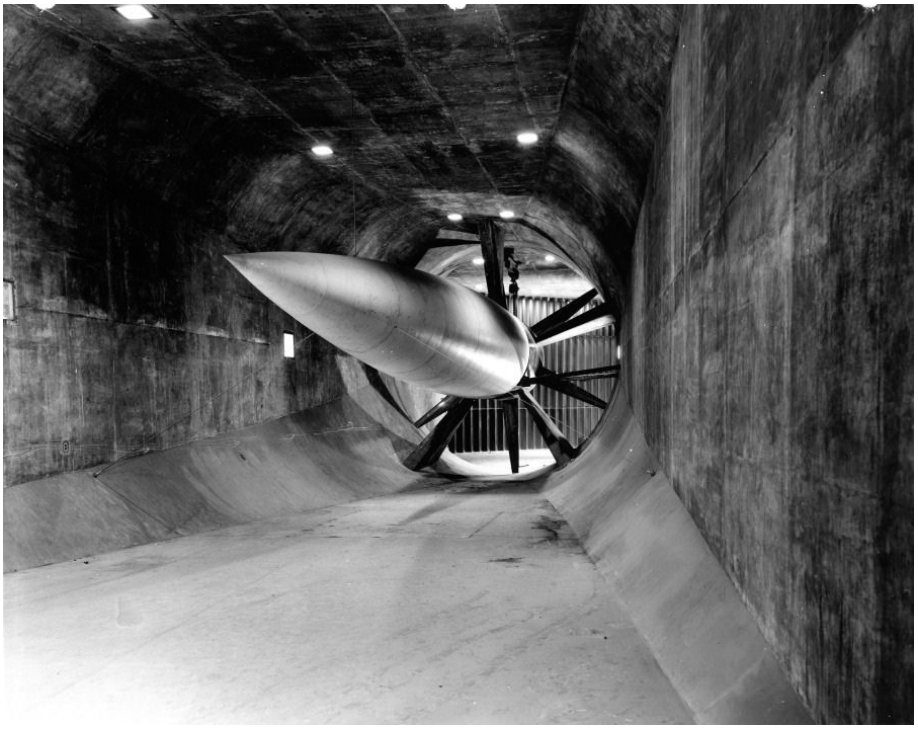


Plate 6.5–6: CWT building wind propellers at an unknown date.
(Photograph courtesy of the San Diego Air and Space Museum)

Plate 6.5–7: CWT building turning vanes in 1945.
(Photograph courtesy of the San Diego Air and Space Museum)

Plate 6.5–8: The CWT building control room in 1972.
(Photograph courtesy of the San Diego Air and Space Museum)

In 1996, the CWT building was recorded as part of the General Dynamics Facility Demolition Project (Van Wormer 1996a). As recorded by Van Wormer, the two-story building with a partial basement currently exhibits a rectangular footprint measuring approximately 255 by 90 feet:

> It has a steel "I" beam frame and is supported by a concrete slab and footings. The flat roof is covered with composite asphalt roofing material and has a narrow metal flashing around the edge. Two continuous rows of steel framed industrial windows are located on the stucco covered north side [Plate 6.5–9]. Each window has three horizontal lights [panes] with a central panel that pivots to allow ventilation. A row of the same windows is located on the northern end of the east side [Plate 6.5–10]. The remainder of the east side and the south façade consists of poured concrete walls with no windows [Plate 6.5–11]. The main entrance is centered on the northern side and projects from the main façade. The doorway consists of a single steel entry door with a rectangular light. It is framed by single pane side light[s] and a single pane horizontal light over the door. The entrance is covered by a rectangular concrete awning. It is accessed by a concrete walk and steps that lead to the sidewalk along Pacific Highway [Plate 6.5–12] … A large sliding shop door is located at the north end of the east façade and a single solid steel entry door is located along the south end in the poured concrete section. A basement level vehicle entrance is centered on the south side [Plate 6.5–13]. Several louvered vents at ground level extend eastward along the façade from this entrance. On the west end there are sets of wooden doors enclosing storage areas. A single story power house has been built onto the west end of the building [Plate 6.5–14]. A set of large double sliding shop doors are centered on its west façade. The door is framed on each side by three steel framed industrial windows each with three horizontal panes. Two windows on the east side have been replaced with louvered panels. One window on the south [west] side has been replaced with louvered vents [Plate 6.5–15]. The west façade south of the power house is covered by a three story shop addition [Plate 6.5–16]. It is constructed of steel "I" beams supported by concrete footings with a concrete slab floor. The addition is covered in vertical ribbed sheet metal on the sides and roof. (Van Wormer 1996a)

The final report determined that the CWT building was eligible for listing under NRHP criteria; however, no specific criteria for significance were provided and the building was "not fully evaluated" (KEA Environmental 1996). Because the CWT building was not fully evaluated in 1996, a full evaluation is provided below.

Plate 6.5–9

View of the North Façade of the CWT Building

Showing Two Rows of Horizontal Windows, Facing West

The SAN Airfield Improvements and Terminal 1 Replacement Project

Plate 6.5–10

View of the East Façade of the CWT Building, Facing Northwest

The SAN Airfield Improvements and Terminal 1 Replacement Project

Plate 6.5–11

View of the South Façade of the CWT Building, Facing North

The SAN Airfield Improvements and Terminal 1 Replacement Project

Plate 6.5–12

View of the Main Entrance to the CWT Building on the North Façade, Facing West

The SAN Airfield Improvements and Terminal 1 Replacement Project

Plate 6.5–13

View of the Basement-Level Vehicle Entrance on the South Façade of the CWT Building, Facing Northeast

The SAN Airfield Improvements and Terminal 1 Replacement Project

Plate 6.5–14

View of the North Façade of the CWT Building Power House, Facing South

The SAN Airfield Improvements and Terminal 1 Replacement Project

Plate 6.5–15

View of the West and South Façades of the CWT Building Power House, Facing East

The SAN Airfield Improvements and Terminal 1 Replacement Project

Plate 6.5–16

View of the Three-Story Addition on the South Façade of the CWT Building, Facing Northeast

The SAN Airfield Improvements and Terminal 1 Replacement Project

6.5.2 NRHP Eligibility and Potential Adverse Effects to Site P-37-015548 – Convair Wind Tunnel Building

City of San Diego Modernism Context Statement

In October of 2007, the City of San Diego developed and implemented the Modernism Context Statement (City of San Diego 2007). The stated purpose of the Modernism Context Statement is to "assist in the identification, evaluation and preservation of significant historic buildings, districts, sites, and structures associated with the Modernism movement in San Diego from 1935 to 1970." It was created to better understand "Modern era resources and the types of resources that are significant to the history and development of San Diego." Although the City of San Diego is not the lead agency for the undertaking, the Modernism Context Statement is an appropriate analytical basis for the evaluation of the CWT building.

When completed in 1947, the CWT building could be best described as displaying characteristics of the International architectural style. According to the Modernism Context Statement (City of San Diego 2007), the International style was a major worldwide architectural trend in the 1920s and 1930s, reflecting the formative decades of Modernism prior to World War II. Although the International style originated in western Europe, it transcended any national or regional identity because International-style architecture made no reference to local vernaculars or traditional building forms. The style quickly migrated to the United States as European architects fled prior to World War II. In Los Angeles, immigrant architects Rudolph Schindler and Richard Neutra were instrumental in popularizing the International style. The emergence of International architecture in San Diego came later, as most examples were built after 1935 and into the 1970s.

Primary Character-Defining Features

According to the Modernism Context Statement, there are four Primary character-defining features of the International architectural style, which have been specifically applied to the CWT building, accordingly:

1. **Flat roofs (cantilevered slabs or parapets)**

   The CWT building features a flat roof with a large parapet projecting above the roofline on the northeast façade. Therefore, the CWT building does possess this Primary character-defining feature of the International style.

2. **Lack of applied ornament**

   The CWT building does not feature any applied ornamentation, and therefore, does possess this Primary character-defining feature of the International style.

3. **Horizontal bands of flush windows**

   The CWT building features two horizontal bands of flush windows along the northeast façade, and therefore, does possess this Primary character-defining feature of the International style.

4. **Asymmetrical façades**

   The CWT building features an asymmetrical façade with the southeastern portion used as office space and the northeastern portions used for industrial purposes. Therefore, the CWT building does possess this Primary character-defining feature of the International style.

Of the four Primary character-defining features of the International architectural style expressed in the Modernism Context Statement, the CWT building possesses four.

Secondary Character-Defining Features

According to the Modernism Context Statement, there are four Secondary character-defining features of the International architectural style, which have been specifically applied to the CWT building, accordingly:

1. **Square corners**

   The CWT building features square corners, and therefore, does possess this Secondary character-defining feature of the International style.

2. **Common exterior materials include concrete, brick, and stucco**

   The CWT building features a stucco exterior, and therefore, does possess this Secondary character-defining feature of the International style.

3. **Steel sash windows (typically casement)**

   The CWT building features steel sash, pivot windows; however, none are casement. Therefore, the CWT building does not possess this Secondary character-defining feature of the International style.

4. **Corner windows**

   The CWT building does not feature any corner windows; each corner of the building is a wall terminus. Therefore, the CWT building does not possess this Secondary character-defining feature of the International style.

Of the four Secondary character-defining features of the International architectural style expressed in the Modernism Context Statement, the CWT building currently possesses two.

Integrity Evaluation

In order to assess each aspect of integrity when evaluating the CWT building, the following steps were taken, as recommended by Milbrooke et al. (1998):

1. **Location** is the place where a resource was constructed or where an event occurred.

   Integrity of location was assessed by reviewing historic records and aerial photographs in order to determine if the building has always existed at its present location or if it has been moved or rebuilt. A review of historic aerial photographs revealed that the CWT building has not been moved since its date of construction in 1947. Therefore, the CWT building retains integrity of location.

2. **Design** results from intentional decisions made during the conception and planning of a resource. Design includes form, plan, space, structure, and style of a property.

   Integrity of design was assessed by evaluating the spatial arrangement of the building and any unique architectural features present. No building permits for the CWT building could be found and the only modification that could be seen in historic aerial imagery is the three-story addition on the northwest façade, located southwest of the power house and transistors. However, the addition is not visible from the primary (northeast) façade and has not negatively impacted any original character-defining features present on the building. Because the CWT building is still representative of its original design in form, plan, space, structure, and style, it retains integrity of design.

3. **Setting** applies to a physical environment, the character of a resource's location, and a resource's relationship to the surrounding area.

   Integrity of setting was assessed by inspecting the elements of the property, which included topographic features, open space, views, landscapes, vegetation, man-made features, and relationships between buildings and other features. The setting of the

CWT building has significantly changed since its completion in 1947. The CWT building was recorded in 1996 as part of the Consolidated Aircraft Plant No. 1 (Convair/General Dynamics manufacturing facility [Site P-37-015531]) (Van Wormer 1996b). All other buildings within the Consolidated Aircraft Plant No. 1 were demolished between 1996 and 2000. With the removal of the other buildings, the CWT building does not retain integrity of setting.

4. **Materials** comprise the physical elements combined or deposited in a particular pattern or configuration to form a property.

   Integrity of materials was assessed by determining the presence or absence of original building materials, as well as the possible introduction of materials, which may have altered the architectural design of the building. The CWT building does not appear to have been significantly altered in any way. Besides the addition of the three-story, corrugated metal addition at the rear of the building, no new materials have been introduced and all original materials appear to have been retained. Therefore, the CWT building retains integrity of materials.

5. **Workmanship** consists of the physical evidence of crafts employed by a particular culture, people, or artisan, which includes traditional, vernacular, and high styles.

   Integrity of workmanship was assessed by evaluating the quality of the architectural features present in the building. Because there is no evidence indicating that the CWT building has undergone any major alterations, it retains integrity of workmanship.

6. **Feeling** relies upon present physical features of a property to convey and evoke an aesthetic or historic sense of past time and place.

   Integrity of feeling was assessed by evaluating whether or not the resource's features, in combination with its setting, conveyed an aesthetic sense of the property in 1947 when the CWT building was completed. Because the CWT building lost integrity of setting with the removal of the Consolidated Aircraft Plant No. 1 buildings between 1996 and 2000, which were located immediately north of the CWT building, it no longer conveys a historic sense of past time and place, and therefore, does not retain integrity of feeling.

7. **Association** directly links a property with a historic event, activity, or person of past time and place, and requires the presence of physical features to convey the property's character.

The CWT building was originally constructed as a wind tunnel testing facility and still functions as such. The facility began testing operations in 1947 under the direction of Consolidated Vultee (Convair). In 2006, the San Diego Air and Space Museum purchased the CWT building, which now serves as both the museum's San Diego Air and Space Technology Center and a testing facility. Because the CWT building was the first low-speed wind tunnel facility constructed in San Diego and still retains its original function, it does possess integrity of association.

NRHP Evaluation

In order for a historic resource to be considered eligible for listing on the NRHP, it must be determined significant at the local, state, or national level under one or more of the following criteria:

- **NRHP Criterion A:**
  It is associated with events that have made a significant contribution to the broad patterns of history.

  The CWT building was originally constructed as a wind tunnel testing facility. Currently, the building is still functioning as a wind tunnel testing facility. The facility began testing operations in 1947 under the direction of Consolidated Vultee (Convair). In 2006, the San Diego Air and Space Museum purchased the CWT building, which now serves as both the museum's San Diego Air and Space Technology Center and a testing facility. Because the CWT building was the first low-speed wind tunnel facility constructed in San Diego and still retains its original function, it is significant under Criterion A.

- **NRHP Criterion B:**
  It is associated with the lives of persons important in our past.

  No single person is specifically associated with the CWT building. Because archival research does not associate the building with any persons important in our past, the CWT building is not significant under Criterion B.

- **NRHP Criterion C:**
  It embodies the distinctive characteristics of a type, period, region, or method of construction; represents the work of an important creative individual; or possesses high artistic values.

The CWT building exhibits all four Primary and two Secondary character-defining features of the International architectural style. The building has been minimally altered since its completion in 1947 and still retains integrity of design, materials, and workmanship. In addition, the building was the first low-speed wind tunnel facility constructed in San Diego and still operates as such. Therefore, the CWT building is a good example of an International-style, 1940s, wind tunnel testing facility, and is significant under Criterion C.

- **NRHP Criterion D:**
  It has yielded, or may be likely to yield, information important in prehistory or history.

  The CWT building is currently an operating wind tunnel testing facility and the San Diego Air and Space Technology Center for the San Diego Air and Space Museum. Because the CWT building functions to educate the public on the history of aviation and aircraft manufacture, it is significant under Criterion D.

Conclusion

The CWT building was constructed as a low-speed wind tunnel facility in 1947 and still functions as such. In addition, the building functions as the San Diego Air and Space Technology Center for the San Diego Air and Space Museum. The building retains five out of seven aspects of original integrity and is a good example of a specific type, method, and period of construction (International-style, 1940s, wind tunnel testing facility). The CWT building is significant under NRHP Criteria A, C, and D for its construction as the first low-speed wind tunnel facility in San Diego and its ability to provide further information in the study of aerospace and aviation technology through continued testing. The CWT building is currently owned by the San Diego Air and Space Museum as an operational museum and would not be directly impacted by the undertaking. The CWT building is located 0.5 mile from the undertaking boundary and because the building has always existed in an airport setting and the proposed undertaking consists of updating existing airport infrastructure, no indirect impacts, such as constructed-related dust, noise, or traffic, would impact the resource. Therefore, the proposed undertaking would not result in an adverse impact to the CWT building.

6.6 Identification of Historic Resources Summary

The pedestrian survey identified evidence of historic occupation within the APE. In total, five historic resources were reviewed, including Terminal 1, Terminal 2 East, the PSA AMF building, the UAHT building, and the CWT building. Terminal 1, Terminal 2 East, and the PSA AMF building were evaluated as not significant under NRHP criteria (see Tables 7.0–1 and 7.0–2). Based upon a lack of association with any significant persons or events, an overall lack of integrity, and any future research potential, Terminal 1, Terminal 2 East, and the PSA AMF building do not qualify as significant historic resources under any NRHP criteria. Any impacts to these resources would not be considered adverse.

The CWT building was determined eligible for listing on the NRHP under Criteria A, C, and D due to its construction as the first low-speed wind tunnel facility in San Diego and its ability to provide further information about aerospace and aviation technology through continued testing conducted at the facility. However, the CWT building is located outside of the development footprint and will not be adversely affected by the undertaking through any physically direct or indirect impacts. In addition, because the building has always been located in an airport setting and the proposed undertaking consists of updating existing airport infrastructure, the undertaking will not result in any indirect adverse impacts to the CWT building.

Despite having been relocated to the southern side of the airport at 2340 Stillwater Road in 1952, and its impending relocation to the northern side of the airport in 2021, the UAHT building is still the oldest surviving building within the airport, is associated with the "earliest period of development at Lindbergh Field between 1928 and 1933" (Van Wormer and Robbins-Wade 2006), and was determined eligible for listing on the NRHP under Criterion A. Although the UAHT building 2021 relocation site is inside the APE, it is approximately 0.5 mile from the undertaking boundary, and as such, it is not anticipated that construction-related issues such as dust, noise, or traffic would impact the relocation site. Since the new location is closer to the UAHT building's original location, and it will still exist within the boundaries of the SAN, the building will still qualify for NRHP Criteria Consideration B after its relocation and will still be eligible for listing on the NRHP under Criterion A.

7.0 ANALYSIS OF NRHP ELIGIBILITY AND POTENTIAL EFFECTS

If historic properties are present within the APE, the effect the undertaking would have on those historic properties must be assessed. An "effect" is defined as an "alteration to the characteristics of a historic property qualifying it for inclusion in or eligibility for the National Register" (36 CFR 800.16[i]). The potential effects upon historic properties by the undertaking are assessed in this section.

A "historic property" is defined in the NHPA as "any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion on the National Register" (Public Law 89-665; 16 U.S.C. 470 et seq.). This includes properties formally determined as such and all other properties that meet NRHP criteria (36 CFR 800.16[1][1][2]). Resources located within the APE that have been evaluated under NRHP criteria are listed in Tables 7.0–1 and 7.0–2.

Table 7.0–1

Evaluation Summary for Historic Resources Within the APE Affected by the Undertaking

Site	Report Name/Acronym	NRHP Evaluation	Adverse Effect	Mitigation Recommended
P-37-036756	Terminal 1	Not eligible	No	No
P-37-036758	PSA AMF building	Not eligible	No	No

Table 7.0–2

Evaluation Summary for Historic Resources Within the APE Not Affected by the Undertaking

Site	Report Name/Acronym	NRHP Evaluation	Adverse Effect	Mitigation Recommended
P-37-015548	CWT building	Eligible under Criteria A, C, and D	No	No
P-37-028620*	UAHT building	Eligible under Criterion A	No	No
P-37-036757	Terminal 2 East	Not eligible	No	No

**Will be directly impacted by relocation; however, these impacts will occur prior to the proposed undertaking as part of the separate and independent SAN ASF improvement program for which no federal actions/approvals are required*

7.1 Criteria for Adverse Effects on Historic Resources

The four primary evaluation criteria to determine a resource's eligibility for the NRHP, in accordance with the regulations outlined in 36 CFR 800, are identified by 36 CFR 60.4. These criteria (listed below) are used to facilitate the determination of which properties should be considered for protection from destruction or impairment resulting from project-related impacts

(36 CFR 60.2). These include impacts to the quality of significance in American history, architecture, archaeology, engineering, and culture present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:

A. Resources that are associated with events that have made a significant contribution to the broad patterns of our history; or
B. Resources that are associated with the lives of persons significant in our past; or
C. Resources that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
D. Resources that have yielded, or may be likely to yield, information important in prehistory or history (36 CFR 60.4).

7.2 Summary of Findings

As part of the undertaking, the existing Terminal 1 and PSA AMF buildings would be demolished and replaced with a new 1,210,000-square-foot terminal building, a new parking plaza, and a new on-airport access roadway. The Terminal 1 and PSA AMF buildings are not eligible for listing in the NRHP and, therefore, the undertaking will have no impact upon historic properties.

8.0 RECOMMENDED MITIGATION MEASURES

8.1 Assessment of Effects

The FAA has determined that the proposed undertaking will have no adverse effects upon historic resources. Only two of the historic resources within the APE are eligible for the NRHP: the CWT and UAHT buildings, both of which are outside the physical footprint of the proposed undertaking. The CWT building and the UAHT building (in its relocation site), will be located more than 0.5 mile north/northeast of any construction activity. There will be no change in the air traffic (number of operations, size of aircraft, or flight patterns) that would change the noise or air characteristics at the airport. Furthermore, access to and visibility of both buildings will not be impacted by the proposed undertaking. Therefore, there will be no adverse impact to any resource eligible for listing in the NRHP.

8.2 Mitigation

No mitigation measures are recommended for the two buildings eligible for listing in the NRHP (the CWT and UAHT buildings) since there are no adverse impacts. While it is unlikely to occur, the SDCRAA will follow steps for unanticipated discovery according to 36 CFR 800.13 Post Review Discovery.

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2005 Section 106 Compliance: Request for Finding No Adverse Effect for Three Proposed Undertakings Located in the Marine Corps Recruit Depot Historic District, San Diego County. Unpublished report on file at the South Coastal Information Center at San Diego State University, San Diego, California.

URS Corporation
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2009b Results of Architectural History Survey for Verizon Cellular Communications Tower Site – Solar Caterpillar 2200 Pacific Highway (APN: 760-071-03), San Diego, CA 92101. Unpublished report on file at the South Coastal Information Center at San Diego State University, San Diego, California.

U.S. Coast Guard
2007 Removal of an Existing Concrete Floating Dock at the CG Sector San Diego, 2710 North Harbor Drive, San Diego, California. Unpublished report on file at the South Coastal Information Center at San Diego State University, San Diego, California.

U.S. Congress
1917 Congressional Record Containing the Proceedings and Debates of the First Session of the Sixty-Fifth Congress of the United States of America, Volume LV. U.S. Government Printing Office, Washington, D.C.

U.S. Department of Homeland Security
2007 Draft Environmental Assessment: Construction of a Patrol Boat Pier and Floating Dock, United States Coast Guard Sector, San Diego, Harbor Drive Facility Port of San Diego, California. Unpublished report on file at the South Coastal Information Center at San Diego State University, San Diego, California.

U.S. Department of Transportation
2011 Section 106 Consultation for the Mid-Coast Corridor Transit Project, San Diego County, CA. Unpublished report on file at the South Coastal Information Center at San Diego State University, San Diego, California.

Van Wormer, Stephen R.
2006 Ryan Aeronautical Company Historic District, 2701 North Harbor Drive, San Diego, CA 92133. Walter Enterprises. Unpublished report on file at the South Coastal Information Center at San Diego State University, San Diego, California.

Van Wormer, Stephen and Mary Robbins-Wade
2006 Historical Architectural Survey Report: San Diego International Airport Master Plan Update. Affinis. Unpublished report on file at the South Coastal Information Center at San Diego State University, San Diego, California.

Various
N.d. Mission Brewery/American Agar Company. Unpublished report on file at the South Coastal Information Center at San Diego State University, San Diego, California.

N.d. General Dynamics Facilities, 3302 Pacific Highway, San Diego, CA. Unpublished report on file at the South Coastal Information Center at San Diego State University, San Diego, California.

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N.d. Spanish Landing Site. Unpublished report on file at the South Coastal Information Center at San Diego State University, San Diego, California.

N.d. Naval Training Station Historic District – Amendment to the National Register of Historic Places Registration Form. Unpublished report on file at the South Coastal Information Center at San Diego State University, San Diego, California.

Wade, Sue
1990 Historic Properties Inventory for Secondary Treatment Clean Water Program for Greater San Diego: Confidential Appendices. RECON. Unpublished report on file at the South Coastal Information Center at San Diego State University, San Diego, California.

Weatherford, Ginger
2011 Submission Packet, FCC Form 620, for Proposed New Tower Project Harbor Drive Right of Way Along West Side of N. Harbor Drive, San Diego, San Diego County, CA 92101. EBI Consulting. Unpublished report on file at the South Coastal Information Center at San Diego State University, San Diego, California.

Wilson, Stacie
2013 Letter Report: ETS 23917 – Cultural Resources Monitoring Report for Replacement Activities for an Existing Capacitor and Installation of an Antenna, Spanish Landing, City of San Diego, California – IO 7011103. AECOM. Unpublished report on file at

the South Coastal Information Center at San Diego State University, San Diego, California.

APPENDIX A

Resumes of Key Personnel

Brian F. Smith, MA

Owner, Principal Investigator

Brian F. Smith and Associates, Inc.
14010 Poway Road • Suite A •
Phone: (858) 679-8218 • Fax: (858) 679-9896 • E-Mail: bsmith@bfsa-ca.com

Education

Master of Arts, History, University of San Diego, California **1982**

Bachelor of Arts, History, and Anthropology, University of San Diego, California **1975**

Professional Memberships

Society for California Archaeology

Experience

Principal Investigator **1977–Present**
Brian F. Smith and Associates, Inc. **Poway, California**

Brian F. Smith is the owner and principal historical and archaeological consultant for Brian F. Smith and Associates. Over the past 32 years, he has conducted over 2,500 cultural resource studies in California, Arizona, Nevada, Montana, and Texas. These studies include every possible aspect of archaeology from literature searches and large-scale surveys to intensive data recovery excavations. Reports prepared by Mr. Smith have been submitted to all facets of local, state, and federal review agencies, including the US Army Crops of Engineers, the Bureau of Land Management, the Bureau of Reclamation, the Department of Defense, and the Department of Homeland Security. In addition, Mr. Smith has conducted studies for utility companies (Sempra Energy) and state highway departments (CalTrans).

Professional Accomplishments

These selected major professional accomplishments represent research efforts that have added significantly to the body of knowledge concerning the prehistoric life ways of cultures once present in the Southern California area and historic settlement since the late 18th century. Mr. Smith has been principal investigator on the following select projects, except where noted.

Downtown San Diego Mitigation and Monitoring Reporting Programs: Large numbers of downtown San Diego mitigation and monitoring projects submitted to the Centre City Development Corporation, some of which included Strata (2008), Hotel Indigo (2008), Lofts at 707 10th Avenue Project (2007), Breeza (2007), Bayside at the Embarcadero (2007), Aria (2007), Icon (2007), Vantage Pointe (2007), Aperture (2007), Sapphire Tower (2007), Lofts at 655 Sixth Avenue (2007), Metrowork (2007), The Legend (2006), The Mark (2006), Smart Corner (2006), Lofts at 677 7th Avenue (2005), Aloft on Cortez Hill (2005), Front and

Beech Apartments (2003), Bella Via Condominiums (2003), Acqua Vista Residential Tower (2003), Northblock Lofts (2003), Westin Park Place Hotel (2001), Parkloft Apartment Complex (2001), Renaissance Park (2001), and Laurel Bay Apartments (2001).

Archaeology at the Padres Ballpark: Involved the analysis of historic resources within a seven-block area of the "East Village" area of San Diego, where occupation spanned a period from the 1870s to the 1940s. Over a period of two years, BFSA recovered over 200,000 artifacts and hundreds of pounds of metal, construction debris, unidentified broken glass, and wood. Collectively, the Ballpark Project and the other downtown mitigation and monitoring projects represent the largest historical archaeological program anywhere in the country in the past decade (2000-2007).

4S Ranch Archaeological and Historical Cultural Resources Study: Data recovery program consisted of the excavation of over 2,000 square meters of archaeological deposits that produced over one million artifacts, containing primarily prehistoric materials. The archaeological program at 4S Ranch is the largest archaeological study ever undertaken in the San Diego County area and has produced data that has exceeded expectations regarding the resolution of long-standing research questions and regional prehistoric settlement patterns.

Charles H. Brown Site: Attracted international attention to the discovery of evidence of the antiquity of man in North America. Site located in Mission Valley, in the city of San Diego.

Del Mar Man Site: Study of the now famous Early Man Site in Del Mar, California, for the San Diego Science Foundation and the San Diego Museum of Man, under the direction of Dr. Spencer Rogers and Dr. James R. Moriarty.

Old Town State Park Projects: Consulting Historical Archaeologist. Projects completed in the Old Town State Park involved development of individual lots for commercial enterprises. The projects completed in Old Town include Archaeological and Historical Site Assessment for the Great Wall Cafe (1992), Archaeological Study for the Old Town Commercial Project (1991), and Cultural Resources Site Survey at the Old San Diego Inn (1988).

Site W-20, Del Mar, California: A two-year-long investigation of a major prehistoric site in the Del Mar area of the city of San Diego. This research effort documented the earliest practice of religious/ceremonial activities in San Diego County (circa 6,000 years ago), facilitated the projection of major non-material aspects of the La Jolla Complex, and revealed the pattern of civilization at this site over a continuous period of 5,000 years. The report for the investigation included over 600 pages, with nearly 500,000 words of text, illustrations, maps, and photographs documenting this major study.

City of San Diego Reclaimed Water Distribution System: A cultural resource study of nearly 400 miles of pipeline in the city and county of San Diego.

Master Environmental Assessment Project, City of Poway: Conducted for the City of Poway to produce a complete inventory of all recorded historic and prehistoric properties within the city. The information was used in conjunction with the City's General Plan Update to produce a map matrix of the city showing areas of high, moderate, and low potential for the presence of cultural resources. The effort also included the development of the City's Cultural Resource Guidelines, which were adopted as City policy.

Draft of the City of Carlsbad Historical and Archaeological Guidelines: Contracted by the City of Carlsbad to produce the draft of the City's historical and archaeological guidelines for use by the Planning Department of the City.

The Mid-Bayfront Project for the City of Chula Vista: Involved a large expanse of undeveloped agricultural land situated between the railroad and San Diego Bay in the northwestern portion of the city. The study included the analysis of some potentially historic features and numerous prehistoric sites.

Cultural Resources Survey and Test of Sites Within the Proposed Development of the Audie Murphy Ranch, Riverside County, California: Project manager/director of the investigation of 1,113.4 acres and 43 sites, both prehistoric and historic—included project coordination; direction of field crews; evaluation of sites for significance based on County of Riverside and CEQA guidelines; assessment of cupule, pictograph, and rock shelter sites, co-authoring of cultural resources project report. February-September 2002.

Cultural Resources Evaluation of Sites Within the Proposed Development of the Otay Ranch Village 13 Project, San Diego County, California: Project manager/director of the investigation of 1,947 acres and 76 sites, both prehistoric and historic—included project coordination and budgeting; direction of field crews; assessment of sites for significance based on County of San Diego and CEQA guidelines; co-authoring of cultural resources project report. May-November 2002.

Cultural Resources Survey for the Remote Video Surveillance Project, El Centro Sector, Imperial County: Project manager/director for a survey of 29 individual sites near the U.S./Mexico Border for proposed video surveillance camera locations associated with the San Diego Border barrier Project—project coordination and budgeting; direction of field crews; site identification and recordation; assessment of potential impacts to cultural resources; meeting and coordinating with U.S. Army Corps of Engineers, U.S. Border Patrol, and other government agencies involved; co-authoring of cultural resources project report. January, February, and July 2002.

Cultural Resources Survey and Test of Sites Within the Proposed Development of the Menifee West GPA, Riverside County, California: Project manager/director of the investigation of nine sites, both prehistoric and historic—included project coordination and budgeting; direction of field crews; assessment of sites for significance based on County of Riverside and CEQA guidelines; historic research; co-authoring of cultural resources project report. January-March 2002.

Mitigation of An Archaic Cultural Resource for the Eastlake III Woods Project for the City of Chula Vista, California: Project archaeologist/ director—included direction of field crews; development and completion of data recovery program including collection of material for specialized faunal and botanical analyses; assessment of sites for significance based on CEQA guidelines; management of artifact collections cataloging and curation; data synthesis; co-authoring of cultural resources project report, in prep. September 2001-March 2002.

Cultural Resources Survey and Test of Sites Within the Proposed French Valley Specific Plan/EIR, Riverside County, California: Project manager/director of the investigation of two prehistoric and three historic sites—included project coordination and budgeting; survey of project area; Native American consultation; direction of field crews; assessment of sites for significance based on CEQA guidelines; cultural resources project report in prep. July-August 2000.

Cultural Resources Survey and Test of Sites Within the Proposed Lawson Valley Project, San Diego County, California: Project manager/director of the investigation of 28 prehistoric and two historic sites—included project coordination; direction of field crews; assessment of sites for significance based on CEQA guidelines; cultural resources project report in prep. July-August 2000.

Cultural Resource Survey and Geotechnical Monitoring for the Mohyi Residence Project, La Jolla, California: Project manager/director of the investigation of a single-dwelling parcel—included project coordination; field survey; assessment of parcel for potentially buried cultural deposits; monitoring of geotechnichal borings; authoring of cultural resources project report. Brian F. Smith and Associates, San Diego, California. June 2000.

Enhanced Cultural Resource Survey and Evaluation for the Prewitt/Schmucker/Cavadias Project, La Jolla, California: Project manager/director of the investigation of a single-dwelling parcel—included project coordination; direction of field crews; assessment of parcel for potentially buried cultural deposits; authoring of cultural resources project report. June 2000.

Cultural Resources Survey and Test of Sites Within the Proposed Development of the Menifee Ranch, Riverside County, California: Project manager/director of the investigation of one prehistoric and five historic sites—included project coordination and budgeting; direction of field crews; feature recordation; historic structure assessments; assessment of sites for significance based on CEQA guidelines; historic research; co-authoring of cultural resources project report. February-June 2000.

Salvage Mitigation of a Portion of the San Diego Presidio Identified During Water Pipe Construction for the City of San Diego, California: Project archaeologist/director—included direction of field crews; development and completion of data recovery program; management of artifact collections cataloging and curation; data synthesis and authoring of cultural resources project report in prep. April 2000.

Enhanced Cultural Resource Survey and Evaluation for the Tyrian 3 Project, La Jolla, California: Project manager/director of the investigation of a single-dwelling parcel—included project coordination; assessment of parcel for potentially buried cultural deposits; authoring of cultural resources project report. April 2000.

Enhanced Cultural Resource Survey and Evaluation for the Lamont 5 Project, Pacific Beach, California: Project manager/director of the investigation of a single-dwelling parcel—included project coordination; assessment of parcel for potentially buried cultural deposits; authoring of cultural resources project report. April 2000.

Enhanced Cultural Resource Survey and Evaluation for the Reiss Residence Project, La Jolla, California: Project manager/director of the investigation of a single-dwelling parcel—included project coordination; assessment of parcel for potentially buried cultural deposits; authoring of cultural resources project report. March-April 2000.

Salvage Mitigation of a Portion of Site SDM-W-95 (CA-SDI-211) for the Poinsettia Shores Santalina Development Project and Caltrans, Carlsbad, California: Project achaeologist/ director—included direction of field crews; development and completion of data recovery program; management of artifact collections cataloging and curation; data synthesis and authoring of cultural resources project report in prep. December 1999-January 2000.

Survey and Testing of Two Prehistoric Cultural Resources for the Airway Truck Parking Project, Otay Mesa, California: Project archaeologist/director—included direction of field crews; development and completion of testing recovery program; assessment of site for significance based on CEQA guidelines; authoring of cultural resources project report, in prep. December 1999-January 2000.

Cultural Resources Phase I and II Investigations for the Tin Can Hill Segment of the Immigration and Naturalization Services Triple Fence Project Along the International Border, San Diego County, California: Project manager/director for a survey and testing of a prehistoric quarry site along the border—NRHP eligibility assessment; project coordination and budgeting; direction of field crews; feature recordation; meeting and coordinating with U.S. Army Corps of Engineers; co-authoring of cultural resources project report. December 1999-January 2000.

Mitigation of a Prehistoric Cultural Resource for the Westview High School Project for the City of San Diego, California: Project archaeologist/ director—included direction of field crews; development and completion of data recovery program including collection of material for specialized faunal and botanical analyses; assessment of sites for significance based on CEQA guidelines; management of artifact collections cataloging and curation; data synthesis; co-authoring of cultural resources project report, in prep. October 1999-January 2000.

Mitigation of a Prehistoric Cultural Resource for the Otay Ranch SPA-One West Project for the City of Chula Vista, California: Project archaeologist/director—included direction of field crews; development of data recovery program; management of artifact collections cataloging and curation; assessment of

site for significance based on CEQA guidelines; data synthesis; authoring of cultural resources project report, in prep. September 1999-January 2000.

Monitoring of Grading for the Herschel Place Project, La Jolla, California: Project archaeologist/ monitor—included monitoring of grading activities associated with the development of a single-dwelling parcel. September 1999.

Survey and Testing of a Historic Resource for the Osterkamp Development Project, Valley Center, California: Project archaeologist/ director—included direction of field crews; development and completion of data recovery program; budget development; assessment of site for significance based on CEQA guidelines; management of artifact collections cataloging and curation; data synthesis; authoring of cultural resources project report. July-August 1999.

Survey and Testing of a Prehistoric Cultural Resource for the Proposed College Boulevard Alignment Project, Carlsbad, California: Project manager/director —included direction of field crews; development and completion of testing recovery program; assessment of site for significance based on CEQA guidelines; management of artifact collections cataloging and curation; data synthesis; authoring of cultural resources project report, in prep. July-August 1999.

Survey and Evaluation of Cultural Resources for the Palomar Christian Conference Center Project, Palomar Mountain, California: Project archaeologist—included direction of field crews; assessment of sites for significance based on CEQA guidelines; management of artifact collections cataloging and curation; data synthesis; authoring of cultural resources project report. July-August 1999.

Survey and Evaluation of Cultural Resources at the Village 2 High School Site, Otay Ranch, City of Chula Vista, California: Project manager/director —management of artifact collections cataloging and curation; assessment of site for significance based on CEQA guidelines; data synthesis; authoring of cultural resources project report. July 1999.

Cultural Resources Phase I, II, and III Investigations for the Immigration and Naturalization Services Triple Fence Project Along the International Border, San Diego County, California: Project manager/director for the survey, testing, and mitigation of sites along border—supervision of multiple field crews, NRHP eligibility assessments, Native American consultation, contribution to Environmental Assessment document, lithic and marine shell analysis, authoring of cultural resources project report. August 1997-January 2000.

Phase I, II, and II Investigations for the Scripps Poway Parkway East Project, Poway California: Project archaeologist/project director—included recordation and assessment of multicomponent prehistoric and historic sites; direction of Phase II and III investigations; direction of laboratory analyses including prehistoric and historic collections; curation of collections; data synthesis; coauthorship of final cultural resources report. February 1994; March-September 1994; September-December 1995.

Archaeological Evaluation of Cultural Resources Within the Proposed Corridor for the San Elijo Water Reclamation System Project, San Elijo, California: Project manager/director —test excavations; direction of artifact identification and analysis; graphics production; coauthorship of final cultural resources report. December 1994-July 1995.

Evaluation of Cultural Resources for the Environmental Impact Report for the Rose Canyon Trunk Sewer Project, San Diego, California: Project manager/Director —direction of test excavations; identification and analysis of prehistoric and historic artifact collections; data synthesis; co-authorship of final cultural resources report, San Diego, California. June 1991-March 1992.

Reports/Papers

Author, coauthor, or contributor to over 2,500 cultural resources management publications, a selection of which are presented below.

2015 An Archaeological/Historical Study for the Safari Highlands Ranch Project, City of Escondido, County of San Diego.

2015 A Phase I and II Cultural Resources Assessment for the Decker Parcels II Project, Planning Case No. 36962, Riverside County, California.

2015 A Phase I and II Cultural Resources Assessment for the Decker Parcels I Project, Planning Case No. 36950, Riverside County, California.

2015 Cultural Resource Data Recovery and Mitigation Monitoring Program for Site SDI-10,237 Locus F, Everly Subdivision Project, El Cajon, California.

2015 Phase I Cultural Resource Survey for the Woodward Street Senior Housing Project, City of San Marcos, California (APN 218-120-31).

2015 An Updated Cultural Resource Survey for the Box Springs Project (TR 33410), APNs 255-230-010, 255-240-005, 255-240-006, and Portions of 257-180-004, 257-180-005, and 257-180-006.

2015 A Phase I and II Cultural Resource Report for the Lake Ranch Project, TR 36730, Riverside County, California.

2015 A Phase II Cultural Resource Assessment for the Munro Valley Solar Project, Inyo County, California.

2014 Cultural Resources Monitoring Report for the Diamond Valley Solar Project, Community of Winchester, County of Riverside.

2014 National Historic Preservation Act Section 106 Compliance for the Proposed Saddleback Estates Project, Riverside County, California.

2014 A Phase II Cultural Resource Evaluation Report for RIV-8137 at the Toscana Project, TR 36593, Riverside County, California.

2014 Cultural Resources Study for the Estates at Del Mar Project, City of Del Mar, San Diego, California (TTM 14-001).

2014 Cultural Resources Study for the Aliso Canyon Major Subdivision Project, Rancho Santa Fe, San Diego County, California.

2014 Cultural Resources Due Diligence Assessment of the Ocean Colony Project, City of Encinitas.

2014 A Phase I and Phase II Cultural Resource Assessment for the Citrus Heights II Project, TTM 36475, Riverside County, California.

2013 A Phase I Cultural Resource Assessment for the Modular Logistics Center, Moreno Valley, Riverside County, California.

2013 A Phase I Cultural Resources Survey of the Ivey Ranch Project, Thousand Palms, Riverside County, California.

2013 Cultural Resources Report for the Emerald Acres Project, Riverside County, California.

2013 A Cultural Resources Records Search and Review for the Pala Del Norte Conservation Bank Project, San Diego County, California.

2013 An Updated Phase I Cultural Resources Assessment for Tentative Tract Maps 36484 and 36485, Audie Murphy Ranch, City of Menifee, County of Riverside.

2013 El Centro Town Center Industrial Development Project (EDA Grant No. 07-01-06386); Result of Cultural Resource Monitoring.

2013 Cultural Resources Survey Report for the Renda Residence Project, 9521 La Jolla Farms Road, La Jolla, California.

2013 A Phase I Cultural Resource Study for the Ballpark Village Project, San Diego, California.

2013 Archaeological Monitoring and Mitigation Program, San Clemente Senior Housing Project, 2350 South El Camino Real, City of San Clemente, Orange County, California (CUP No. 06-065; APN-060-032-04).

2012 Mitigation Monitoring Report for the Los Peñasquitos Recycled Water Pipeline.

2012 Cultural Resources Report for Menifee Heights (Tract 32277).

2012 A Phase I Cultural Resource Study for the Altman Residence at 9696 La Jolla Farms Road, La Jolla, California 92037.

2012 Mission Ranch Project (TM 5290-1/MUP P87-036W3): Results of Cultural Resources Monitoring During Mass Grading.

2012 A Phase I Cultural Resource Study for the Payan Property Project, San Diego, California.

2012 Phase I Archaeological Survey of the Rieger Residence, 13707 Durango Drive, Del Mar, California 92014, APN 300-369-49.

2011 Mission Ranch Project (TM 5290-1/MUP P87-036W3): Results of Cultural Resources Monitoring During Mass Grading.

2011 Mitigation Monitoring Report for the 1887 Viking Way Project, La Jolla, California.

2011 Cultural Resource Monitoring Report for the Sewer Group 714 Project.

2011 Results of Archaeological Monitoring at the 10th Avenue Parking Lot Project, City of San Diego, California (APNs 534-194-02 and 03).

2011 Archaeological Survey of the Pelberg Residence for a Bulletin 560 Permit Application; 8335 Camino Del Oro; La Jolla, California 92037 APN 346-162-01-00 .

2011 A Cultural Resources Survey Update and Evaluation for the Robertson Ranch West Project and an Evaluation of National Register Eligibility of Archaeological sites for Sites for Section 106 Review (NHPA).

2011 Mitigation Monitoring Report for the 43rd and Logan Project.

2011 Mitigation Monitoring Report for the Sewer Group 682 M Project, City of San Diego Project #174116.

2011 A Phase I Cultural Resource Study for the Nooren Residence Project, 8001 Calle de la Plata, La Jolla, California, Project No. 226965.

2011 A Phase I Cultural Resource Study for the Keating Residence Project, 9633 La Jolla Farms Road, La Jolla, California 92037.

2010 Mitigation Monitoring Report for the 15th & Island Project, City of San Diego; APNs 535-365-01, 535-365-02 and 535-392-05 through 535-392-07.

2010 Archaeological Resource Report Form: Mitigation Monitoring of the Sewer and Water Group 772 Project, San Diego, California, W.O. Nos. 187861 and 178351.

2010 Pottery Canyon Site Archaeological Evaluation Project, City of San Diego, California, Contract No. H105126.

2010 Archaeological Resource Report Form: Mitigation Monitoring of the Racetrack View Drive Project, San Diego, California; Project No. 163216.

2010 A Historical Evaluation of Structures on the Butterfield Trails Property.

2010 Historic Archaeological Significance Evaluation of 1761 Haydn Drive, Encinitas, California (APN 260-276-07-00).

2010 Results of Archaeological Monitoring of the Heller/Nguyen Project, TPM 06-01, Poway, California.

2010 Cultural Resource Survey and Evaluation Program for the Sunday Drive Parcel Project, San Diego County, California, APN 189-281-14.

2010 Archaeological Resource Report Form: Mitigation Monitoring of the Emergency Garnet Avenue Storm Drain Replacement Project, San Diego, California, Project No. B10062

2010 An Archaeological Study for the 1912 Spindrift Drive Project

2009 Cultural Resource Assessment of the North Ocean Beach Gateway Project City of San Diego #64A-003A; Project #154116.

2009 Archaeological Constraints Study of the Morgan Valley Wind Assessment Project, Lake County, California.

2008 Results of an Archaeological Review of the Helen Park Lane 3.1-acre Property (APN 314-561-31), Poway, California.

2008 Archaeological Letter Report for a Phase I Archaeological Assessment of the Valley Park Condominium Project, Ramona, California; APN 282-262-75-00.

2007 Archaeology at the Ballpark. Brian F. Smith and Associates, San Diego, California. Submitted to the Centre City Development Corporation.

2007 Result of an Archaeological Survey for the Villages at Promenade Project (APNs 115-180-007-3,115-180-049-1, 115-180-042-4, 115-180-047-9) in the City of Corona, Riverside County.

2007 Monitoring Results for the Capping of Site CA-SDI-6038/SDM-W-5517 within the Katzer Jamul Center Project; P00-017.

2006 Archaeological Assessment for The Johnson Project (APN 322-011-10), Poway, California.

2005 Results of Archaeological Monitoring at the El Camino Del Teatro Accelerated Sewer Replacement Project (Bid No. K041364; WO # 177741; CIP # 46-610.6.

2005 Results of Archaeological Monitoring at the Baltazar Draper Avenue Project (Project No. 15857; APN: 351-040-09).

2004 TM 5325 ER #03-14-043 Cultural Resources.

2004 An Archaeological Survey and an Evaluation of Cultural Resources at the Salt Creek Project. Report on file at Brian F. Smith and Associates.

2003 An Archaeological Assessment for the Hidden Meadows Project, San Diego County, TM 5174, Log No. 99-08-033. Report on file at Brian F. Smith and Associates.

2003 An Archaeological Survey for the Manchester Estates Project, Coastal Development Permit #02-009, Encinitas, California. Report on file at Brian F. Smith and Associates.

2003 Archaeological Investigations at the Manchester Estates Project, Coastal Development Permit #02-009, Encinitas, California. Report on file at Brian F. Smith and Associates.

2003 Archaeological Monitoring of Geological Testing Cores at the Pacific Beach Christian Church Project. Report on file at Brian F. Smith and Associates.

2003 San Juan Creek Drilling Archaeological Monitoring. Report on file at Brian F. Smith and Associates.

2003 Evaluation of Archaeological Resources Within the Spring Canyon Biological Mitigation Area, Otay Mesa, San Diego County, California. Brian F. Smith and Associates, San Diego, California.

2002 An Archaeological/Historical Study for the Otay Ranch Village 13 Project (et al.). Brian F. Smith and Associates, San Diego, California.

2002 An Archaeological/Historical Study for the Audie Murphy Ranch Project (et al.). Brian F. Smith and Associates, San Diego, California.

2002 Results of an Archaeological Survey for the Remote Video Surveillance Project, El Centro Sector, Imperial County, California. Brian F. Smith and Associates, San Diego, California.

2002 A Cultural Resources Survey and Evaluation for the Proposed Robertson Ranch Project, City of Carlsbad. Brian F. Smith and Associates, San Diego, California.

2002 Archaeological Mitigation of Impacts to Prehistoric Site SDI-7976 for the Eastlake III Woods Project, Chula Vista, California. Brian F. Smith and Associates, San Diego, California.

2002 An Archaeological/Historical Study for Tract No. 29777, Menifee West GPA Project, Perris Valley, Riverside County. Brian F. Smith and Associates, San Diego, California.

2002 An Archaeological/Historical Study for Tract No. 29835, Menifee West GPA Project, Perris Valley, Riverside County. Brian F. Smith and Associates, San Diego, California.

2001 An Archaeological Survey and Evaluation of a Cultural Resource for the Moore Property, Poway. Brian F. Smith and Associates, San Diego, California.

2001 An Archaeological Report for the Mitigation, Monitoring, and Reporting Program at the Water and Sewer Group Job 530A, Old Town San Diego. Brian F. Smith and Associates, San Diego, California.

2001 A Cultural Resources Impact Survey for the High Desert Water District Recharge Site 6 Project, Yucca Valley. Brian F. Smith and Associates, San Diego, California.

2001 Archaeological Mitigation of Impacts to Prehistoric Site SDI-13,864 at the Otay Ranch SPA-One West Project. Brian F. Smith and Associates, San Diego, California.

2001 A Cultural Resources Survey and Site Evaluations at the Stewart Subdivision Project, Moreno Valley, County of San Diego. Brian F. Smith and Associates, San Diego, California.

2000 An Archaeological/Historical Study for the French Valley Specific Plan/EIR, French Valley, County of Riverside. Brian F. Smith and Associates, San Diego, California.

2000 Results of an Archaeological Survey and the Evaluation of Cultural Resources at The TPM#24003– Lawson Valley Project. Brian F. Smith and Associates, San Diego, California.

2000 Archaeological Mitigation of Impacts to Prehistoric Site SDI-5326 at the Westview High School Project for the Poway Unified School District. Brian F. Smith and Associates, San Diego, California.

2000 An Archaeological/Historical Study for the Menifee Ranch Project. Brian F. Smith and Associates, San Diego, California.

2000 An Archaeological Survey and Evaluation of Cultural Resources for the Bernardo Mountain Project, Escondido, California. Brian F. Smith and Associates, San Diego, California.

2000 A Cultural Resources Impact Survey for the Nextel Black Mountain Road Project, San Diego, California. Brian F. Smith and Associates, San Diego, California.

2000 A Cultural Resources Impact Survey for the Rancho Vista Project, 740 Hilltop Drive, Chula Vista, California. Brian F. Smith and Associates, San Diego, California.

2000 A Cultural Resources Impact Survey for the Poway Creek Project, Poway, California. Brian F. Smith and Associates, San Diego, California.

2000 Cultural Resource Survey and Geotechnical Monitoring for the Mohyi Residence Project. Brian F. Smith and Associates, San Diego, California.

2000 Enhanced Cultural Resource Survey and Evaluation for the Prewitt/Schmucker/ Cavadias Project. Brian F. Smith and Associates, San Diego, California.

2000 Enhanced Cultural Resource Survey and Evaluation for the Lamont 5 Project. Brian F. Smith and Associates, San Diego, California.

2000 Salvage Excavations at Site SDM-W-95 (CA-SDI-211) for the Poinsettia Shores Santalina Development Project, Carlsbad, California. Brian F. Smith and Associates, San Diego, California.

2000 Enhanced Cultural Resource Survey and Evaluation for the Reiss Residence Project, La Jolla, California. Brian F. Smith and Associates, San Diego, California.

2000 Enhanced Cultural Resource Survey and Evaluation for the Tyrian 3 Project, La Jolla, California. Brian F. Smith and Associates, San Diego, California.

2000 A Report for an Archaeological Evaluation of Cultural Resources at the Otay Ranch Village Two SPA, Chula Vista, California. Brian F. Smith and Associates, San Diego, California.

2000 An Archaeological Evaluation of Cultural Resources for the Airway Truck Parking Project, Otay Mesa, County of San Diego. Brian F. Smith and Associates, San Diego, California.

2000 Results of an Archaeological Survey and Evaluation of a Resource for the Tin Can Hill Segment of the Immigration and Naturalization and Immigration Service Border Road, Fence, and Lighting Project, San Diego County, California. Brian F. Smith and Associates, San Diego, California.

1999 An Archaeological Survey of the Home Creek Village Project, 4600 Block of Home Avenue, San Diego, California. Brian F. Smith and Associates, San Diego, California.

1999 An Archaeological Survey for the Sgobassi Lot Split, San Diego County, California. Brian F. Smith and Associates, San Diego, California.

1999 An Evaluation of Cultural Resources at the Otay Ranch Village 11 Project. Brian F. Smith and Associates, San Diego, California.

1999 An Archaeological/Historical Survey and Evaluation of a Cultural Resource for The Osterkamp Development Project, Valley Center, California. Brian F. Smith and Associates, San Diego, California.

1999 An Archaeological Survey and Evaluation of Cultural Resources for the Palomar Christian Conference Center Project, Palomar Mountain, California. Brian F. Smith and Associates, San Diego, California.

1999 An Archaeological Survey and Evaluation of a Cultural Resource for the Proposed College Boulevard Alignment Project. Brian F. Smith and Associates, San Diego, California.

1999 Results of an Archaeological Evaluation for the Anthony's Pizza Acquisition Project in Ocean Beach, City of San Diego (with L. Pierson and B. Smith). Brian F. Smith and Associates, San Diego, California.

1996 An Archaeological Testing Program for the Scripps Poway Parkway East Project. Brian F. Smith and Associates, San Diego, California.

1995 Results of a Cultural Resources Study for the 4S Ranch. Brian F. Smith and Associates, San Diego, California.

1995 Results of an Archaeological Evaluation of Cultural Resources Within the Proposed Corridor for the San Elijo Water Reclamation System. Brian F. Smith and Associates, San Diego, California.

1994 Results of the Cultural Resources Mitigation Programs at Sites SDI-11,044/H and SDI-12,038 at the Salt Creek Ranch Project . Brian F. Smith and Associates, San Diego, California.

1993 Results of an Archaeological Survey and Evaluation of Cultural Resources at the Stallion Oaks Ranch Project. Brian F. Smith and Associates, San Diego, California.

1992 Results of an Archaeological Survey and the Evaluation of Cultural Resources at the Ely Lot Split Project. Brian F. Smith and Associates, San Diego, California.

1991 The Results of an Archaeological Study for the Walton Development Group Project. Brian F. Smith and Associates, San Diego, California.

Jennifer R.K. Stropes, MS, RPA

Project Archaeologist/Historian
Brian F. Smith and Associates, Inc.
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Education

Master of Science, Cultural Resource Management Archaeology **2016**

St. Cloud State University, St. Cloud, Minnesota

Bachelor of Arts, Anthropology **2004**

University of California, Santa Cruz

Specialized Education/Training

Archaeological Field School **2014**

Pimu Catalina Island Archaeology Project

Research Interests

California Coastal / Inland Archaeology

Historic Structure Significance Eligibility

Human Behavioral Ecology

Zooarchaeology

Historical Archaeology

Taphonomic Studies

Experience

Project Archaeologist, Faunal Analyst **November 2006–Present**
Brian F. Smith and Associates, Inc.

Duties include report writing, editing and production; construction monitoring management; coordination of field survey and excavation crews; laboratory and office management. Currently conducts faunal, prehistoric, and historic laboratory analysis and has conducted such analysis for over 500 projects over the past 10 years. Knowledgeable in the most recent archaeological and paleontological monitoring requirements for all Southern California lead agencies, as well as Native American monitoring requirements.

UC Santa Cruz Monterey Bay Archaeology Archives Supervisor **December 2003–March 2004**
Santa Cruz, California

Supervising intern for archaeological collections housed at UC Santa Cruz. Supervised undergraduate interns and maintained curated archaeological materials recovered from the greater Monterey Bay region.

Faunal Analyst, Research Assistant **June 2003–December 2003**
University of California, Santa Cruz

Intern assisting in laboratory analysis and cataloging for faunal remains collected from CA-MNT-234. Analysis included detailed zoological identification and taphonomic analysis of prehistoric marine and terrestrial mammals, birds, and fish inhabiting the greater Monterey Bay region.

Archaeological Technician, Office Manager **January 2000-December 2001**
Archaeological Resource Management

Conducted construction monitoring, field survey, excavation, report editing, report production, monitoring coordination and office management.

Certifications

City of San Diego Certified Archaeological and Paleontological Monitor

40-Hour Hazardous Waste/Emergency Response OSHA 29 CFR 1910.120 (e)

Scholarly Works

Big Game, Small Game: A Comprehensive Analysis of Faunal Remains Recovered from CA-SDI-11,521, 2016, Master's thesis on file at St. Cloud University, St. Cloud, Minnesota.

Technical Reports

Buday, Tracy M., Jennifer R. **Kraft**, and Brian F. Smith

2014 *Mitigation Monitoring Report for the Park and G Project, City of San Diego.* Prepared for Oliver McMillan. Report on file at the California South Coastal Information Center.

Kennedy, George L., Todd A. Wirths and Jennifer R. **Kraft**

2014 *Negative Paleontological, Archaeological, and Native American Monitoring and Mitigation Report, 2303 Ocean Street Residences Project, City of Carlsbad, San Diego County, California (CT 05-12; CP 05-11; CDP 05-28).* Prepared for Zephyr Partners. Report on file at the California South Coastal Information Center.

2013 *Negative Paleontological, Archaeological, and Native American Monitoring and Mitigation Report, Tri-City Christian High School, 302 North Emerald Drive, Vista, San Diego County,*

California (APN 166-411-75). Prepared for Tri-City Christian School. Report on file at the California South Coastal Information Center.

Kraft, Jennifer R.

2012 *Cultural Resources Monitoring Report for the Pottery Court Project (TPM 36193) City of Lake Elsinore*. Prepared for BRIDGE Housing Corporation. Report on file at the California Eastern Information Center.

Kraft, Jennifer R., David K. Grabski, and Brian F. Smith

2014 *Phase I Cultural Resource Survey for the Amineh Project, City of San Diego.* Prepared for Nakhshab Development and Design. Report on file at the California South Coastal Information Center.

Kraft, Jennifer R. and Brian F. Smith

2016 *Cultural Resources Survey and Archaeological Test Plan for the 1492 K Street Project City of San Diego.* Prepared for Trestle Development, LLC. Report on file at the California South Coastal Information Center.

2016 *Focused Historic Structure Assessment for the Fredericka Manor Retirement Community City of Chula Vista, San Diego County, California APN 566-240-27.* Prepared for Front Porch Communities and Services – Fredericka Manor, LLC. Report on file at the City of Chula Vista Planning Department.

2016 *Historic Structure Assessment for 8585 La Mesa Boulevard City of La Mesa, San Diego County, California. APN 494-300-11.* Prepared for Siilvergate Development. Report on file at the City of La Mesa Planning Department.

2016 *Phase I Cultural Resource Survey for the 9036 La Jolla Shores Lane Project City of San Diego Project No. 471873 APN 344-030-20.* Prepared for Eliza and Stuart Stedman. Report on file at the California South Coastal Information Center.

2016 *Phase I Cultural Resources Survey for the Beacon Apartments Project City of San Diego Civic San Diego Development Permit #2016-19 APN 534-210-12.* Prepared for Wakeland Housing & Development Corporation. Report on file at the California South Coastal Information Center.

2016 *A Phase I Cultural Resources Study for the State/Columbia/Ash/A Block Project San Diego, California.* Prepared for Bomel San Diego Equities, LLC. Report on file at the California South Coastal Information Center.

2015 *Cultural Resource Monitoring Report for the Sewer and Water Group 687B Project, City of San Diego.* Prepared for Ortiz Corporation. Report on file at the California South Coastal Information Center.

2015 *Cultural Resource Testing Results for the Broadway and Pacific Project, City of San Diego.* Prepared for BOSA Development California, Inc. Report on file at the California South Coastal Information Center.

2015 *Cultural Resource Study for the Hatfield Plaza Project, Valley Center, San Diego County, California.* Prepared for JG Consulting & Engineering. Report on file at the California South Coastal Information Center.

2015 *Cultural Resources Study for the Hedrick Residence Project, Encinitas, San Diego County, California.* Prepared for WNC General Contractors, Inc. Report on file at the California South Coastal Information Center.

2015 *Historic Structure Assessment for the StorQuest Project, City of La Mesa, (APN 494-101-14-00)*. Prepared for Real Estate Development and Entitlement. Report on file at the City of La Mesa.

2015 *Mitigation Monitoring Report for the 1905 Spindrift Remodel Project, La Jolla, California.* Prepared for Brian Malk and Nancy Heitel. Report on file at the California South Coastal Information Center.

2015 *Mitigation Monitoring Report for the Cisterra Sempra Office Tower Project, City of San Diego.* Prepared for SDG-Left Field, LLC. Report on file at the California South Coastal Information Center.

2015 *A Phase I Cultural Resource Study for the Marlow Project, Poway, California.* Prepared for Peter Marlow. Report on file at the California South Coastal Information Center.

2015 *Phase I Cultural Resource Survey for the Paseo Grande Project, City of San Diego.* Prepared for Joe Gatto. Report on file at the California South Coastal Information Center.

2015 *Results of a Cultural Resources Testing Program for the 15th and Island Project City of San Diego.* Prepared for Lennar Multifamily Communities. Report on file at the City of San Diego Development Services Department.

2014 *Cultural Resource Monitoring Report for the ActivCare at Mission Bay Project, San Diego, California.* Prepared for ActivCare Living, Inc. Report on file at the California South Coastal Information Center.

2014 *Cultural Resource Monitoring Report for the Cesar Chavez Community College Project.* Prepared for San Diego Community College District. Report on file at the California South Coastal Information Center.

2014 *Cultural Resource Monitoring Report for the Grantville Trunk Sewer Project, City of San Diego.* Prepared for Cass Construction, Inc. Report on file at the California South Coastal Information Center.

2014 *Cultural Resource Monitoring Report for the Pacific Beach Row Homes Project, San Diego, California.* Prepared for Armstrong Builders, Inc. Report on file at the California South Coastal Information Center.

2014 *Cultural Resource Monitoring Report for the Poway Lowe's Project, City of Poway.* Prepared for CSI Construction Company. Report on file at the California South Coastal Information Center.

2014 *Cultural Resource Monitoring Report for the Sewer and Water Group 761 Project, City of San Diego.* Prepared for Burtech Pipeline. Report on file at the California South Coastal Information Center.

2014 *Cultural Resource Monitoring Report for the Sewer and Water Group 770 Project (Part of Group 3014), City of San Diego.* Prepared for Ortiz Corporation. Report on file at the California South Coastal Information Center.

2014 *Cultural Resource Monitoring Report for the Sewer and Water Group 788 Project, City of San Diego.* Prepared for Ortiz Corporation. Report on file at the California South Coastal Information Center.

2014 *Historic Structure Assessment, 11950 El Hermano Road, Riverside County.* Prepared for Forestar Toscana, LLC. Report on file at the California Eastern Information Center.

2014 *Historic Structure Assessment, 161 West San Ysidro Boulevard, San Diego, California (Project No. 342196; APN 666-030-09)*. Prepared for Blue Key Realty. Report on file at the California South Coastal Information Center.

2014 *Historic Structure Assessment for 8055 La Mesa Boulevard, City of La Mesa (APN 470-582-11-00).* Prepared for Lee Machado. Report on file at the City of La Mesa.

2014 *Historic Structure Inventory and Assessment Program for the Watson Corporate Center, San Bernardino County, California.* Prepared for Watson Land Company. Report on file at the San Bernardino Archaeological Information Center.

2014 *Mitigation Monitoring Report for the Celadon (9th and Broadway) Project.* Prepared for BRIDGE Housing Corporation. Report on file at the California South Coastal Information Center.

2014 *Mitigation Monitoring Report for the Comm 22 Project, City of San Diego.* Prepared for BRIDGE Housing Corporation. Report on file at the California South Coastal Information Center.

2014 *Mitigation Monitoring Report for the Pinnacle 15th & Island Project, City of San Diego.* Prepared for Pinnacle International Development, Inc. Report on file at the California South Coastal Information Center.

2014 *A Phase I and II Cultural Resource Study for the Perris Residential Project, Perris, California.* Prepared for Groundwurk, Inc. Report on file at the California Eastern Information Center.

2014 *Phase I Cultural Resource Survey for the Siempre Viva Warehouse Project, City of San Diego.* Prepared for Terrazas Construction. Report on file at the California South Coastal Information Center.

2014 *Phase I Cultural Resource Survey for the Silver Street Village Homes Project, City of San Diego.* Prepared for EHOF La Jolla, LLC. Report on file at the California South Coastal Information Center.

2014 *Phase I Cultural Resources Study for the 915 Grape Street Project.* Prepared for Bay View SD, LLC. Report on file at the California South Coastal Information Center.

2014 *Phase I Cultural Resource Study for the Altman Residence Project, 9696 La Jolla Farms Road, La Jolla, California 92037.* Prepared for Steve Altman. Report on file at the California South Coastal Information Center.

2014 *Phase I Cultural Resources Survey for the Clay Street Parcel Project, City of Jurupa Valley, County of Riverside.* Prepared for CV Communities, LLC. Report on file at the California Eastern Information Center.

2014 *Phase I Cultural Resources Survey for the Ecos Diamond Valley Project, Community of Winchester, County of Riverside.* Prepared for Ecos Energy, LLC. Report on file at the California Eastern Information Center.

2014 *Phase I Cultural Resources Survey for the Highland 44 Project.* Prepared for 29300 Baseline Partners, LLC. Report on file at the San Bernardino Archaeological Information Center.

2014 *A Phase I Cultural Resources Survey of the Palm Creek Ranch Project, Thousand Palms, Riverside County, California (APNs 650-230-002, 650-310-001, and 650-310-002).* Prepared for Palm Creek Ranch, LLC. Report on file at the California Eastern Information Center.

2013 *Archaeological Monitoring Report for the Webster Residence, La Jolla, California.* Prepared for KW Building and Development. Report on file at the California South Coastal Information Center.

2013 *Cultural Resource Monitoring Report for the Alvarado Trunk Sewer Phase III Project, City of San Diego.* Prepared for Ortiz Corporation General Engineering Contractors. Report on file at the California South Coastal Information Center.

2013 *Cultural Resource Monitoring Report for the Alvarado Trunk Sewer Phase IIIA Project, City of San Diego.* Prepared for TC Construction, Inc. Report on file at the California South Coastal Information Center.

2013 *Cultural Resource Monitoring Report for the Coral Mountain Apartments Project, City of La Quinta, California*. Prepared for Coral Mountain Apartments, LP. Report on file at the California Eastern Information Center.

2013 *Cultural Resource Monitoring Report for the F Street Emergency Water Main Replacement Project, City of San Diego*. Prepared for Orion Construction. Report on file at the California South Coastal Information Center.

2013 *Cultural Resource Monitoring Report for the Harbor Drive Trunk Sewer Project, City of San Diego*. Prepared for Burtech Pipeline. Report on file at the California South Coastal Information Center.

2013 *Cultural Resource Monitoring Report for the Hyde Residence.* Prepared for Dr. Paul Hyde. Report on file at the California South Coastal Information Center.

2013 *Cultural Resource Monitoring Report for the Juniper Street Sidewalk Project, City of San Diego*. Prepared for Palm Engineering Construction Company, Inc. Report on file at the California South Coastal Information Center.

2013 *Cultural Resource Monitoring Report for the Kates Residence Project.* Prepared for Brad and Shannon Kates. Report on file at the California South Coastal Information Center.

2013 *Cultural Resource Monitoring Report for the Pump Station 84 Upgrade and Pump Station 62 Abandonment Project.* Prepared for TC Construction, Inc. Report on file at the California South Coastal Information Center.

2013 *Cultural Resource Monitoring Report for the Sewer and Water Group 781 Project*. Prepared for TC Construction, Inc. Report on file at the California South Coastal Information Center.

2013 *Cultural Resource Monitoring Report for the Woolf Residence Project*. Prepared for A.J. Woolf Family Trust. Report on file at the California South Coastal Information Center.

2013 *Cultural Resources Study of the Fairway Drive Project.* Prepared for CV Communities, LLC. Report on file at the California Eastern Information Center.

2013 *Cultural Resource Monitoring Report for the Old Town Community Church Project, 2444 Congress Street, San Diego, California 92110.* Prepared for Soltek Pacific, Inc. Report on file at the California South Coastal Information Center.

2013 *Historic Structure Assessment, 2603 Dove Street, San Diego, California (APN) 452-674-32).* Prepared for Barzal and Scotti Real Estate Corporation. Report on file at the California South Coastal Information Center.

2013 *Historic Structure Assessment at the Western Christian School, 3105 Padua Avenue, Claremont, California 91711 (APN 8671-005-053).* Prepared for Western Christian School. Report on file at the City of Claremont.

2013 *Mitigation Monitoring Report for the 7th and F Street Parking Project, City of San Diego*. Prepared for DZI Construction. Report on file at the California South Coastal Information Center.

2013 *Mitigation Monitoring Report for the 1919 Spindrift Drive Project*. Prepared for V.J. and Uma Joshi. Report on file at the California South Coastal Information Center.

2013 *Mitigation Monitoring Report for the Knight Residence Project, 7970 Roseland Avenue, La Jolla, California*. Prepared for Mr. Dennis Knight. Report on file at the California South Coastal Information Center.

2013 *Mitigation Monitoring Report for the Sewer Group 799-750 Project.* Prepared for Burtech Pipeline. Report on file at the California South Coastal Information Center.

2013 *Negative Cultural Resource Monitoring Report for the Citywide Pump Station Upgrades Group II Project.* Prepared for Ortiz Corporation General Engineering Contractors. Report on file at the California South Coastal Information Center.

2013 *Negative Cultural Resource Monitoring Report for the Citywide Pump Station Upgrades Group III Project, City of San Diego*. Prepared for TC Construction, Inc. Report on file at the California South Coastal Information Center.

2013 *Phase I Cultural Resource Study for the 3364 Randy Lane Project, Chula Vista, California*. Prepared for H&M Construction. Report on file at the California South Coastal Information Center.

2013 *Phase I Cultural Resources Survey for the Ecos Nuevo Project, Community of Nuevo, County of Riverside*. Prepared for Ecos Energy, LLC. Report on file at the California Eastern Information Center.

2012 *Cultural Resource Monitoring Report for the Sewer and Water Group 754 Project, City of San Diego (Project No. 177711/187301)*. Prepared for S.C. Valley Engineering, Inc. Report on file at the California South Coastal Information Center

2012 *Cultural Resource Monitoring Report for the Sewer Group 714 Project.* Prepared for Burtech Pipeline. Report on file at the California South Coastal Information Center.

2012 *Cultural Resource Monitoring Report for the Sewer and Water Group 780 Project*. Prepared for Burtech Pipeline. Report on file at the California South Coastal Information Center.

2012 *Mitigation Monitoring of the 47th Street Warehouse Project, San Diego, California.* Prepared for Aardema Development. Report on file at the California South Coastal Information Center.

2012 *Mitigation Monitoring Report for the Florida Street Apartments Project (The Kalos Project).* Prepared for Florida Street Housing Associates. Report on file at the California South Coastal Information Center.

2012 *Mitigation Monitoring Report for the Pacific Highway Trunk Sewer Project*. Prepared for HPS Mechanical. Report on file at the California South Coastal Information Center.

2011 *Phase I Cultural Resource Study for the Wesley Palms Retirement Community Project, San Diego, California.* Prepared for Front Porch Development Company. Report on file at the California South Coastal Information Center.

Kraft, Jennifer R. and Tracy A. Stropes

2013 *Phase I Cultural Resources Survey for the Orange Street Project.* Prepared for Mike Lesle. Report on file at the California Eastern Information Center.

2012 *Mitigation Monitoring Report for the 13th & Market Project*. Prepared for The Hanover Company. Report on file at the California South Coastal Information Center.

2012 *Mitigation Monitoring Report for the T-Mobile West, LLC Telecommunications Candidate SD02867C (Presidio Park).* Prepared for Michael Brandmann Associates. Report on file at the California South Coastal Information Center.

Kraft, Jennifer R., Tracy A. Stropes, and Brian F. Smith

2013 *Mitigation Monitoring Report for the Ariel Suites Project*. Prepared for Ariel Suites, LP. Report on file at the California South Coastal Information Center.

Smith, Brian F., Claire M. Allen, and Jennifer R. **Kraft**

2015 *A Phase I and II Cultural Resource Report for the Lake Ranch Project, TR 36730, Riverside County, California.* Prepared for Christopher Development Group. Report on file at the California Eastern Information Center.

Smith, Brian F., Claire M. Allen, Mary M. Lenich, and Jennifer R. **Kraft**

2014 *Phase I and Phase II Cultural Resource Assessment for the Citrus Heights II Project, TTM 36475, Riverside County, California*. Prepared for CV Communities, LLC. Report on file at the California Eastern Information Center.

Smith, Brian F. and Jennifer R. **Kraft**

2016 *Archaeological Test Plan for the Broadway Block Project City of San Diego Project No. 492554.* Prepared for BOSA Development California, Inc. Report on file at the City of San Diego Development Services Department.

2016 *Cultural Resource Survey and Archaeological Test Plan for the Maker's Quarter – Block D Project, City of San Diego.* Prepared for L2HP, LLC. Report on file at the City of San Diego Development Services Department.

2016 *Cultural Resource Testing Program for the 1919 Pacific Highway Project City of San Diego City Preliminary Review PTS #451689 Grading and Shoring PTS #465292*. Prepared for Wood Partners. Report on file at the City of San Diego Development Services Department.

2016 *Historical Resource Research Report for the 2314 Rue Adriane Building, San Diego, California Project No. 460562.* Prepared for the Brown Studio. Report on file at the City of San Diego Development Services Department.

2016 *Historical Resource Research Report for the 4921 Voltaire Street Building, San Diego, California Project No. 471161.* Prepared for Sean Gogarty. Report on file at the City of San Diego Development Services Department.

2016 *Historical Resource Research Report for the 5147 Hilltop Drive Building, San Diego, California Project No. 451707.* Prepared for JORGA Home Design. Report on file at the City of San Diego Development Services Department.

2016 *Historical Resource Research Report for the Midway Drive Postal Service Processing and Distribution Center 2535 Midway Drive San Diego, California 92138 Project No. 507152.* Prepared for Steelwave, LLC. Report on file at the City of San Diego Development Services Department.

2016 *Historic Resource Technical Report for 9036 La Jolla Shores Lane La Jolla, California Project No. 471873.* Prepared for Eliza and Stuart Stedman. Report on file at the City of San Diego Development Services Department.

2015 *Cultural Resource Mitigation Monitoring Program for the Urban Discovery Academy Project.* Prepared for Davis Reed Construction, Inc. Report on file at the City of San Diego Development Services Department.

2015 *Cultural Resource Survey and Archaeological Test Plan for the 520 West Ash Street Project, City of San Diego.* Prepared for Lennar Multifamily Communities. Report on file at the City of San Diego Development Services Department.

2015 *Cultural Resource Survey and Archaeological Test Plan for the 1919 Pacific Highway Project City of San Diego City Preliminary Review PTS #451689 Grading and Shoring PTS #465292*. Prepared for Wood Partners. Report on file at the City of San Diego Development Services Department.

2015 *Cultural Resource Survey and Archaeological Test Plan for the Bayside Fire Station Project, City of San Diego.* Prepared for Civic San Diego. Report on file at the City of San Diego Development Services Department.

2015 *Cultural Resource Survey and Archaeological Test Plan for the Kettner and Ash Project, City of San Diego.* Prepared for BOSA Development California, Inc. Report on file at the City of San Diego Development Services Department.

2015 *Cultural Resource Survey and Archaeological Test Plan for the PRIME Project.* Prepared for InDev, Inc. Report on file at the City of San Diego Development Services Department.

2015 *Cultural Resource Testing Program for the BOSA Lot 1 Project, City of San Diego.* Prepared for BOSA Development California, Inc. Report on file at the City of San Diego Development Services Department.

2015 *Historical Resource Research Report for the 921 Muirlands Drive Building, San Diego, California 92037.* Prepared for Stephen Karas. Report on file at the California South Coastal Information Center.

2015 *Historical Resource Research Report for the 1311 Sutter Street Building, San Diego, California 92103.* Prepared for A.K. Smith. Report on file at the California South Coastal Information Center.

2015 *Historical Resource Research Report for 16929 West Bernardo Drive, San Diego, California.* Prepared for Rancho Bernardo LHP, LLC. Report on file at the City of San Diego Development Services Department.

2015 *Historical Resource Research Report for the 2002-2004 El Cajon Boulevard Building, San Diego, California 92014.* Prepared for T.R. Hale, LLC. Report on file at the California South Coastal Information Center.

2015 *Historical Resource Research Report for the 4319-4321 Florida Street Building, San Diego, California 92104.* Prepared for T.R. Hale, LLC. Report on file at the California South Coastal Information Center.

2015 *Historic Resource Technical Report for 726 Jersey Court San Diego, California Project No. 455127.* Prepared for Chad Irwin. Report on file at the California South Coastal Information Center.

2015 *Historic Resource Technical Report for 1111 Golden Gate Drive San Diego, California.* Prepared for Alexis and Shawna Volen. Report on file at the California South Coastal Information Center.

2015 *Islenair Historic Sidewalk Stamp Program for Sewer and Water Group 3014, City of San Diego*. Prepared for Ortiz Corporation. Report on file at the California South Coastal Information Center.

2015 *A Negative Cultural Resources Survey Report for the Bonita 14 Project, San Diego County, California.* Prepared for Southwest Management Company. Report on file at the California South Coastal Information Center.

2015 *A Phase I and II Cultural Resources Assessment for the Decker Parcels II Project, Planning Case No. 36962, Riverside County, California.* Prepared for Trammell Crow Southern California Development, Inc. Report on file at the California Eastern Information Center.

2015 *A Phase I Cultural Resources Assessment for the Idyllwild Community Center Project, Conditional Use Permit No. 3673-RI, Riverside County, California.* Prepared for San Jacinto Mountain Community Center. Report on file at the California Eastern Information Center.

2014 *Archaeological Test Plan for the Atmosphere Project, City of San Diego.* Prepared for Wakeland Housing and Development Corporation. Report on file at the City of San Diego Development Services Department.

2014 *Archaeological Test Plan for the Ballpark Village Project, San Diego, California.* Prepared for Ballpark Village, LLC. Report on file at the City of San Diego Development Services Department.

2014 *Cultural Resource Survey and Archaeological Test Plan for the Idea1 Project, City of San Diego.* Prepared for Lowe Enterprises Real Estate Group. Report on file at the City of San Diego Development Services Department.

2014 *Cultural Resource Survey and Archaeological Test Plan for the Lennar 15th and Island Project, City of San Diego.* Prepared for Lennar Multifamily Communities. Report on file at the City of San Diego Development Services Department.

2014 *Historical Resource Research Report for 2850 Sixth Avenue, San Diego, California (Project No. 392445).* Prepared for Zephyr Partners – RE, LLC. Report on file at the City of San Diego Development Services Department.

2014 *Phase I Cultural Resource Survey for the Hotel Felicita Project, City of Escondido, California (APNs 238-102-41 and -45).* Prepared for Blue Light Capital Corporation. Report on file at the California South Coastal Information Center.

2013 *Cultural Resources Study for the Los Peñasquitos Adobe Drainage Project.* Prepared for HELIX Environmental Planning, Inc. Report on file at the California South Coastal Information Center.

2013 *Cultural Resources Study for the Rancho Peñasquitos Adobe Drainage MND Project, San Diego County, California (CSD-04.03).* Prepared for HELIX Environmental Planning, Inc. Report on file at the California South Coastal Information Center.

Smith, Brian F., Jennifer R. **Kraft**, and Mary M. Lenich

2015 *A Phase I and II Cultural Resources Assessment for the Decker Parcels I Project, Planning Case No. 36950, Riverside County, California.* Prepared for Trammell Crow Southern California Development, Inc. Report on file at the California Eastern Information Center.

Smith, Brian F. and Jennifer R.K. **Stropes**

2016 *Historical Resource Research Report for the 1852-1866 Bacon Street Buildings San Diego, California 92107.* Prepared for Cartega International. Report on file at the California Eastern Information Center.

2016 *Historical Resource Research Report for 2001 Fourth Avenue, San Diego, California Project No. 523694.* Prepared for H.G. Fenton Company. Report on file at the City of San Diego Development Services Department.

Smith, Brian F., Tracy A. Stropes, Tracy M. Buday, and Jennifer R. **Kraft**

2015 *Mitigation Monitoring and Reporting Program for the 1900 Spindrift Drive – Cabana and Landscape Improvements Project, La Jolla, California*. Prepared for Darwin Deason. Report on file at the California South Coastal Information Center.

2015 *Mitigation Monitoring and Reporting Program for the 1912 Spindrift Drive – Landscape Improvements Project, La Jolla, California.* Prepared for Darwin Deason. Report on file at the California South Coastal Information Center.

Stropes, J.R.K. and Brian F. Smith

2016 *Cultural Resource Monitoring Report for the Sewer and Water Group 758 Project City of San Diego Project No. 230024 Sewer WBS No. B-00365; Water WBS No. B-00074.* Prepare for Burtech Pipeline, Inc. Report on file at the California South Coastal Information Center.

2016 *Phase I Cultural Resource Survey for the 2499 Pacific Highway Project City of San Diego CCDP/CCPDP/CDP/CUP No. 2016-30 APN 533-021-01.* Prepared for Gary Mansour. Report on file at the California South Coastal Information Center.

2016 *Results of a Cultural Resource Testing Program for the Maker's Quarter – Block D Project, City of San Diego.* Prepared for L2HP, LLC. Report on file at the California South Coastal Information Center.

Stropes, J.R.K., Tracy A. Stropes, and Brian F. Smith

2016 *Results of the Mitigation Monitoring Program for the Amitai Residence Project 2514 Ellentown Road La Jolla, California 92037 Project No. 388734.* Prepared for David Amitai. Report on file at the California South Coastal Information Center.

Stropes, Tracy A., Jennifer R. **Kraft**, and Brian F. Smith

2016 *Cultural Resources Study for the Ocean Breeze Ranch Project, Bonsall, San Diego County, California (PDS2015-MPA-15-011).* Prepared for Ocean Breeze Ranch, LLC. Report on file at the California South Coastal Information Center.

Stropes, Tracy A., Brian F. Smith, and Jennifer R. **Kraft**

2015 *Results of the Mitigation Monitoring Program for the Keating Residence Project, La Jolla, California.* Prepared for Brian Keating. Report on file at the California South Coastal Information Center.

Contributing Author /Analyst

2015 Faunal Analysis and Report Section for *Cultural Resource Data Recovery and Mitigation Monitoring Program for Site SDI-10,237 Locus F, Everly Subdivision Project, El Cajon, California* by Tracy A. Stropes and Brian F. Smith. Prepared for Shea Homes. Report on file at the California South Coastal Information Center.

2011 Faunal Analysis and Report Section for *A Cultural Resource Data Recovery Program for SDI-4606 Locus B for St. Gabriel's Catholic Church, Poway, California* by Brian F. Smith and Tracy A. Stropes. Prepared for St. Gabriel's Catholic Church. Report on file at the California South Coastal Information Center.

2010 Faunal Analysis and Report Section for *An Archaeological Study for the 1912 Spindrift Drive Project, La Jolla, California* by Brian F. Smith and Tracy A. Stropes. Prepared for Island Architects. Report on file at the California South Coastal Information Center.

2010 Faunal Analysis and Report Section for *Results of a Cultural Mitigation and Monitoring Program for Robertson Ranch: Archaic and Late Prehistoric Camps near the Agua Hedionda Lagoon* by Brian F. Smith. Prepared for McMillan Land Development. Report on file at the California South Coastal Information Center.

2009 Faunal Identification for "An Earlier Extirpation of Fur Seals in the Monterey Bay Region: Recent Findings and Social Implications" by Diane Gifford-Gonzalez and Charlotte K. Sunseri. *Proceedings of the Society for California Archaeology, Vol. 21, 2009*

APPENDIX B

Project Team

The historic resources survey program for the San Diego Airport Development Plan Project was directed by Principal Investigator Brian Smith. The Class III survey was conducted by Project Archaeologist Jennifer Stropes, M.S., RPA, and historic analyst Kimberly Ellis, M.H.P. The report text was prepared by Jennifer Stropes and Brian Smith with assistance from Courtney Accardy, Kimberly Ellis, and Elena Goralogia. Report graphics were provided by Kris Reinicke and Carrie Kubacki. Technical editing and report production were conducted by Elena Goralogia with assistance from Courtney Accardy and Caitlin Foote. The SCIC at SDSU provided the archaeological records search.