Appendix E2(b)

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

Appendices C through G

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APPENDIX C

Site Record Forms

Site P-37-015548 was initially recorded on February 7, 1996 by Stephen R. Van Wormer as part of the KEA Environmental Environmental Impact Report for the General Dynamics Facility Demolition project at the San Diego International Airport. The building was recorded as a two-story rectangular building with a partial basement, constructed in 1945, and exhibiting a rectangular footprint measuring approximately 255 by 90 feet. The building has a steel "I" beam frame supported by a concrete slab and footings, a flat roof with composite asphalt roofing materials, and a narrow metal flashing around the edge. Two continuous rows of steel framed industrial windows are located on the stucco covered north side, as well as the northern end of the east side. Each window has three horizontal lights with a central panel that pivots to allow ventilation. The remainder of the east side and the south façade consists of poured concrete walls with no windows. 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 a single pane side light and a single pane horizontal light over the door. The entrance is covered by a rectangular concrete awning. 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. 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. 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. The west façade south of the power house is covered by a three-story shop addition. 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).

In 2017, Brian F. Smith and Associates, Inc. (BFSA) historians conducted a historic structure survey as part of the San Diego International Airport Development Plan Project. Further historic research indicated that the Convair Wind Tunnel (CWT) building was actually completed in 1947. 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. 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. Although visible on the 1946 Sanborn Map, construction of the $600,000 CWT building was ongoing for nearly three years (*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).

Between 1953 and 1964, 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.



Plate 1: View of the main entrance to the CWT building on the north façade, facing west.



Plate 2: View of the three-story addition on the south façade of the CWT building, facing northeast.

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. 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 through a wall of boards called turning vanes. 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. 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).

KEA Environmental's final report determined that the CWT building was eligible for listing under California Register of Historical Resources (CRHR) and National Register of Historic Places (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.

Under the City of San Diego Modernism Context Statement, when completed in 1947, the CWT building could be best described as displaying characteristics of the International architectural style.

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

4. **Corner windows:** The building does not feature any corner windows; each corner of the building is a wall terminus. Therefore, the 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*.

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. To determine whether or not the CWT building retains aspects of integrity, it was evaluated based upon the following criteria (as recommended by Milbrooke et al. 1998):

1. ***Location:*** As the CWT building has not been moved since its date of construction, it retains integrity of location.

2. ***Design:*** 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:*** 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:*** 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:*** Because there is no evidence indicating that the CWT building has undergone any major alterations, it retains integrity of workmanship.

6. ***Feeling:*** 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:*** 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.

The CWT building was also evaluated based upon the following NRHP/CRHR criteria:

1. ***NRHP/CRHR Criterion A/1:*** *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 and still functions as such today. The facility began testing operations in 1947. 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/1.

2. ***NRHP/CRHR Criterion B/2:*** *It is associated with the lives of persons important in our past.*

No single person is specifically associated with the CWT building. Therefore, the CWT building is not significant under Criterion B/2.

3. ***NRHP/CRHR 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.*

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/3.

4. ***NRHP/CRHR Criterion D/4:*** *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/4.

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/CRHR Criteria A/1, C/3, and D/4 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 and will not be impacted by the proposed project. Therefore, the proposed SDIA Airport Development Plan will not result in an adverse impact to the CWT building.

Sources:

KEA Environmental
1996 General Dynamics Facilities Demolition Project: Final EIR. Unpublished report on file at the South Coastal Information Center at San Diego State University, San Diego, California.

Masunaga, Samantha
2017 Defying Predictions, Wind Tunnels Find New Customers in Autos, Athletics – Even Fast Food. *Los Angeles Times*. 28 July. Los Angeles, California.

Milbrooke, Anne, Patrick Andrus, Jody Cook, and David B. Whipple
1998 *National Register Bulletin: Guidelines for Evaluating and Documenting Historic Aviation Properties*. U.S. Department of the Interior, National Parks Service, National Register of Historic Places, Washington, D.C.

San Diego Union
1946 Advertisement: Convair Contributes to San Diego. 17 February:17-A. San Diego, California.

1947 Convair Closes Downey Plant. 1 April:B. San Diego, California.

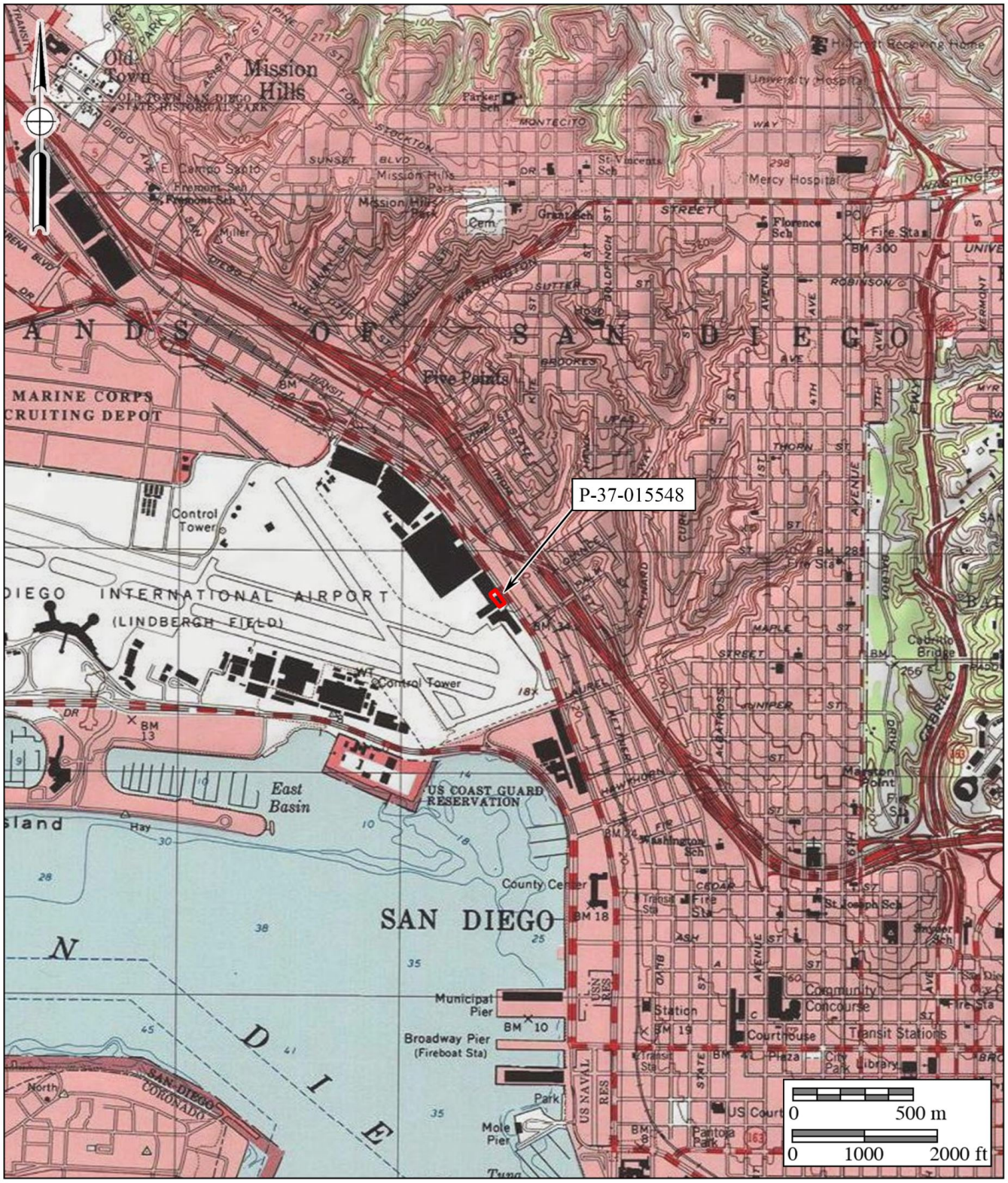
1948 Plant Identified. 3 July:5-A. San Diego, California.

Van Wormer, Stephen
1996a Site Record Form for Site P-37-015548 (Building 35, Wind Tunnel, Consolidated Aircraft Plant No. 1). On file at the South Coastal Information Center at San Diego State University, San Diego, California.

1996b Site Record Form for Site P-37-015531 (Consolidated Aircraft Plant No. 1, Historic District). On file at the South Coastal Information Center at San Diego State University, San Diego, California.

***Resource Name or #:** Building 35: Wind Tunnel, Consolidated Aircraft Plant No. 1

***Map Name:** P-33-015548 location map, 7.5-minute *Point Loma, California* Quadrangle ***Scale:** 1:24,000 ***Date of Map:** N.D., Digital



*Required information

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

PRIMARY RECORD

Primary # P-37 015548
HRI #
Trinomial
NRHP Status Code 7
Other Listings
Review Code _____ Reviewer _____ Date / /

*Resource Name or #: Building 35

P1. Other Identifier: Wind Tunnel, Consolidated Aircraft Plant No. 1

*P2. Location: ☐ Not for Publication ■ Unrestricted a. County San Diego

b. USGS 7.5' Quad Point Loma Date 1967 T ____; R ____; ____1/4 of ____1/4 of Sec ____; ____ B.M.

c. Address 3050 Pacific Highway City San Diego Zip 92112

d. UTM: (Give more than one for large and/or linear feature) Zone 11, 483500 mE/ 3621790 mN

e. Other Locational Data: (e.g. parcel #, legal description, directions to resource, elevation, additional UTMs, etc. as appropriate)

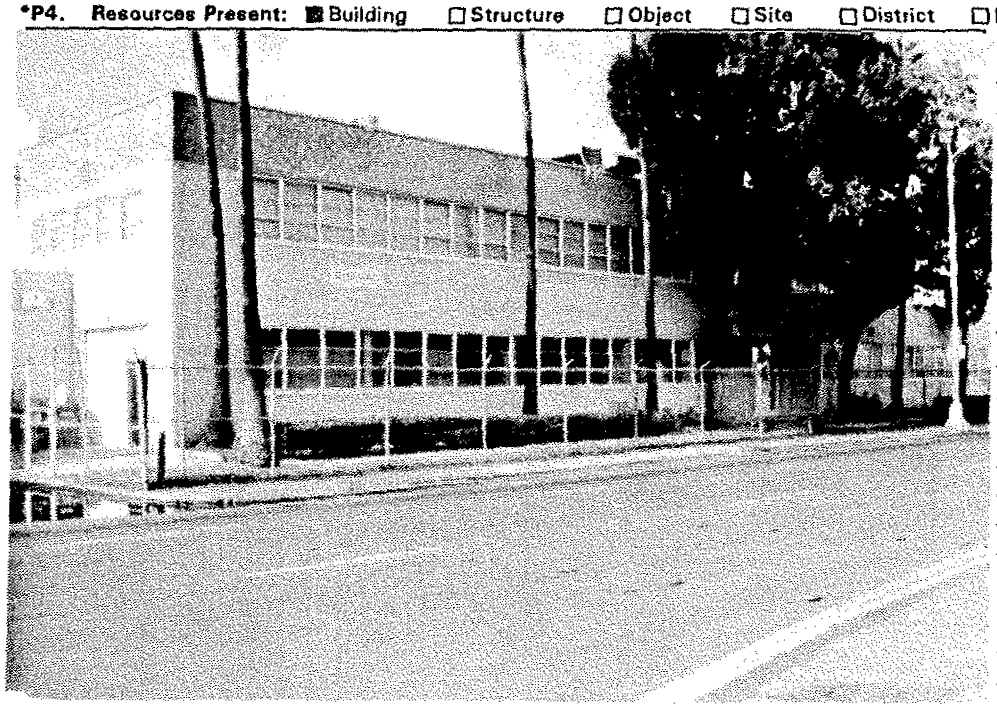
General Dynamics, Convair Division, Lindbergh Field Plant. Consolidated Aircraft Plant No. 1. Additional UTM: B:483540mE/3621560mN; C:483520mE/3621540mN; D:483500mE/3621580mN

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

This two story rectangular building with a partial basement measures 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. Each window has three horizontal lights 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. The remainder of the east side and the south facade consists of poured concrete walls with no windows. The main entrance is centered on the northern side and projects from the main facade. Relief vertical moldings cast in cement on either side of the doorway separate the entry space from the main facade. The doorway consists of a single steel entry door with a rectangular light. It is framed by single pane side light 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. This is now blocked by a chain link fence. (see continuation sheet)

*P3b. Resources Attributes: (List attributes and codes) HP8. Industrial Building

*P4. Resources Present: ■ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)



P5b. Description of Photo: (View, date, etc.)
GD-96-4, exp 18
looking southwest

*P6. Date Constructed/Age and Sources:
☐ Prehistoric ■ Historic ☐ Both
1945 Factual

*P7. Owner and Address:
San Diego Unified Port District
3165 Pacific Highway
San Diego, CA 92112
M--Municipal

*P8. Recorded by:(Name, affiliation, address)
Stephen R. Van Wormer
KEA Environmental
1420 Kettner Blvd. Suite 620
San Diego, CA 92101

*P9. Date Recorded: 02/07/1996

*P10. Survey Type: (Describe)
Intensive Survey
CEQA Compliance

*P11. Report Citation: (Cite survey report/other sources or "none") General Dynamics Facility Demolition Project Environmental Impact Report, KEA Environmental, San Diego, 1996

*Attachments: ☐ NONE ■ Location Map ☐ Sketch Map ■ Continuation Sheet ■ Building, Structure and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record
☐ Photograph Record ☐ Other: (List) _____

State of California -- The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
Primary # 037548
HRI #

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 4 *NRHP Status Code 7

*Resource Name or #: Building 35

B1. Historic Name: Wind Tunnel, Consolidated Aircraft Plant No. 1.

B2. Common Name: Building 35

B3. Original Use: Industrial B4. Present Use: Industrial

*B5. Architectural Style: Industrial offices and shops

*B6. Construction History: (Construction date, alterations, and date of alterations.)

The building was constructed in 1945.

*B7. Moved? ■ No ☐ Yes ☐ Unknown Date: _____ Original Location: _____

*B8. Related Features:

B9a. Architect: Unknown see remarks b. Builder: Unknown see remarks

*B10. Significance: Theme World War II Aircraft Production Area San Diego

Period of Significance 1935-1945 Property Type Industrial Applicable Criteria Undetermined

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

During its period of significance, 1935-1945, Consolidated Plant 1 achieved bloth local and national significance. Consolidated's reputation and innovations established it, and San Diego, as a national leader in the rapdily expanding aerospace industry of the mid-20th century. Its significance is specifically related to the role it played during the defense industry expansion prior to, and during World War II. More research is required to determine this building's relation to the overall historic context, and if this building qualifies for the California Register of Historic Resources. At the time of recordation, interior spaces were not accessible, so that integrity of all building components could not be determined.

B11. Additional Resource Attributes: (List attributes and codes) HP8. Industrial Building

*B12. References:

Brown and Caldwell Phase I Baseline Assessment, Part II, General Dynamics 1994

B13. Remarks:

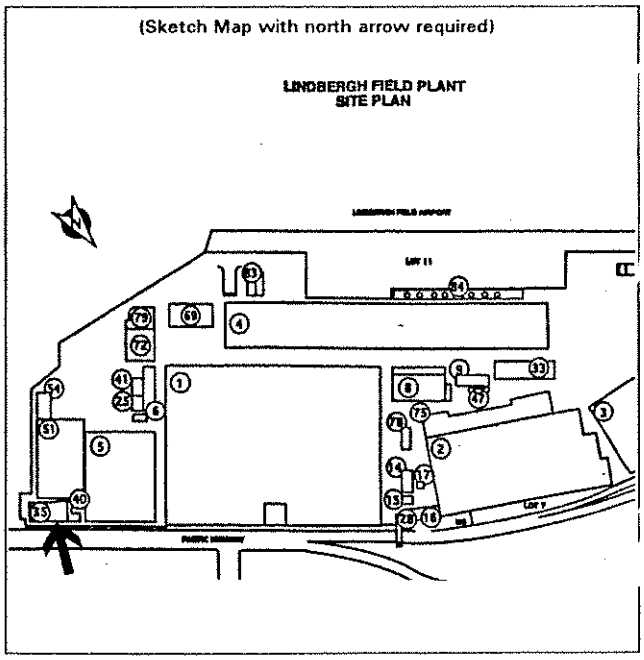
Information on the builder and architect are avaliable on original plans to be curated at the San Diego Aerospace Museum. Threats: None

*B14. Evaluator: Stephen R. Van Wormer

Date of Evaluation: 01/29/1996

(This space reserved for official comments.)

(Sketch Map with north arrow required)



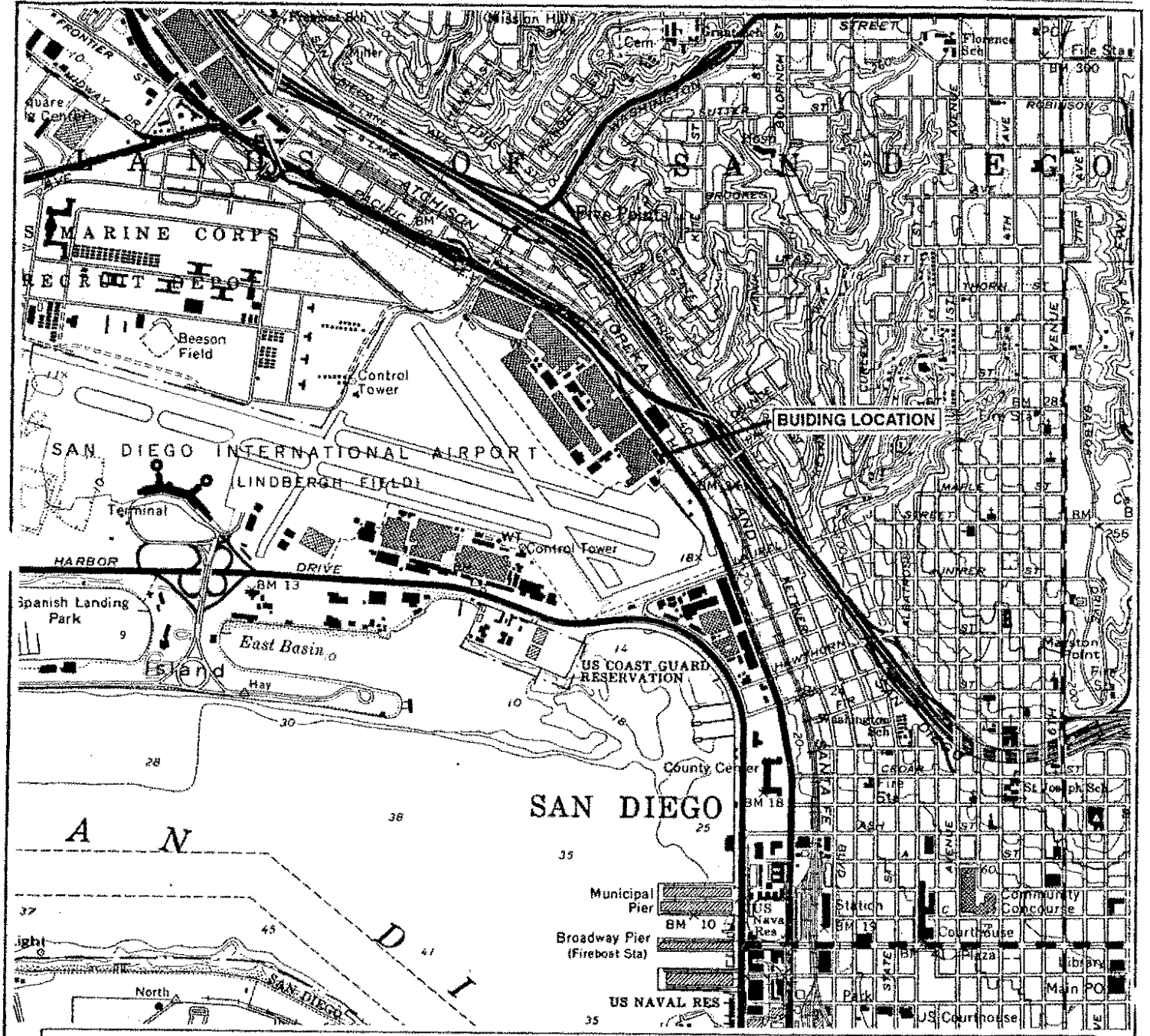
State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary # P-37 015548
HRI#
Trinomial

*Resource Name or # (Assigned by recorder) Building 35

*Map Name: Point Loma, Calif. *Scale: 1:24,000 *Date of Map: 1967



1 1/2 0 1 MILE
1000 0 1000 2000 3000 4000 5000 6000 7000 FEET
1 .5 0 1 KILOMETER

CONTOUR INTERVAL 20 FEET

SOURCE: U.S.G.S. 7.5 QUADRANGLE - POINT LOMA, CALIF.
PHOTOREVISED 1975



QUADRANGLE LOCATION

*Required Information

P3a Description
A large sliding shop door is located at the north end of the east facade 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. Several louvered vents at ground level extend eastward along the facade from this entrance. On the west end are sets of double wooden doors enclosing storage areas. A single story power house has been built onto the west end of the building. A set of large double sliding shop doors are centered on its west facade. 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. A set of six identical windows is centered on the east side and a set of nine on the south facade. One window on the south side has been replaced with louvered vents. The west facade south of the power house is covered by a three story shop addition. It is constructed of steel "I" beams supported by concrete footings with a concrete slab floor. The addition is covered with vertical ribbed sheet metal on the sides and roof.

Site P-37-028620 was initially recorded in December of 2005 by Stephen R. Van Wormer as part of Affinis's Historic Architectural Survey for the San Diego Master Plan Update Project (Van Wormer 2005). The building was recorded as a two-story aircraft hangar for United Airlines, originally constructed in 1931 and measuring approximately 75 square feet. The building has a steel frame supported by a poured concrete slab foundation. The roof was low, broad, and pyramidal, supported by steel trusses and covered with an asphalt roofing material. Squared, stucco covered, Art Deco style pillars frame the building at each corner. The east façade exhibits a glass curtain wall made up of rectangular panes of glass in a steel frame; the north façade exhibits sliding hangar doors in steel frames; the south wall exhibits a row of identically framed windows across the upper portion of the south wall; and the west wall is stuccoed and exhibits multiple single-entry doors and rectangular steel framed windows.

In 2017, Brian F. Smith and Associates, Inc. (BFSA) historians conducted a historic structure survey as part of the San Diego International Airport Development Plan Project. Further historic research indicated that the United Airlines hangar and terminal (UAHT) building began in January of 1931 when Pacific Air Transport (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* 1931a) 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* 1931b). 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* 1931c).

Construction of the building began on March 3, 1931 on Pacific Highway. 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* 1931d). 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* 1931e). 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). 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).

As the amount of air travel traffic began to increase, 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 was 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 set to be moved to its current location at 2340 Stillwater Road "… for use as an air freight terminal" (*San Diego Union* 1949).



Plate 1: North façade of the UAHT building, facing south.

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.

When completed, the UAHT building possessed a covered passenger corridor on what is currently the south façade. 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. Above the brick wall is a band of original steel-framed, fixed-pane and horizontal pivot windows.

The hangar was constructed with a steel frame and wood and steel trusses that form a low, flat, pyramidal roof. The roof itself was constructed using wood planks 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.

The east façade of the building exhibits fixed-pane, steel-framed windows, 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. This door is not original and was likely replaced around the time that the building was relocated in 1952. The original entry door on what is now the current east façade exhibited decorative moulding.

Before it was removed, the terminal was attached to what is currently the west façade of the UAHT building. 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.

What is currently the west façade of the hangar exhibits a small, projecting, curved parapet in the central of the wall. 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 and two are aluminum-framed sliders. 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 historic photographs. The doors that were installed post-1952 are made from solid, industrial-style metal. It is unknown if they were repurposed.

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 demolition in 2022, the UAHT building meets the 50-year minimum age threshold for historic resources as determined by CEQA and NHPA guidelines, and because Van Wormer and Robbins-Wade's 2006 evaluation of the building is deemed incomplete, a CRHR/NRHP evaluation of the building is provided herein. A site plan has been provided that color-codes all original and modified portions of the 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.

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 zig-zag 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

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. To determine whether or not the UAHT building retains aspects of integrity, it was evaluated based upon the following criteria (as recommended by Milbrooke et al. 1998):

1. ***Location:*** 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 its current location at 2340 Stillwater Road in 1952 and the attached terminal was removed. Therefore, the UAHT building does not retain integrity of location.

2. ***Design:*** 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 its current location 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. 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:*** 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, and the hangar was relocated in 1952, 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:*** When relocated 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.

5. ***Workmanship:*** 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 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. Therefore, the UAHT building does not retain integrity of workmanship.

6. ***Feeling:*** The UAHT building did not undergo any modifications until it was relocated 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:*** 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, the hangar portion of the building is still representative of early 1930s hangar buildings. Therefore, the UAHT building does retain integrity of association.

The UAHT building was also evaluated based upon the following NRHP/CRHR criteria:

1. ***NRHP/CRHR Criterion A/1:*** *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 its current location in 1952 once the Ryan Air Administration building on Pacific Highway was expanded into an airport terminal in 1951. 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/CRHR Criterion A/1 because it is the oldest surviving structure at Lindbergh Field. 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. Because the UAHT building is still the oldest surviving structure associated with the "earliest period of development at Lindbergh Field between 1928 and 1933" (Van Wormer and Robbins-Wade 2006), it is significant under Criterion A/1.

2. ***NRHP/CRHR Criterion B/2:*** *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 its current location 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/2.

3. ***NRHP/CRHR 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.*

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 its current location 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 those portions of the building were 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/3.

4. ***NRHP/CRHR Criterion D/4:*** *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/4.

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 its current location 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 as such, 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 still meets National Register 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. Since the building qualifies for National Register Criteria Consideration B, and is significant under NRHP/CRHR Criterion A/1 for its association with the early development of Lindbergh Field, demolition of the UAHT building will result in an adverse effect. It is therefore recommended that HABS/HAER documentation of the building be conducted prior to its demolition.

Sources:

Milbrooke, Anne, Patrick Andrus, Jody Cook, and David B. Whipple
1998 National Register Bulletin: Guidelines for Evaluating and Documenting Historic Aviation Properties. U.S. Department of the Interior, National Park Service, National Register of Historic Places, Washington, D.C.

Morn, Howard
1952 Harbor Board Plans for 42 Projects; Expenditures to Total $880,000 for Work to Begin this Week on Piers, Airport. The San Diego Union, 4 May. San Diego, California.

San Diego Union
1931a P.A.T Involved in Big Air Line Merger. 1 June:3. San Diego, California.

1931b Air Line Given Hangar Lease. 27 January:12. San Diego, California.

1931c Building Permits: Pacific Air Transport, per The Auction Co., hangar and office, Lindbergh Field, $27,000. 28 January:8. San Diego, California.

1931d Plan $30,000 Structure at City Airport. 2 February:7. San Diego, California.

1931e Plane Leaves Airport Inaugurating Daylight Flyer Service to North. 28 May:A. San Diego, California.

1949 Airport Terminal to Cost $120,000. 18 September:A-3. San Diego, California.

Van Wormer, Stephen R.
2005 Site Record Form for Site P-37-028620 (United Airlines 1931 Hangar and Terminal [ASIG Building]). 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, San Diego, California. Affinis. Unpublished report on file at the South Coastal Information Center at San Diego State University, San Diego, California.

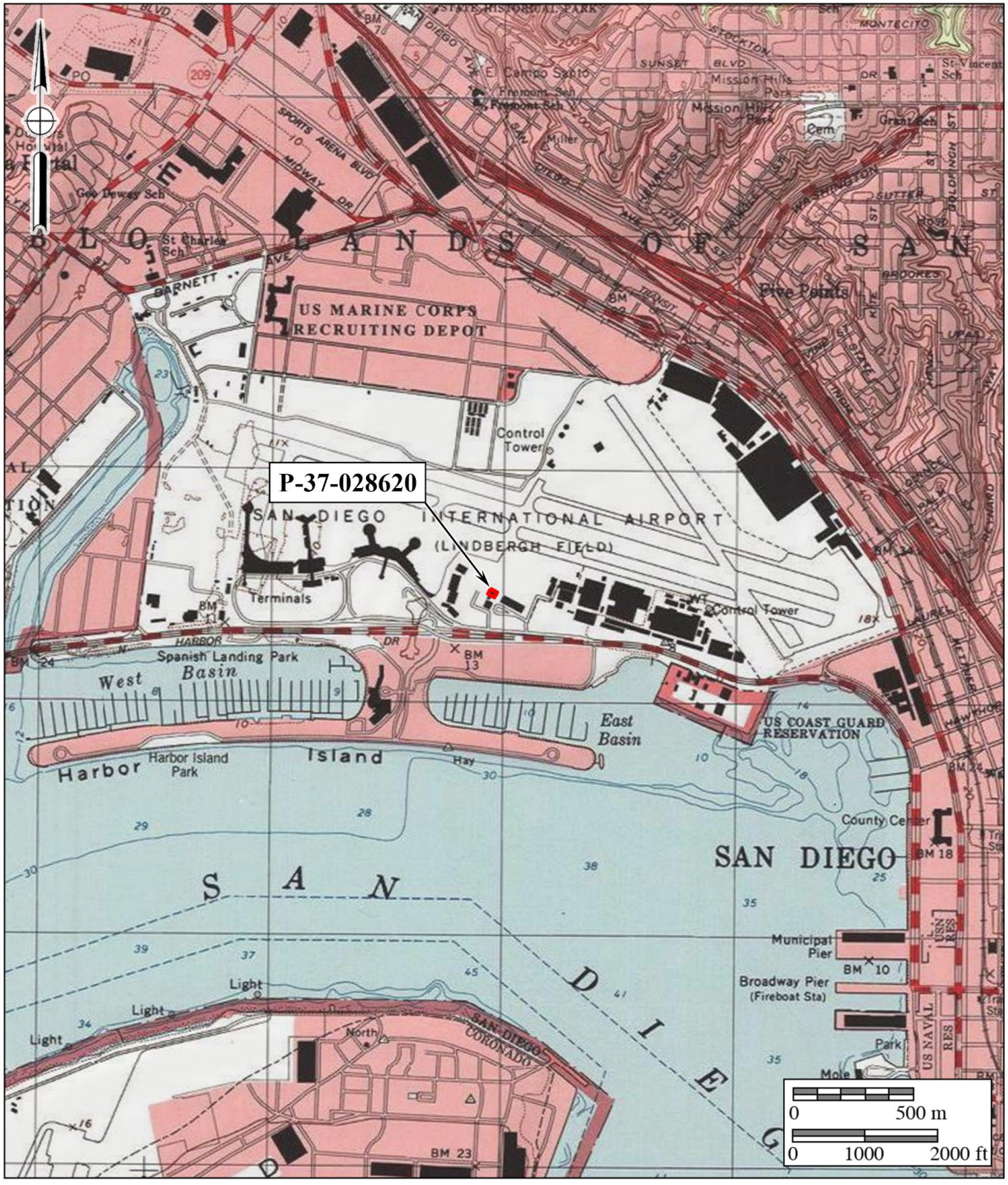
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***Map Name:** P-33-028620 location map, 7.5-minute *Point Loma, California* Quadrangle ***Scale:** 1:24,000 ***Date of Map:** N.D., Digital



*Required information

***Resource Name or #:** United Airlines 1931 Hangar and Terminal

***Map Name:** P-33-028620 location map, 7.5-minute *Point Loma, California* Quadrangle ***Scale:** 1:24,000 ***Date of Map:** N.D., Digital



*Required information

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

Primary # P-37-028620
HRI #
Trinomial
NRHP Status Code

Other Listings
Review Code Reviewer Date

*Resource Name or #: United Airlines 1931 Hangar and Terminal

P1. Other Identifier: ASIG Building

***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** San Diego

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

***b. USGS 7.5' Quad:** Point Loma. **Date:** 1996 **T** 16 South; **R** 3 West; on unsectioned Pueblo Lands of the City of San Diego.

c. Address: 2340 A-D Sillwater Road. City: San Diego. Zip: 92133
d. UTM: Zone: 11s 482588 mE/ 362143 mN (G.P.S.)
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Elevation: 10 ft. AMSL.
d. UTM: Zone: 11s; 481962 mE/ 3621467 mN (G.P.S.)
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Elevation: 13 ft ASML
Along the western edge of Lindbergh Field south of the Air Freight Building and north of the Commuter Terminal.

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

This two story in height aircraft hangar measures approximately 75 feet square. Its steel frame is supported by a poured concrete slab foundation. The low, broad, pyramidal shaped roof is supported by steel trusses and covered with asphalt roofing material. Squared, stucco covered, modest Art-Deco style pillars frame the building at each corner. The east side consists of a glass curtain wall made of multiple rectangular panes of glass in a large steel frame. The north wall consists of sliding hangar doors constructed in the same manner. A row of identically framed windows runs across the upper portion of the south wall. The west wall is stuccoed. Multiple single entry doors and rectangular steel framed windows are located at ground level along this side.

***P3b. Resource Attributes:** (List attributes and codes) HP 8: Industrial Building

***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other (Isolates, etc.)

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

SEE CONTINUATION SHEETS

P5b. Description of Photo: (View, date, accession #)

See continuation sheets

***P6. Date Constructed/Age and Sources:** ☒Historic ☐Prehistoric ☐Both

1931

***P7. Owner and Address:**
San Diego Regional Airport Authority, P.O. Box 82776, San Diego, CA 92138

***P8. Recorded by:** (Name, affiliation, and address)

Stephen Van Wormer
Walter Enterprises
238 Second Avenue, Chula Vista, CA, 91910

*P9. Date Recorded: December 2005

*P10. Survey Type: (Describe)

Intensive Survey

*P11. Report Citation: (Cite survey report and other sources, or enter "none.")

Van Wormer, Stephen R. and Mary Robbins–Wade, 2006. Historic Architectural Survey: San Diego Airport Master Plan Update. Affinis, El Cajon, CA

*Attachments: ☐NONE ☒Location Map ☐Sketch Map ☒Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (List):

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
Primary # P-37-028620
HRI#

BUILDING, STRUCTURE, AND OBJECT RECORD

 *NRHP Status Code *Resource Name or # (Assigned by recorder) United Airlines 1931 Hangar and Terminal

B1. Historic Name: United Airlines 1931 Hangar and Terminal

B2. Common Name: ASIG Building

B3. Original Use: Airline terminal and hangar B4. Present Use: Aircraft maintenance hangar

*B5. **Architectural Style:** Industrial – commercial aircraft hangar – modest Art Deco pillars at corners.

*B6. **Construction History:** (Construction date, alterations, and date of alterations)

Originally constructed along Pacific Highway at the southeast corner of the airfield in May 1931, this hangar was the second building built at Lindbergh Field. According to San Diego Regional Airport Authority records, it was moved to its present location around 1957.

*B7. **Moved?** ☐No ☒Yes ☐Unknown **Date:** 1957 **Original Location:** Along Pacific Highway at the southeast corner of Lindbergh Field.

*B8. **Related Features:** None

B9a. Architect: Undetermined b. Builder: Undetermined

*B10. **Significance: Theme:** Development of the commercial airline industry. **Area:** Lindbergh Field and along the West Coast.

Period of Significance: 1931 – 1940 **Property Type:** Applicable **Criteria:** Eligible for listing by the San Diego Historic Sites Board

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The ASIG building is the original United Airlines terminal. Pacific Air Transport - who changed their name to United shortly thereafter - originally constructed this building along Pacific Highway at the southeast corner of the airfield in May 1931. It was the second building constructed at Lindbergh Field. The building is significant under National Register Criterion C. Its design reflects early aircraft hangar and terminal construction typical of the late 1920s and early 1930s. The building shows very little modification from its original design and retains excellent integrity of design, workmanship, and materials, which still convey a strong feeling and association for the early airport development at Lindbergh Field and the early pioneering development of airline industry. The building is also significant under National Register Criterion A, due to the fact that it was the second building constructed at the airport and was used by United Airlines as its terminal when San Diego was United's hub during the early years of passenger aviation. As such it has strong associations with the development of the airline industry at Lindbergh Field and along the west coast. United Airlines was instrumental in the growth of passenger aviation on the west coast.

Although it has been moved from its original location, the building meets National Register Criteria Consideration B. This allows moved properties that are significant primarily for their architectural value, or as a surviving property most importantly associated with historic persons or events, to be considered eligible for the National Register, even though they are no longer located where they stood during their period of significance (National Park Service 1990: 29; 1993:16). The original United Terminal meets this consideration in that the building retains its original architectural design and integrity and is the only surviving building from the earliest period of development at Lindbergh Field between 1928 and 1933. In addition, the building would qualify for listing as an important resource by the City of San Diego's Historic Resources Board and is eligible for listing on the California Register of Historical Resources.

B11. Additional Resource Attributes: (List attributes and codes) HP 8: Industrial Building

***B12. References:**

Harbor Department
1935 Lindbergh Field Municipal Airport, San Diego California, "Air Capitol of the West." Informational pamphlet prepared and distributed by Harbor Department, City of San Diego. Lindbergh Field Vertical Files, San Diego Aerospace Museum, and San Diego Historical Society, San Diego, CA.

Leiser, Edward
2000 San Diego Flying Days. Copies of manuscripts on file at the San Diego Historical Society and San Diego Aerospace Museum, San Diego, CA.

B13. Remarks:

This building is worthy of preservation as part of an aerospace museum.

***B14. Evaluator:** Stephen Van Wormer, Walter Enterprises Affinis, 238 Second Avenue, Chula Vista, CA 91910. For Affinis, 847 Jamacha Road, El Cajon, Ca. 92019

***Date of Evaluation:** Date: December 2005

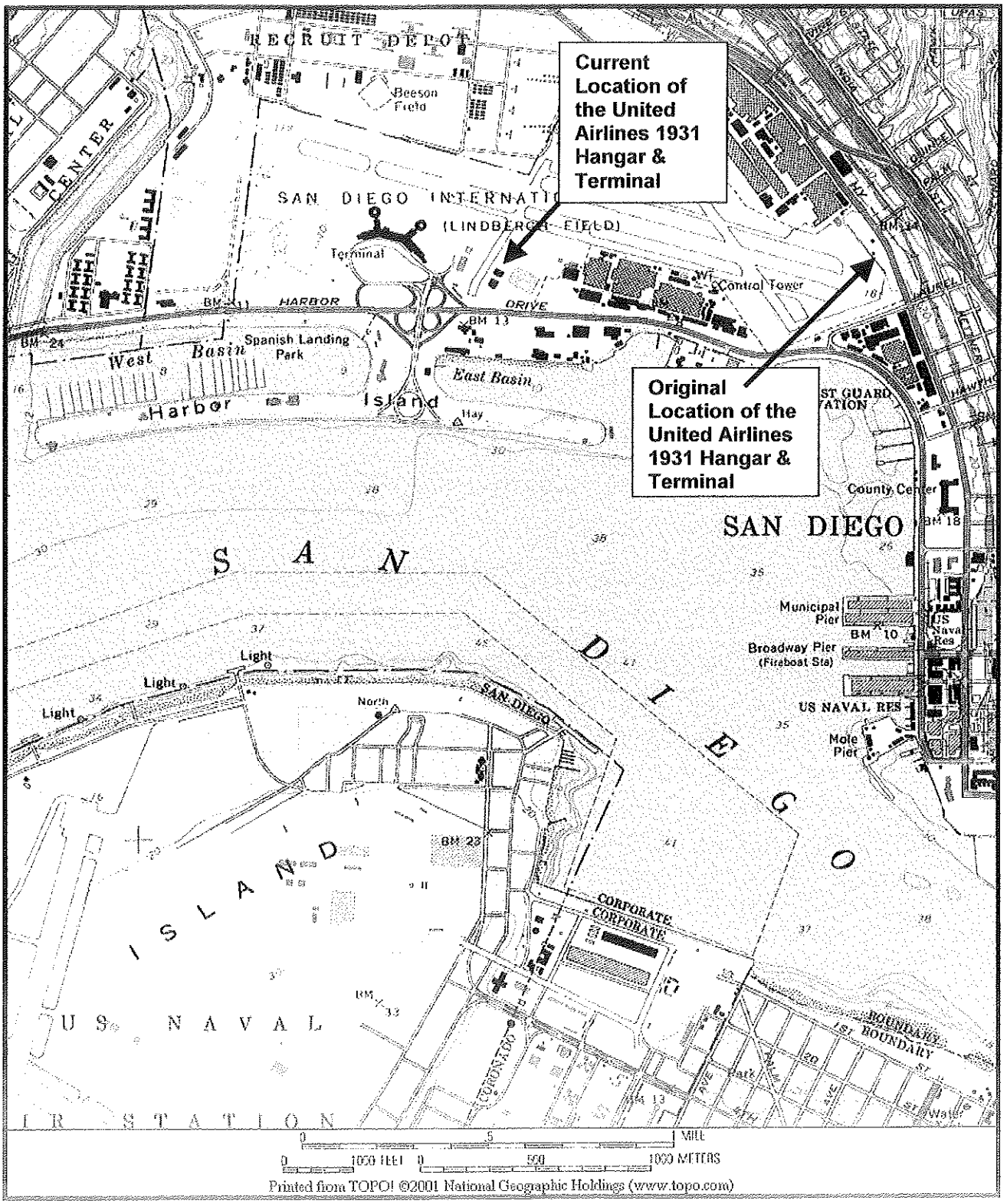
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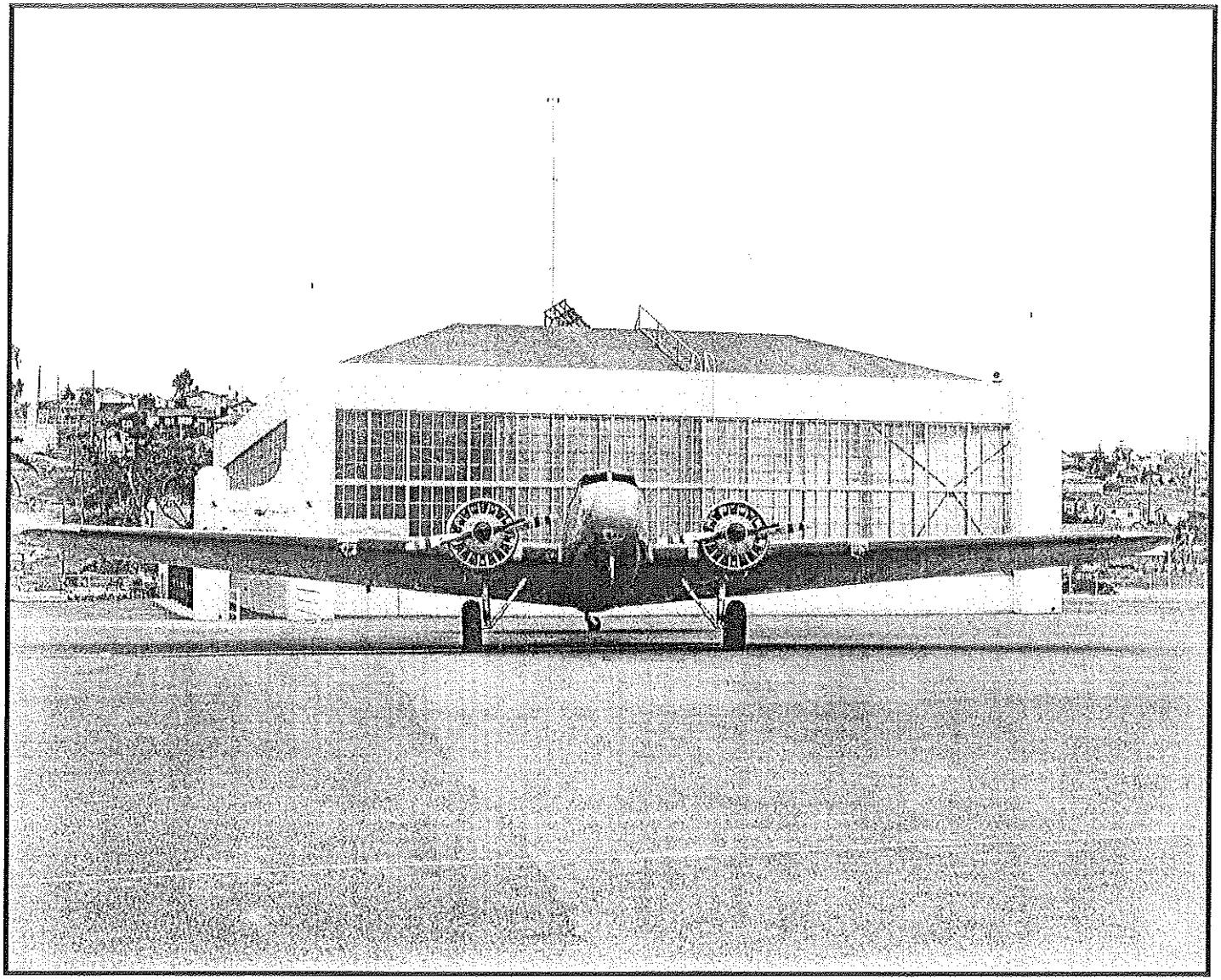
See Location Map

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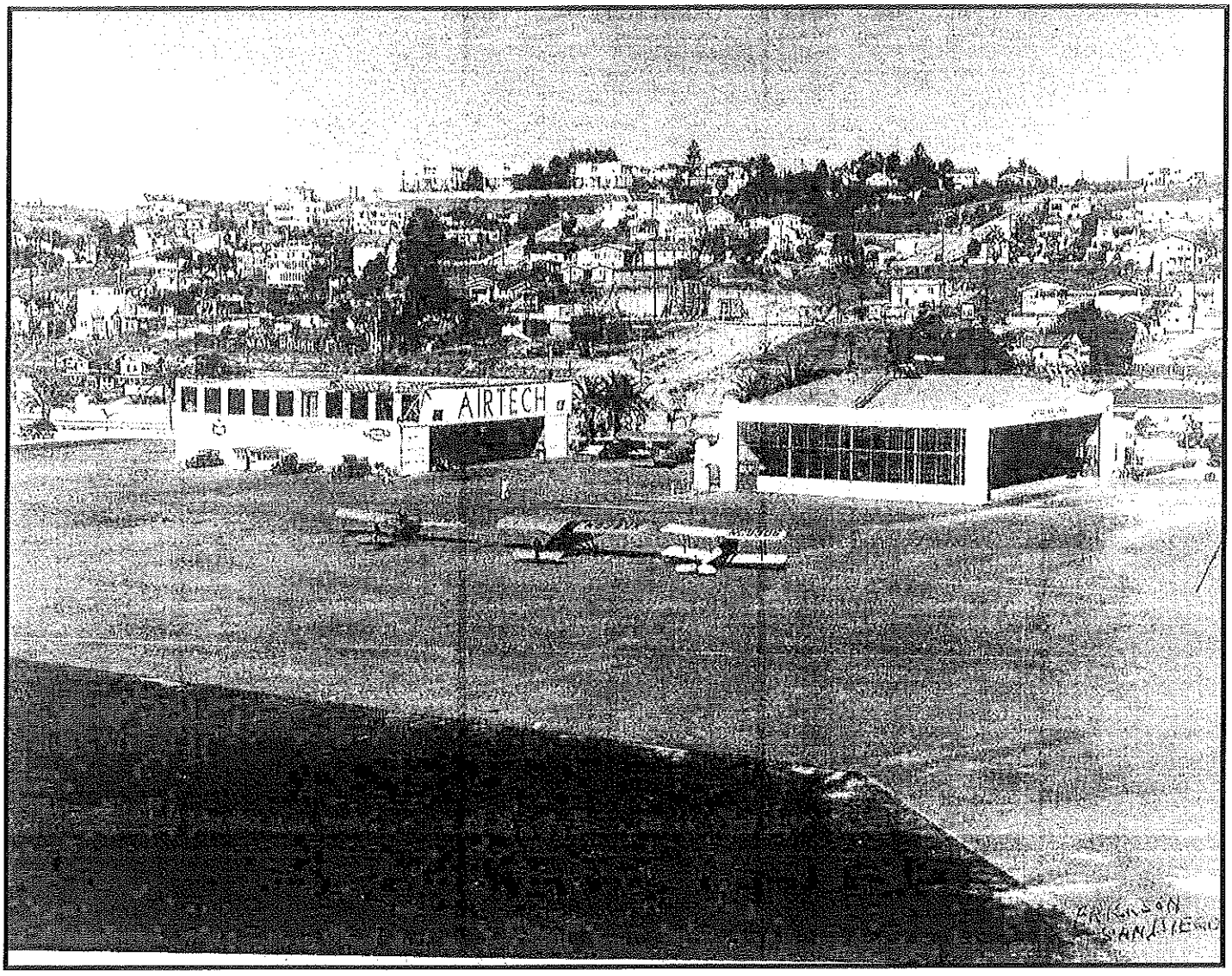
State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
LOCATION MAP

Primary # P- 37 -028620
HRI#
Trinomial

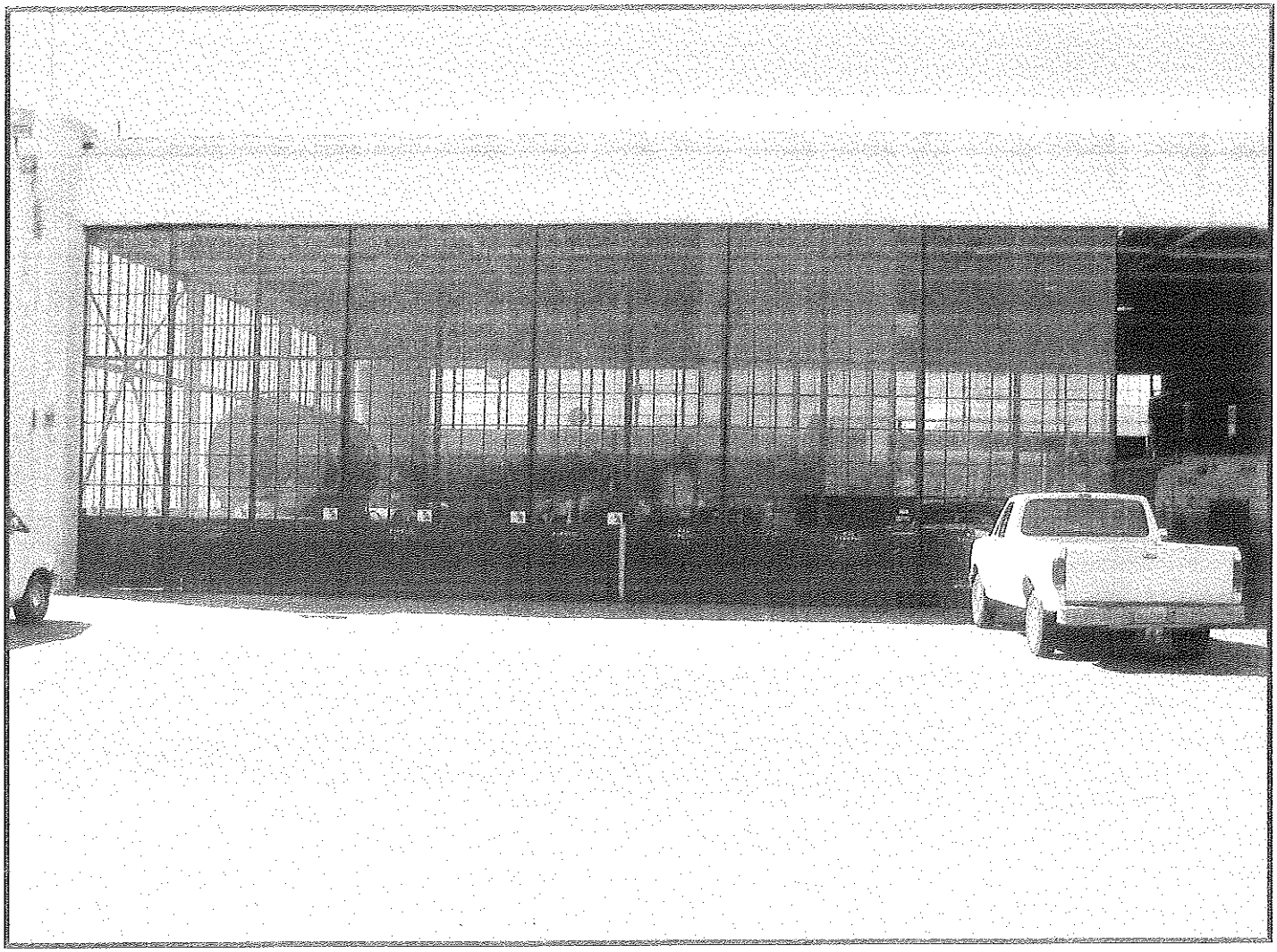




A Boeing twin-engine passenger plane in front of the United Airlines Hangar circa 1931 – 1932 (San Diego Historical Society). This photograph shows the building at its original location.



The Airtech and Pacific Air Transport - United Airlines hangars circa 1931-1932 (San Diego Aerospace Museum). Airtech was the first building constructed at Lindbergh Field and the United Airlines hangar was the second.



Current (2005) view of the front (north) side of the 1931 United Airlines Hangar, showing the sliding glass curtain wall hangar doors.



View of the east and north (front) sides of the 1931 United Airlines Hangar, looking southwest. Note how little the stuccoed exterior, glass curtain walls, corner pillars, and roofline have changed from their appearance in the 1931 photographs of the building that precede these photos.



Current (2005) view of the west façade of the 1931 United Airlines Hangar and Terminal, looking southeast.

Site P-37-036756 (Terminal 1) was initially recorded on October 24, 2017 as one of two large terminals at the San Diego International Airport (Lindbergh Field), originally constructed in 1967 and comprised of two parts (East and West) with a total of 19 gates.

Historic research indicated that Terminal 1 was constructed in 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.

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* 1967b).

On February 8, 1967, then-California Governor Ronald Reagan was the first passenger to land at Terminal 1 (San Diego Unified Port District 1965-1966), where he then delivered the dedicatory address. 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* 1967c). When built, Terminal 1 was almost 400.00 percent larger than the original 1932/1952 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* 1967a). 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 (*San Diego Union* 1967d), and handled 2,177,110 passengers (San Diego Unified Port District 1966-1967).

A site plan has been provided 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.



Plate 1: View of the primary (south) façade of Terminal 1, facing west.

The primary (south) façade of Section A remains the same today as when it was built in 1967. 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. When constructed, the wide overhang was entirely comprised of concrete; however, it currently features a mixture of vinyl and concrete. 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. 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 is a mix of fixed-pane glass panels, concrete rectangular slabs, and automatic sliding glass doors.

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 was removed and replaced with a glass wall of fixed-pane windows with metal trim. In 1997, Section B, a smooth concrete and metal sky bridge, which was designed by SGPA Architecture and Planning (SGPA), was constructed off of a new two-story rectangular structure 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. 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. Section C contains a covered walkway and two international gates and features a modern metal overhang and fixed-pane windows. 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.

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. 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.

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. Section E also features a mix of concrete block, smooth stucco, and fixed-pane windows. The concrete band on the first story (Section A) becomes a coffered overhang on the rotunda portion of the wing. 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.

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. Immediately east of Section F is an original 1967 projecting bay (Section A) that once housed the Interstate Hosts Restaurant (*San Diego Union* 1967a). 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.

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 and one on the east side.

Immediately east of Section F 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. There is an opening before the rotunda for a sloped driveway that runs underneath to the east façade of the wing. A concrete band at the top of the first story extends into a coffered overhang only on the rotunda portion of the wing. 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.

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. Section I is a large, rectangular, open-air baggage canopy with a concrete roof, unadorned square pillared supports, and smooth concrete sides that extends along the east façade of the Section A east concourse wing, terminating at the rotunda.

Immediately east of Section J is an original portion of the 1967 Section A building. This section is rectangular and features a concrete roof overhang and no windows. 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. Gates 1 and 2 are located at either end of Section K.

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

Under the City of San Diego 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.

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 concrete as building finish:** 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, 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. 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 window panes 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 four 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 both*.

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. To determine whether or not the Terminal 1 building retains aspects of integrity, it was evaluated based upon the following criteria (as recommended by Milbrooke et al. 1998):

1. ***Location:*** 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:*** 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.

The International-style east, north, and west façades of Terminal 1 are generally closed to the public. Since the building's completion in 1967, several modifications have been made to these façades, 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:*** 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:*** The east, north, and west façades of Terminal 1 have been significantly altered since 1967, which impacted original building materials. Sections C through L are composed of different materials and represent different building technologies; however, attempts were made to mimic the materials of the original heavy concrete and glass on the west, north, and east façades. Therefore, the east, north, and west façades of Terminal 1 (and therefore the building as a whole) do not retain integrity of materials.

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.

5. ***Workmanship:*** 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.

The primary (south) façade of Section A possesses three of the four Primary and both Secondary character-defining features of Brutalism, as well as some minor Futurist characteristics. The installation of the sky bridge (Section B) 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. Therefore, the primary (south) façade of Section A retains integrity of workmanship.

6. ***Feeling:*** 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 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, and therefore, the primary (south) façade of Section A retains integrity of feeling.

7. ***Association:*** 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.

The Terminal 1 building was also evaluated based upon the following NRHP/CRHR criteria:

1. ***NRHP/CRHR Criterion A/1:*** *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 SDIA. However, 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. Because 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, Terminal 1 is significant under Criterion A/1.

2. ***NRHP/CRHR Criterion B/2:*** *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 significant under Criterion B/2.

3. ***NRHP/CRHR 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 1 was designed by Paderewski, Dean & Associates (*San Diego Union* 1967a), 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 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 significant under NRHP/CRHR C/3 due its association with Paderewski, Dean & Associates.

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 significant under Criterion C/3.

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. Therefore, the primary (south) façade of Section A is significant under Criterion C/3.

4. ***NRHP/CRHR Criterion D/4:*** *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 significant under Criterion D/4.

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. The overall building currently retains only three out of seven aspects of original integrity, while the primary (south) façade of Section A retains four. Although the modifications made to the north, east, and west façades (Sections C through L) have negatively impacted the building as a whole, the original primary (south) façade of Section A has remained intact. 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. The primary (south) façade of Section A in and of itself is significant under Criterion C/3; however, the loss of architectural integrity on the other three façades has rendered the overall building not significant. Terminal 1 is still reflective of the modernization of Lindbergh Field during the commercial air traffic boom of the 1960s and 1970s and continues to be used as a large volume airport. Therefore, Terminal 1 is significant under Criterion A/1 and it is recommended that the building be documented prior to demolition or alteration.

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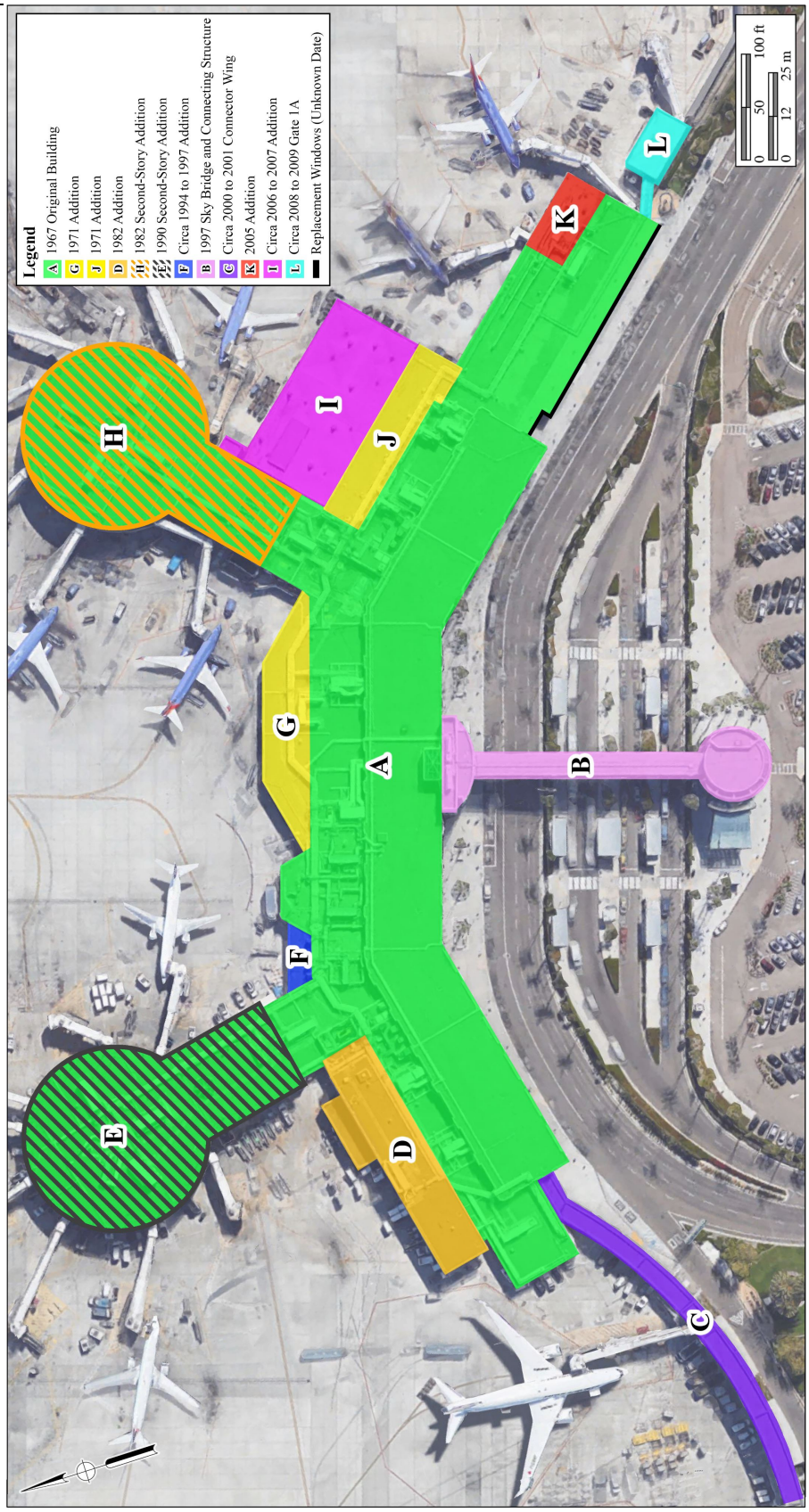
1967b A Constant Parade of All Types of Planes Roll Down the Strips. 7 February. San Diego, California.

1967c Air Terminal Previewed. 7 February. San Diego, California.

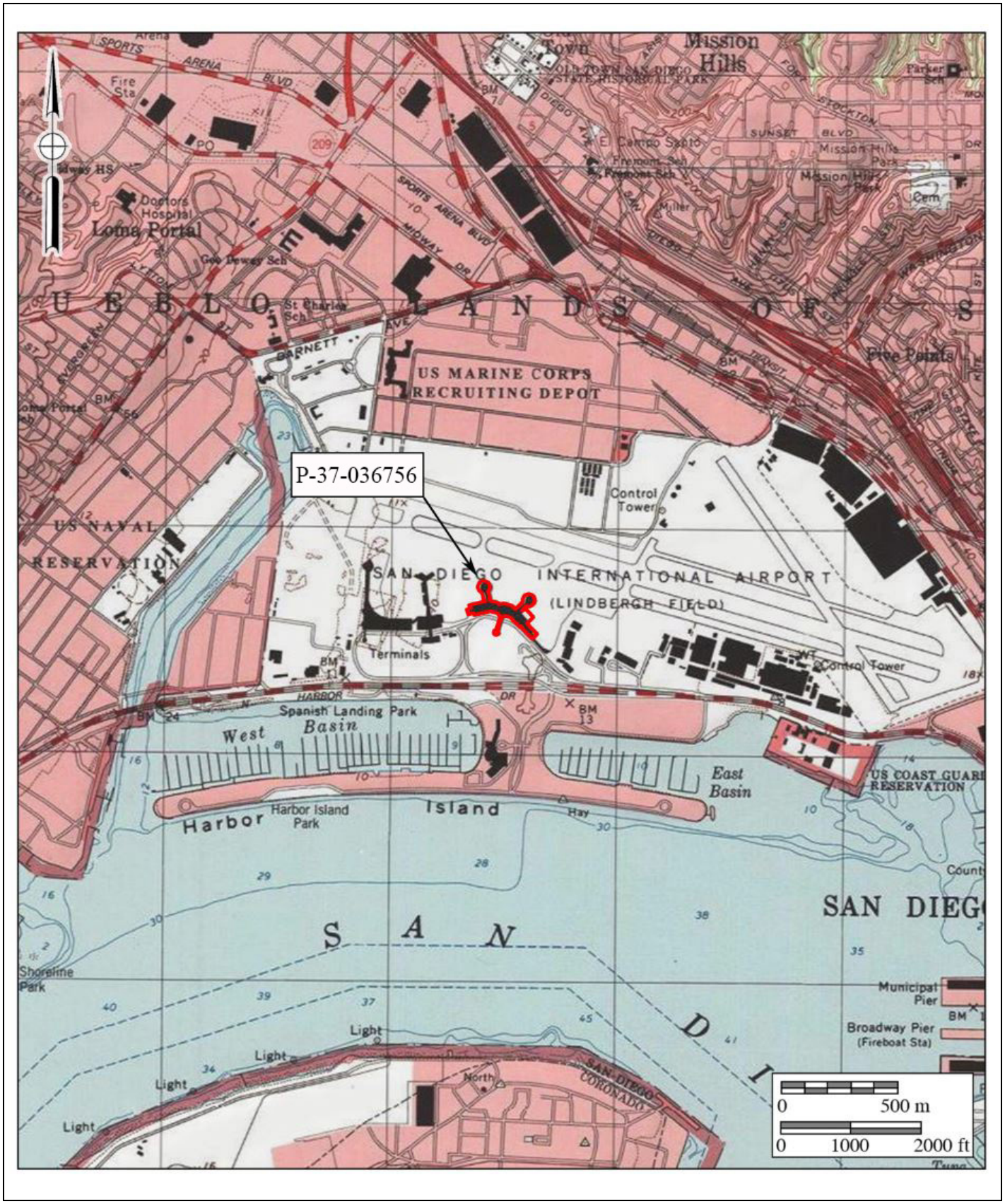
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Legend
A 1967 Original Building
C 1971 Addition
J 1971 Addition
D 1982 Addition
E 1982 Second-Story Addition
M 1990 Second-Story Addition
F Circa 1994 to 1997 Addition
B 1997 Sky Bridge and Connecting Structure
G Circa 2000 to 2001 Connector Wing
K 2005 Addition
I Circa 2006 to 2007 Addition
L Circa 2008 to 2009 Gate 1A
Replacement Windows (Unknown Date)
0 50 100 ft
0 12 25 m
A
B
C
D
E
F
G
H
I
J
K
L

***Resource Name or #:** San Diego International Airport Terminal 1
***Map Name:** P-33-036756 location map, 7.5-minute *Point Loma, California* Quadrangle ***Scale:** 1:24,000 ***Date of Map:** N.D., Digital



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

Primary # P-37-036756
HRI #
Trinomial
NRHP Status Code

Other Listings
Review Code **Reviewer** **Date**

***Resource Name or #:** San Diego International Airport Terminal 1

P1. Other Identifier: Building 1

***P2. Location:** ☐ **Not for Publication** ● **Unrestricted** ***a. County:** San Diego County, California
and (P2b and P2c or P2d. Attach a Location Map as necessary.)

***b. USGS 7.5' Quad:** *Point Loma* **Date:** ND, digital **T** 17 S; **R** 03 W; **¼ of ¼ of Sec** unsectioned former Pueblo Lands**;** S.B. **B.M.**

c. Address: 3225 North Harbor Drive City: San Diego Zip: 92101

d. UTM: (Give more than one for large and/or linear resources) Zone: mE/ mN (G.P.S.)

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Elevation:

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The building currently serves as one of two large terminals at the San Diego International Airport (Lindbergh Field). Terminal 1 has two parts, East and West, and has 19 gates.

***P3b. Resource Attributes:** (List attributes and codes): HP39 (airport terminal)

***P4. Resources Present:** ●Building ☐ Structure ☐Object ☐Site ☐District ☐Element of District ☐Other (Isolates, etc.)

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



P5b. Description of Photo: (View, date, accession #)
South façade, facing northwest

***P6. Date Constructed/Age and Sources:**
● Historic ☐Prehistoric ☐Both
Date of construction: 1967

***P7. Owner and Address:**
San Diego County
Regional Airport Authority
3225 North Harbor Drive
San Diego, California 92101

***P8. Recorded by:** (Name, affiliation, and address)
Courtney Accardy
Brian F. Smith and Associates, Inc.
14010 Poway Road, Suite A
Poway, California 92064

***P9. Date Recorded:** 10/24/2017

***P10. Survey Type:** (Describe)
Intensive pedestrian survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")

Cultural Resources Study for the San Diego International Airport Development Project, San Diego, San Diego County, California. Stropes, Jennifer R.K., Kimberly P. Ellis, and Brian F. Smith. Brian F. Smith and Associates, Inc. In progress.

***Attachments:** ☐NONE ●Location Map ☐Sketch Map ☐Continuation Sheet ● Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐ Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (List):

BUILDING, STRUCTURE, AND OBJECT RECORD

***NRHP Status Code**:

***Resource Name or #:** San Diego International Airport Terminal 1

B1. Historic Name:

B2. Common Name:

B3. Original Use: Airport Terminal

B4. Present Use: Airport Terminal

***B5. Architectural Style:** Brutalist Style and International Style

***B6. Construction History:** (Construction date, alterations, and date of alterations) Originally constructed in **1967;** Material change of the small set-back rectangular attached building on the easternmost corner of the south façade that houses Gate 1A, Gate 1, and Gate 2 **date unknown;** West Terminal constructed in **1979;** East Terminal (original building) second story added in **1982;** Construction of the sky bridge in **approximately 1996**

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

***B8. Related Features:** Various buildings at the San Diego International Airport

B9a. Architect: Louis Dean (Paderewski, Dean, and Associates) b. Builder: Unknown

***B10. Significance** **Theme:** N/A **Area:** San Diego

Period of Significance: **Property Type:** Airport Terminal **Applicable Criteria:** None

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Additional research required to determine significance.



B11. Additional Resource Attributes (List attributes and codes): None

***B12. References:** See Continuation sheet

B13. Remarks: None

***B14. Evaluator:** Jennifer R.K. Stropes, Kimberly P. Ellis, and Brian F. Smith

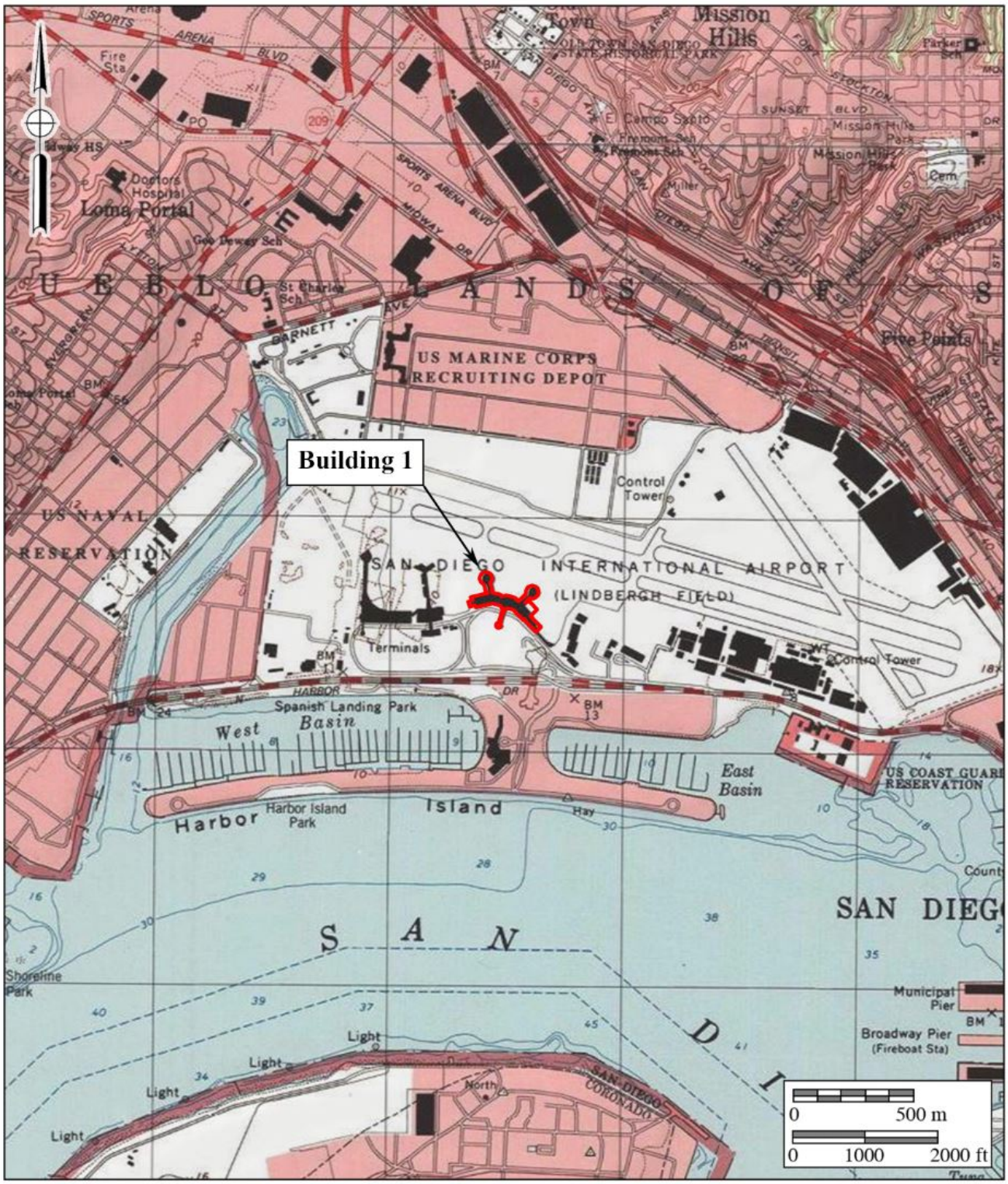
***Date of Evaluation:** 10/24/17

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary # P-37-036756
HRI#
Trinomial

Page 3 **of** 3 ***Resource Name or #** (Assigned by recorder) San Diego International Airport Terminal 1
***Map Name:** *Point Loma, California* USGS 7.5′ quadrangle ***Scale:** 1:24,000 ***Date of map:** N.D., digital



Site P-37-036757 (Terminal 2) was initially recorded on October 24, 2017 as one of two large terminals at the San Diego International Airport (Lindbergh Field), originally constructed in 1979 and comprised of two parts (East and West) with a total of 32 gates.

Historic research indicated that the eastern portion of Terminal 2 (Terminal 2 East) was constructed in response to an escalating increase in passengers traveling through Lindbergh Field. 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* 1968).

In 1969, the Board of Port Commissioners selected Frank L. Hope & Associates to conduct expansion studies for the structures located within Lindbergh Field (*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.

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 Federal Aviation Administration standards.
- ***July of 1968:*** A new, three-story administrative office and airplane hangar were completed for Pacific Southwest Airlines.
- ***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).



Plate 1: View of the primary (south) façade of Terminal 2 East, facing west.

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).

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* 1977). Construction began in 1977, 100 yards west of Terminal 1. 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 new baggage handling system for Terminal 2 East was installed in a separate building across Harbor Drive 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 (*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).

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; SDIA 2017). The Terminal 2 West expansion, thereby assigning Terminal 2 East its new directional designation, was opened for passenger traffic on January 8, 1998 (SDIA 2017).

A site plan has been provided below 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.

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. The original overhang ceiling exhibited the same deeply coffered roof system of curved, concave, curved square indentations that it currently exhibits. 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. When constructed, the wide overhang was entirely comprised of concrete; however, it currently features a mixture of vinyl and concrete. The primary (south) façade of Section A is currently a mix of fixed-pane glass panels, concrete rectangular slabs, and automatic sliding glass doors.

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 Harbor Drive. The original baggage claim building, which used to be located across Harbor Drive, 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.

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. 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. The northern portion of Section C consists of a second-story pedestrian walkway, which is made of modern metal and fixed-pane windows. 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. 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. 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. 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. 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.

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. 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. Fixed-pane windows are located on the northern end of the second story of Section G at Gate 27.

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. 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. 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.

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. 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. The original section 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.

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. The modern metal and fixed-pane windows extend past the trapezoidal portion and across the entire north façade of the second story, and wrap around to cover the east façade, which houses international gates and connects to Terminal 1. 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.

Under the City of San Diego 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.

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, 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 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 window panes and 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 more as 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 four 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*.

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. To determine whether or not the Terminal 2 building retains aspects of integrity, it was evaluated based upon the following criteria (as recommended by Milbrooke et al. 1998):

1. ***Location:*** 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:*** 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 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 Gate 27. Immediately south of the original eastward projection of the Section A concourse wing, another two-story addition was constructed that runs 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:*** 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:*** 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:*** 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:*** 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:*** Historical research did not reveal any important events or individuals that are closely associated with Terminal 2 East, and therefore, the building never possessed integrity of association.

The Terminal 2 East building was also evaluated based upon the following NRHP/CRHR criteria:

1. ***NRHP/CRHR Criterion A/1:*** *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 SDIA. 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/1.

2. ***NRHP/CRHR Criterion B/2:*** *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/2.

3. *NRHP/CRHR 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* 1967), 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/3 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/3.

4. ***NRHP/CRHR Criterion D/4:*** *It has yielded, or may be likely to yield, information important in prehistory or history.*

Terminal 2 East does not have the potential to yield any additional information important to local, state, or national history, and therefore, is not significant under Criterion D/4.

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. Although Terminal 2 East is not significant under any NRHP or CRHR criteria, because it was designed as an addition to Terminal 1 utilizing a similar design and materials, it is recommended that Terminal 2 East be documented with Terminal 1 prior to demolition in 2034.

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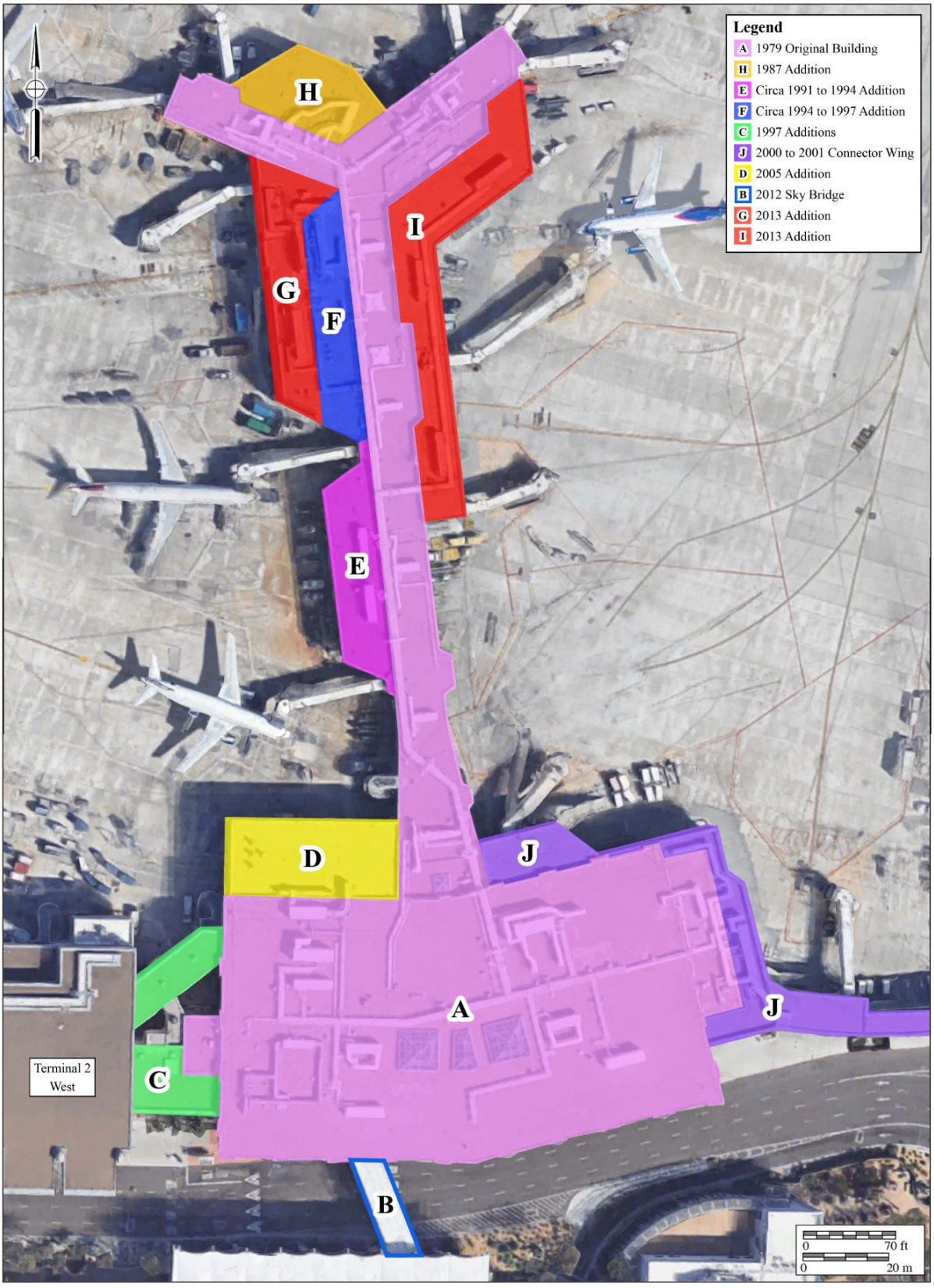
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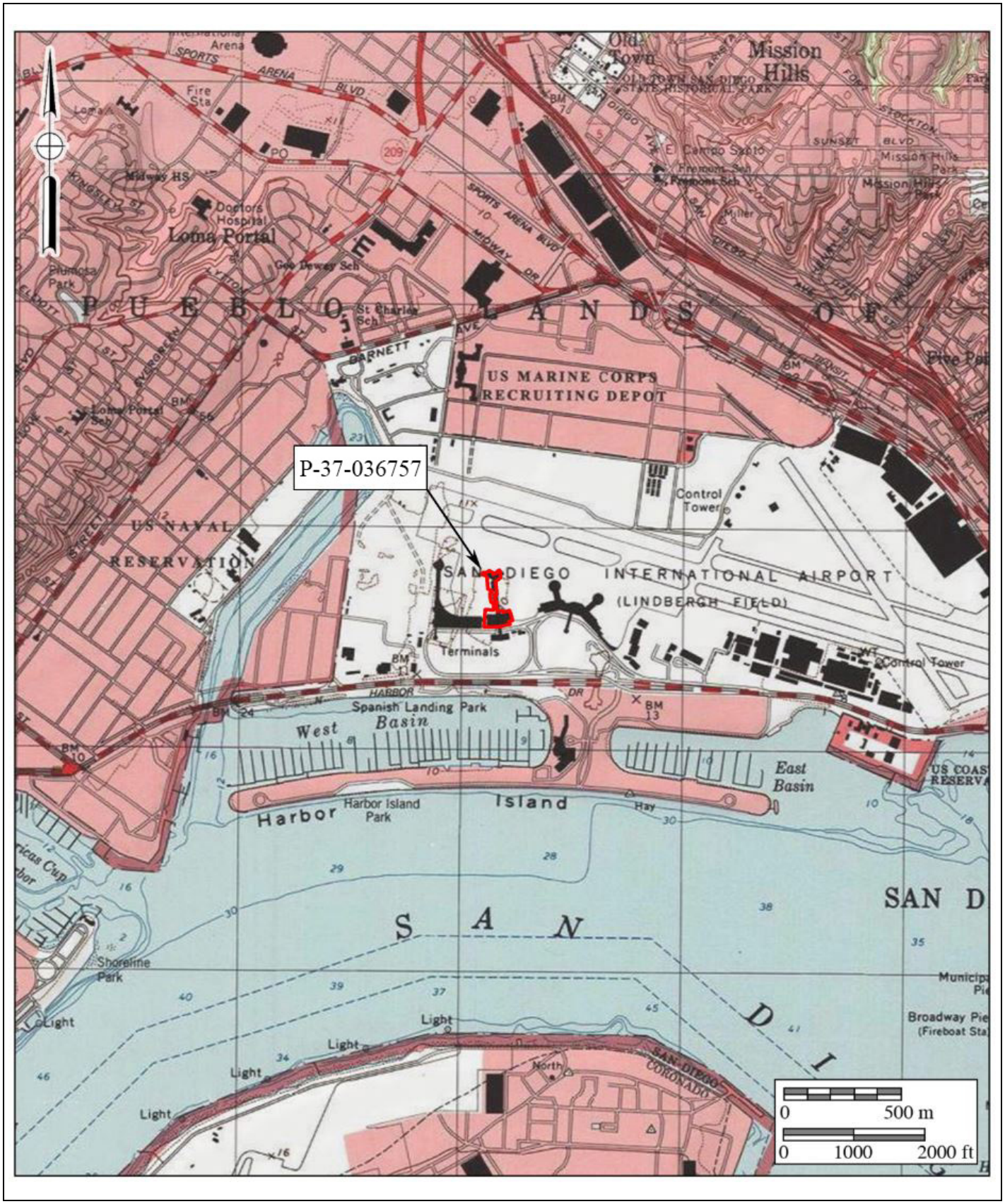
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***Resource Name or #:** San Diego International Airport Terminal 2
***Map Name:** P-33-036757 location map, 7.5-minute *Point Loma, California* Quadrangle ***Scale:** 1:24,000 ***Date of Map:** N.D., Digital



***Resource Name or #:** San Diego International Airport Terminal 2

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*Required information

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

Primary # P-37-036757
HRI #
Trinomial
NRHP Status Code

Other Listings
Review Code **Reviewer** **Date**

***Resource Name or #:** San Diego International Airport Terminal 2

P1. Other Identifier: Building 2

***P2. Location:** ☐ **Not for Publication** ● **Unrestricted**
and (P2b and P2c or P2d. Attach a Location Map as necessary.)

***a. County:** San Diego County, California

***b. USGS 7.5' Quad:** *Point Loma* **Date:** ND, digital **T** 17 S; **R** 03 W; **¼ of ¼ of Sec** unsectioned former Pueblo Lands; S.B. **B.M.**

c. Address: 3225 North Harbor Drive City: San Diego Zip: 92101

d. UTM: (Give more than one for large and/or linear resources) Zone: mE/ mN (G.P.S.)

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Elevation:

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The building currently serves as one of two large terminals at the San Diego International Airport (Lindbergh Field). Terminal 2 has two parts, East and West, and has 32 gates.

***P3b. Resource Attributes:** (List attributes and codes): HP39 (airport terminal)

***P4. Resources Present:** ●Building ☐ Structure ☐Object ☐Site ☐District ☐Element of District ☐Other (Isolates, etc.)

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



P5b. Description of Photo: (View, date, accession #)
East façade, facing west

***P6. Date Constructed/Age and Sources:**
● Historic ☐Prehistoric ☐Both
Date of construction: 1979

***P7. Owner and Address:**
San Diego County
Regional Airport Authority
3225 North Harbor Drive
San Diego, California 92101

***P8. Recorded by:** (Name, affiliation, and address)
Courtney Accardy
Brian F. Smith and Associates, Inc.
14010 Poway Road, Suite A
Poway, California 92064

***P9. Date Recorded:** 10/24/2017

***P10. Survey Type:** (Describe)
Intensive pedestrian survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")

Cultural Resources Study for the San Diego International Airport Development Project, San Diego, San Diego County, California. Stropes, Jennifer R.K., Kimberly P. Ellis, and Brian F. Smith. Brian F. Smith and Associates, Inc. In progress.

***Attachments:** ☐NONE ●Location Map ☐Sketch Map ☐Continuation Sheet ● Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐ Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (List):

BUILDING, STRUCTURE, AND OBJECT RECORD

***NRHP Status Code**:

***Resource Name or #:** San Diego International Airport Terminal 2

B1. Historic Name:

B2. Common Name:

B3. Original Use: Airport Terminal

B4. Present Use: Airport Terminal

***B5. Architectural Style:** Brutalist Style and International Style

***B6. Construction History:** (Construction date, alterations, and date of alterations) Originally constructed in **1979**

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

***B8. Related Features:** Various buildings at the San Diego International Airport

B9a. Architect: Louis Dean (Paderewski, Dean, and Associates)

b. Builder: M.H. Golden Construction Company

***B10. Significance** **Theme:** N/A **Area:** San Diego

Period of Significance: **Property Type:** Airport Terminal **Applicable Criteria:** None

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Additional research is required to determine significance.



B11. Additional Resource Attributes (List attributes and codes): None

***B12. References:** See Continuation sheet

B13. Remarks: None

***B14. Evaluator:** Jennifer R.K. Stropes, Kimberly P. Ellis, and Brian F. Smith

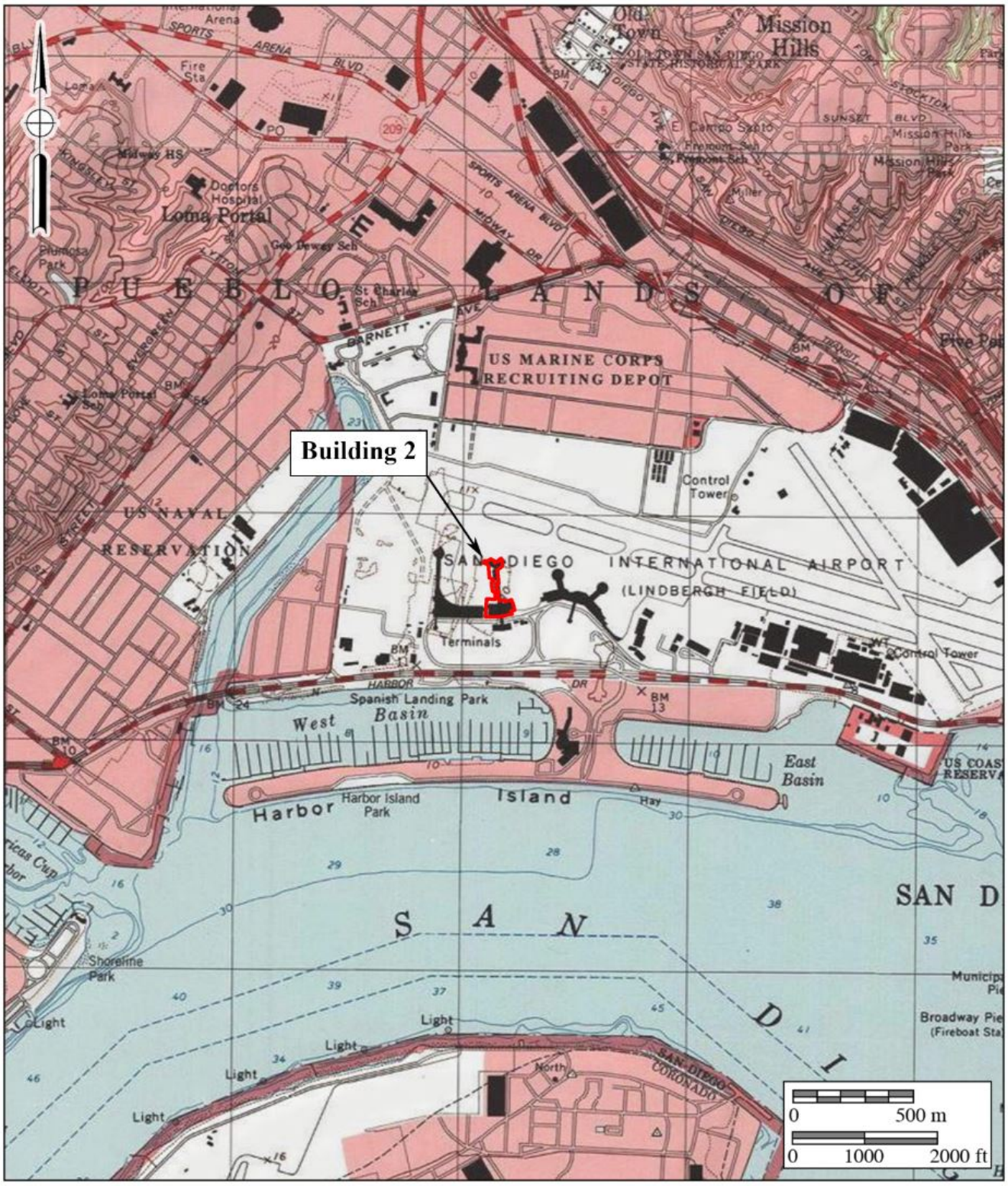
***Date of Evaluation:** 10/24/17

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary # P-37-036757
HRI#
Trinomial

Page 3 **of** 3 ***Resource Name or #** (Assigned by recorder) San Diego International Airport Terminal 2
***Map Name:** *Point Loma, California* USGS 7.5′ quadrangle ***Scale:** 1:24,000 ***Date of map:** N.D., digital



Site P-37-036758 was initially recorded on October 24, 2017 as the former Commuter Terminal for the San Diego International Airport, originally constructed in 1967 and currently serving as the administration building for the San Diego County Regional Airport Authority.

Further historic research indicated that P-37-036758 was completed in 1968 and originally served as the headquarters/ administrative and maintenance facility (AMF) for Pacific Southwest Airlines (PSA). The building had three stories and consisted of airplane hangars and a maintenance facility on the ground floor, technical services facilities on the second floor, and the administrative offices and a reservation center on the third floor. Once finished, the building could accommodate five aircraft for maintenance. The reservation center on the third floor was notable because it provided "the first instant and complete reservation service in the industry" with an IBM 360 computer with 65 "television sets" (*San Diego Union* 1967). Each PSA reservationist had a "typewriter-like keyboard to make queries and receive responses" (*San Diego Union* 1967) from their television screen.

Some of the administration offices were cantilevered out of the third floor. When originally constructed in 1968, the building only had windows in the cantilevered portion of the third floor. The north façade of the new hangar was left open to allow for the entrance and exit of large aircraft, and 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.

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 1996, the PSA AMF building was converted to function as the airport's commuter terminal (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; 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; windows and doors were installed along the north, west, and south façades (no windows were installed on the east façade); 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, 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 San Diego Regional Airport Authority's (SDCRAA) 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.



Plate 1: Primary (south) façade, facing northeast.



Plate 2: East façade showing mural, facing northwest.

Under the City of San Diego Modernism Context Statement, 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.

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:** When constructed, the 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 building measured 150 feet wide by 400 feet long, and could 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 possesses this Primary character-defining feature of Brutalism.

3. **Angular and rectilinear forms:** The 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 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, PSA AMF building *possesses two*.

Secondary Character-Defining Features

According to the Modernism Context Statement, there are four 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*.

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. To determine whether or not the Terminal 1 building retains aspects of integrity, it was evaluated based upon the following criteria (as recommended in Milbrooke at al. 1998):

1. ***Location:*** As the PSA AMF building has not been moved since its date of construction, it maintains integrity of location.

2. ***Design:*** The design of the PSA AMF building has been significantly altered since its period of construction. When the building was repurposed as the SDIA Commuter Terminal in 1996, numerous alterations were made. Furthermore, in 2015, the building was turned into the SDCRAA's headquarters. No exterior modifications were made, but the interior was heavily remodeled. Due to the numerous alterations, the PSA AMF building does not retain integrity of design.

3. ***Setting:*** By 1968, when the PSA AMF building was completed, the airport had already been heavily built out with parking lots and other industrial buildings, just as it remains today. Therefore, Terminal 1 retains integrity of setting.

4. ***Materials:*** When renovated in 1996, original building materials were removed, including the triangular roof beams, oval-shaped windows, and the concrete block retaining wall, and newer materials were introduced. Due to the alterations made in 1996, the PSA AMF building does not retain integrity of materials.

5. ***Workmanship:*** With the 1996 renovation, the entire hangar portion was removed and windows were cut into the original concrete walls. A significant portion of the original workmanship has been lost. Therefore, the building does not retain integrity of workmanship.

6. ***Feeling:*** With the 1996 renovation, the large projecting roof beams and the oval-shaped windows, which gave the building a feeling of 1960s futurism, were removed and replaced with post-Modern-style windows and entryways. Because the original design and materials of the building have been altered so significantly, the building does not retain integrity of feeling.

7. ***Association:*** Historic research revealed that no important events of individuals have ever been associated with the PSA AMF building; therefore, the building has never possessed integrity of association.

The Terminal 1 building was also evaluated based upon the following California Register of Historical Resources (CRHR)/ National Register of Historic Places (NRHP) criteria:

1. ***NRHP/CRHR Criterion A/1:*** *It is associated with events that have made a significant contribution to the broad patterns of history.*

When originally constructed, the building was equipped with the "first instant and complete reservation service in the industry." However, when PSA became a division of USAir in 1967, the original reservation system was upgraded. Additionally, the PSA AMF building was not the first PSA building constructed at Lindbergh Field. Therefore, the building is not significant under Criterion A/1.

2. ***NRHP/CRHR Criterion B/2:*** *It is associated with the lives of persons important in our past.*

No single person is specifically associated with the PSA AMF building. It was not the only PSA facility in San Diego or the United States, nor was it specifically associated with any leadership of the company. Additionally, no known significant individuals ate associated with the building's use as the commuter terminal or SDCRAA headquarters. Therefore, the building is not significant under Criterion B/2.

3. ***NRHP/CRHR 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.*

When originally constructed, the PSA AMF building possessed all four Primary and both Secondary character-defining features of Brutalism. Modifications made to the building impacted the majority of these features. Furthermore, although the building was designed by La Jolla-based Modernist architect Henry Hester, the building is not most representative of Hester's work. Therefore, the building is not significant under Criterion C/3.

4. ***NRHP/CRHR Criterion D/4:*** *It has yielded, or may be likely to yield, information important in prehistory or history.*

The PSA AMF building does not have the potential to yield any additional information important to local, state, or national history, and is therefore not significant under Criterion D/4.

Sources:

Bell, Diane
2014 Commuter Terminal Gets New Mural. *San Diego Union Tribune*. 9 April. San Diego, California.

City of San Diego
2007 *San Diego Modernism Historic Context Statement*. Submitted to the State of California Office of Historic Preservation.

Hall, Matthew T.
2013 Lindbergh's Mural May Be Destroyed. *San Diego Union Tribune*. 5 February. San Diego, California.

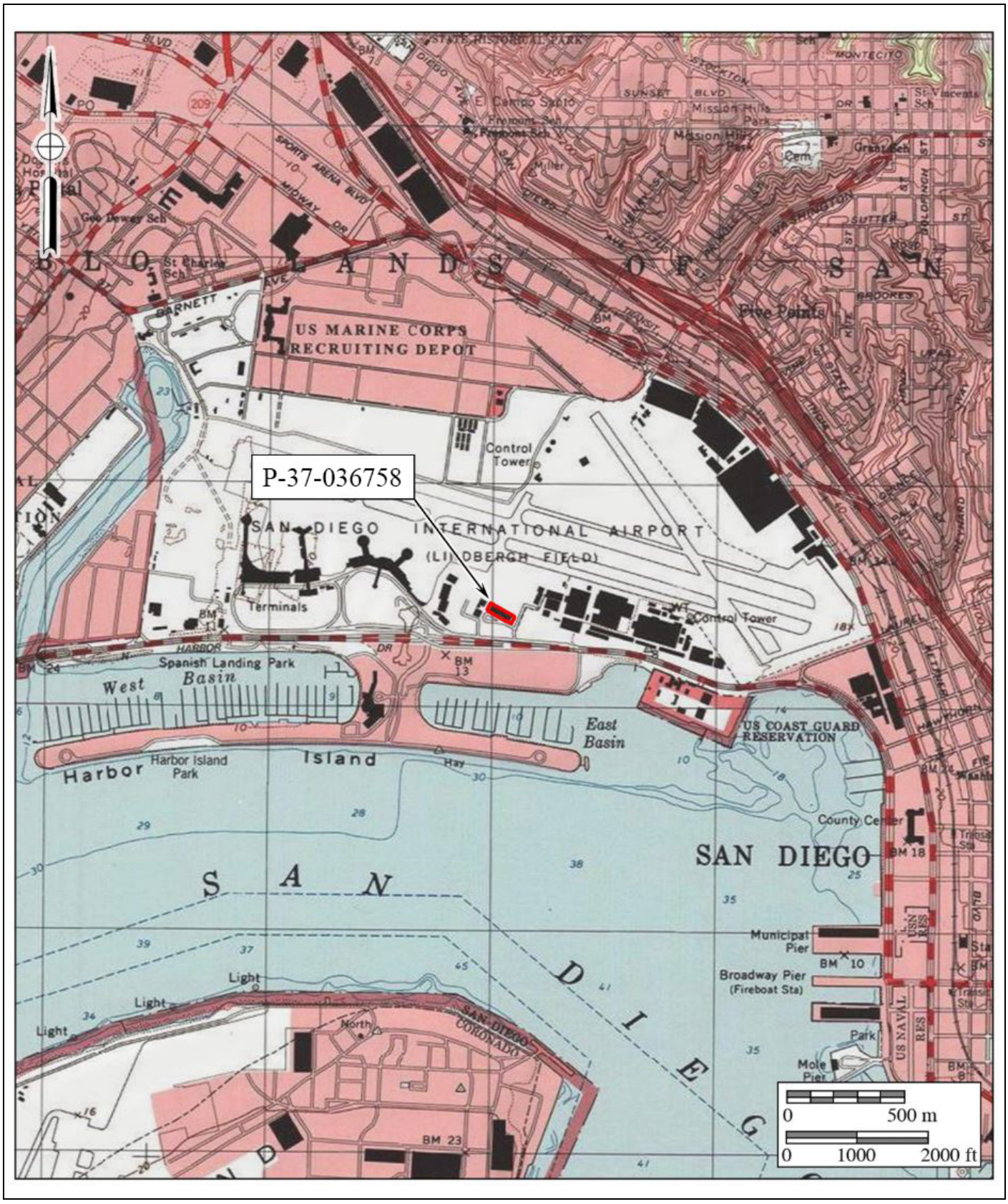
Milbrooke, Anne, Patrick Andrus, Jody Cook, and David B. Whipple
1998 National Register Bulletin: Guidelines for Evaluating and Documenting Historic Aviation Properties. U.S. Department of the Interior, National Park Service, National Register of Historic Places, Washington, D.C.

San Diego Union
1967 PSA to Provide Fast Reservations. 27 November:B-12. San Diego, California.

Pescador, Katrina, Alan Renga, Pamela Gay, and the San Diego Air and Space Museum
2012 *Images of Aviation: San Diego International Airport, Lindbergh Field.* Arcadia Publishing, Charleston, South Carolina.

Trinkle, Kevin
2017 History of PSA. Electronic document, http://www.psa-history.org/about_psa/history/, accessed November 9, 2017.

***Resource Name or #:** San Diego International Airport Commuter Terminal
***Map Name:** P-33-036758 location map, 7.5-minute *Point Loma, California* Quadrangle ***Scale:** 1:24,000 ***Date of Map:** N.D., Digital



*Required information

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

Primary # P-37-036758
HRI #
Trinomial
NRHP Status Code

Other Listings
Review Code **Reviewer** **Date**

***Resource Name or #:** San Diego International Airport Commuter Terminal

P1. Other Identifier: Building 3/21

***P2. Location:** ☐ **Not for Publication** ● **Unrestricted** ***a. County:** San Diego County, California
and (P2b and P2c or P2d. Attach a Location Map as necessary.)

***b. USGS 7.5' Quad:** *Point Loma* **Date:** ND, digital **T** 17 S; **R** 03 W; **¼ of ¼ of Sec** unsectioned former Pueblo Lands; S.B. **B.M.**

c. Address: 3225 North Harbor Drive City: San Diego Zip: 92101

d. UTM: (Give more than one for large and/or linear resources) Zone: mE/ mN (G.P.S.)

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Elevation:

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

This building is the former Commuter Terminal for the San Diego International Airport. The Commuter Terminal had four gates, and its last domestic flight arrival was on June 4, 2015. It currently houses the administrative offices of the San Diego County Regional Airport Authority.

***P3b. Resource Attributes:** (List attributes and codes): HP39 (airport terminal)

***P4. Resources Present:** ●Building ☐ Structure ☐Object ☐Site ☐District ☐Element of District ☐Other (Isolates, etc.)

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



P5b. Description of Photo: (View, date, accession #)
South façade, facing northeast

***P6. Date Constructed/Age and Sources:**
● Historic ☐Prehistoric ☐Both
Date of construction: 1967

***P7. Owner and Address:**
San Diego County
Regional Airport Authority
3225 North Harbor Drive
San Diego, California 92101

***P8. Recorded by:** (Name, affiliation, and address)
Courtney Accardy
Brian F. Smith and Associates, Inc.
14010 Poway Road, Suite A
Poway, California 92064

***P9. Date Recorded:** 10/24/2017

***P10. Survey Type:** (Describe)
Intensive pedestrian survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")

Cultural Resources Study for the San Diego International Airport Development Project, San Diego, San Diego County, California. Stropes, Jennifer R.K., Kimberly P. Ellis, and Brian F. Smith. Brian F. Smith and Associates, Inc. In progress.

***Attachments:** ☐NONE ●Location Map ☐Sketch Map ☐Continuation Sheet ● Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐ Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (List):

BUILDING, STRUCTURE, AND OBJECT RECORD

***NRHP Status Code**:

***Resource Name or #:** San Diego International Airport Commuter Terminal

B1. Historic Name:

B2. Common Name:

B3. Original Use: Airport Terminal

B4. Present Use: Administrative Office Building

***B5. Architectural Style:** Unknown

***B6. Construction History:** (Construction date, alterations, and date of alterations) Originally constructed in **1967**

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

***B8. Related Features:** Various buildings at the San Diego International Airport

B9a. Architect: Unknown

b. Builder: Unknown

***B10. Significance** **Theme:** N/A **Area:** San Diego

Period of Significance: **Property Type:** Airport Terminal / Administrative Office **Applicable Criteria:** None

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Additional research is required to determine significance.



B11. Additional Resource Attributes (List attributes and codes): None

***B12. References:** See Continuation sheet

B13. Remarks: None

***B14. Evaluator:** Jennifer R.K. Stropes, Kimberly P. Ellis, and Brian F. Smith

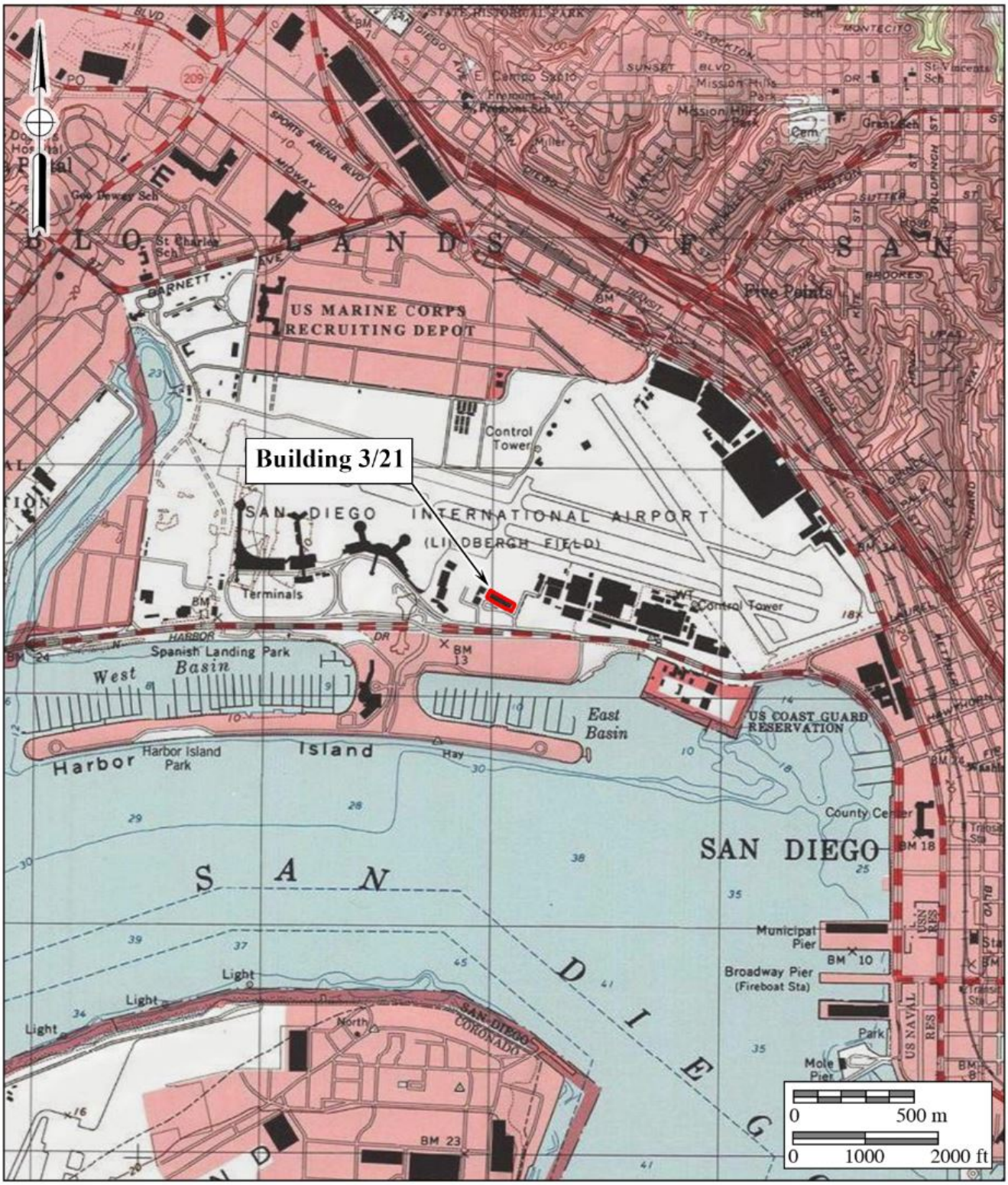
***Date of Evaluation:** 10/24/17

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary # P-37-036758
HRI#
Trinomial

 ***Resource Name or #** (Assigned by recorder) San Diego International Airport Commuter Terminal
***Map Name:** *Point Loma, California* USGS 7.5′ quadrangle ***Scale:** 1:24,000 ***Date of map:** N.D., digital



APPENDIX D

Archaeological Records Search Results

BRIAN F. SMITH and ASSOCIATES, INC.

CALIFORNIA HISTORICAL RESOURCES INFORMATION SYSTEMS

RECORDS SEARCH

Company:	Brian F. Smith and Associates, Inc.
Processed By:	Tracy Stropes
Date Processed:	1/7/21
Project Identification:	San Diego International Airport
Information Center:	South Coastal Information Center
Search Radius:	1,000 feet

Historical Resources:

Trinomial and Primary site maps have been reviewed. All sites within the project boundaries and the specified radius of the project area have been plotted. Copies of the site record forms have been reviewed for all recorded sites.

There are 41 resources located within 1,000 feet of the project, 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).

Fifteen historic addresses are located within 1,000 feet of the project, one of which is recorded within the APE (2340 Stillwater Road).

Previous Survey Report Boundaries:

Project boundary maps have been reviewed. Archaeological Database citations for reports within the project boundaries and within the specified radius of the project have been reviewed.

There are 68 reports within 1,000 feet of the project, 25 of which cover portions of the APE (SD-00320; SD-00733; SD-02788; SD-02932; SD-02939; SD-02997; SD-03461; SD-04523; SD-04867; SD-05507; SD-05921; SD-14577; SD-10825; SD-11098; SD-11099; SD-11135; SD-11955; SD-12734; SD-13672; SD-14676; SD-14750; SD-15151; SD-16383; SD-16448).

South Coastal Information Center
San Diego State University
5500 Campanile Drive
San Diego, CA 92182-5320
(619) 594-5682
nick@scic.org

CONFIDENTIAL. This document is confidential under California Government Code 6254.10 and the National Historic Preservation Act, Section 304, and other applicable federal, state, and local laws and regulations prohibiting public and unauthorized disclosure of records related to cultural resources.



1:20000

0 500 Meters

Historical Resources with Primary and Trinomial Designations

Aerial © ESRI 2017

PrimaryString	TrinomialString	IsVoided	IsMissing	OtherIDs	ResType	Age	InfoBase	Attribs	ResourceDisclosure	ResourceCollections	CollectionsFacility	ResourceNotes	RecordingEvents	Reports	CountyName	Maps	Address	PLSS	UTM
P-37-000053	CA-SDI-000053	No	No						Not for publication			[Site-specific NADB Keywords: CONDITION UNKNOWN, ELEVATION 20 FT, HABITATION DEBRIS, NATIVE AMERICAN, PREHISTORIC, SURFACE SURVEY, T16S R3W].		SD-00733, SD-03461, SD-09324, SD-13438	San Diego	Point Loma			
P-37-000054	CA-SDI-000054	No	No						Not for publication			[Site-specific NADB Keywords: ELEVATION 20 FT, HABITATION DEBRIS, NATIVE AMERICAN, PARTIALLY ERODED, PREHISTORIC, SURFACE SURVEY, T16S R3W].		SD-00733, SD-03461, SD-09324	San Diego	Point Loma			
P-37-013329	CA-SDI-013329	No	No						Not for publication					SD-02788, SD-10928	San Diego				
P-37-013747	CA-SDI-013761	No	No						Not for publication				1994 (Mooney & Associates)	SD-03461	San Diego	Point Loma			
P-37-015531		No	No						Not for publication						San Diego				
P-37-015532		No	No						Not for publication						San Diego				
P-37-015533		No	No						Not for publication						San Diego				
P-37-015534		No	No						Not for publication						San Diego				
P-37-015535		No	No						Not for publication						San Diego				
P-37-015536		No	No						Not for publication						San Diego				
P-37-015537		No	No						Not for publication						San Diego				
P-37-015538		No	No						Not for publication						San Diego				
P-37-015539		No	No						Not for publication						San Diego				
P-37-015540		No	No						Not for publication						San Diego				
P-37-015541		No	No						Not for publication						San Diego				
P-37-015542		No	No						Not for publication						San Diego				
P-37-015543		No	No						Not for publication						San Diego				
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P-37-015545		No	No						Not for publication						San Diego				
P-37-015546		No	No						Not for publication						San Diego				
P-37-015547		No	No						Not for publication						San Diego				
P-37-015548		No	No						Not for publication						San Diego				
P-37-015549		No	No						Not for publication						San Diego				
P-37-015550		No	No						Not for publication						San Diego				
P-37-015551		No	No						Not for publication					SD-13458	San Diego				
P-37-015552		No	No						Not for publication						San Diego				
P-37-015553		No	No						Not for publication						San Diego				
P-37-015554		No	No						Not for publication						San Diego				
P-37-023914		No	No	Other - 1751 HANCOCK STREET					Not for publication				2001 (N/A)		San Diego				
P-37-024258		No	No	Other - Kettner Blvd& Kalmia St Isolate					Not for publication				2001 (RMW Paleo Associates)		San Diego	Point Loma			
P-37-028619	CA-SDI-018401	No	No	Other - Ryan Aeronautical Company Historic District					Not for publication				2007 (Affinis)	SD-13453, SD-13458, SD-14431	San Diego	Point Loma			
P-37-028620		No	No	Other - United Airlines 1931 Hanger and Terminal					Not for publication				2007 (Affinis)	SD-13453, SD-14431	San Diego	Point Loma			
P-37-028904		No	No	Other - Spanish Landing Park					Not for publication				2007 (City of San Diego)	SD-13448, SD-13453, SD-13458, SD-14311, SD-14431	San Diego	Point Loma			
P-37-030946		No	No	Other - Building 11					Not for publication				2009 (URS Corp)		San Diego	Point Loma			
P-37-032540	CA-SDI-020663	No	No	Other - MVB-1	Site	Historic	Survey	AH04 (Privies/dumps/trash scatters)	Not for publication	Yes	San Diego Archeological Center		2012 (Brian F. Smith & Associates)	SD-13438	San Diego	Point Loma	1815 and 1875 Hancock Street San Diego 92115	T16S R3W Sec. MDBM	Zone 11 482692mE 3622772mN NAD83
P-37-034303		No	No												San Diego				
P-37-034304		No	No												San Diego				
P-37-034305		No	No												San Diego				
P-37-034306		No	No												San Diego				
P-37-034307		No	No												San Diego				
P-37-035841		No	No												San Diego				

P1. Other Identifier:

***P2. Location:** ☒ **Not for Publication** ☐ **Unrestricted** ***a. County:** San Diego

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

***b. USGS 7.5' Quad:** Point Loma, Calif. **Date :** 1994 **T** 16S ;**R** 3W; Unsectioned**;** San Bernardino **B.M.**

c. Address: **City:** San Diego **Zip:**

d. UTM: NAD 83; Zone: 11; 482830m E/ 3622460m N

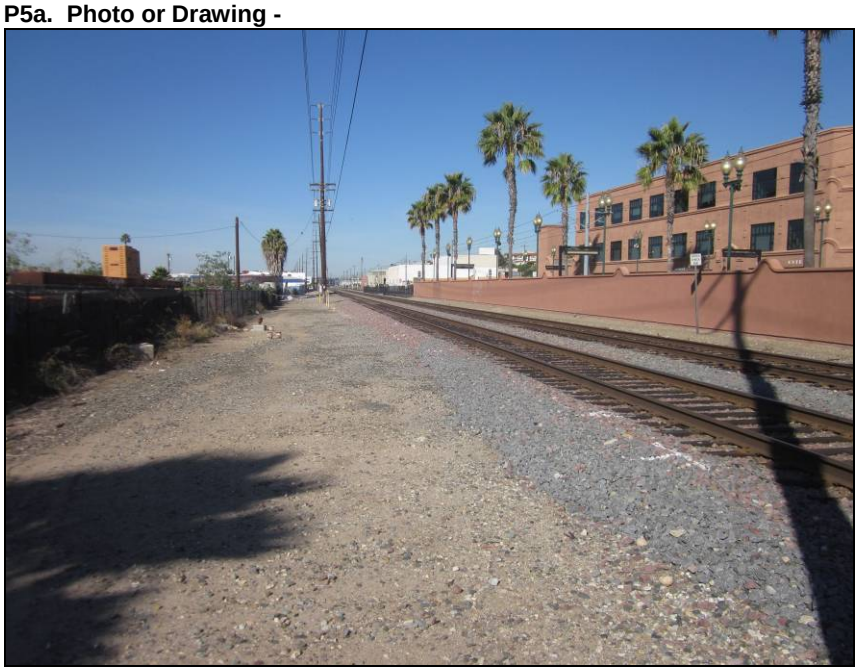
e. Other Locational Data: This site is located between Washington St. and Sutherland St. under the railroad tracks.

***P3a. Description:** This prehistoric resource was previously recorded in 1967 as the trace remains of a potential campsite. GANDA archaeologists surveyed the site location in November 2011 in support of the Mid-Coast Corridor Transit Project, but did not observe any cultural materials. The construction and continued maintenance of the BNSF Railway and the San Diego MTS Trolley has most likely destroyed the site.

***P3b. Resource Attributes:** AP2. Lithic Scatter

***P4. Resources Present:** ☐ Building ☐ Structure ☐Object ☒Site ☐District ☐Element of District ☐Other (Isolates, etc.)

P5a. Photo or Drawing -



P5b. Photo: Site overview from south boundary, facing north. November 9, 2011.

***P6. Date Constructed/Age and Sources:**
☐Historic ☒Prehistoric ☐Both

***P7. Owner and Address:**
Various

***P8. Recorded by:**
R. Greenlee and C. Letter
Garcia and Associates (GANDA)
104 S. C Street, Suite G
Lompoc, CA 93436

***P9. Date Recorded:** November 9, 2011

***P10. Survey Type:** Intensive survey

***P11. Report Citation:**

Denardo, Carole, Rachael Greenlee, and Caprice "Kip" Harper 2011. Draft Archaeological Survey Report for the Mid-Coast Corridor Transit Project, San Diego County, California. Garcia and Associates, Lompoc, California. Prepared for San Diego Association of Governments (SANDAG). Submitted to Parsons Brinckerhoff, San Diego.

***Attachments:** ☐NONE ☒Location Map ☐Sketch Map ☐Continuation Sheet ☐Building, Structure, and Object Record ☒Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (List):

ARCHAEOLOGICAL SITE RECORD

***A1. Dimensions: a. Length** 76 meters (N/S) × **b. Width** 79 meters (E/W)
Method of Measurement: ☐ Paced ☐ Taped ☐ Visual estimate ☒ Other: GIS data provided by SCIC.

Method of Determination: ☒ Artifacts ☐ Features ☐ Soil ☐Vegetation ☐ Topography
☐ Cut bank ☐ Animal burrow ☐ Excavation ☐Property boundary ☒ Other (Explain): Site boundaries are based on previous site record.

Reliability of Determination: ☐ High ☐ Medium ☒ Low Explain: Site boundaries are based on previous site record.

Limitations: ☒ Restricted access ☒ Paved/built over ☒ Site limits incompletely defined
☒ Disturbances ☐ Vegetation ☐ Other (Explain): Site located on North County Transit District and San Diego Metropolitan Transit Systems property. Ground is very disturbed and covered with ballast.

A2. Depth: ☐ None ☒ Unknown Method of Determination: No subsurface testing conducted.

***A3. Human Remains:** ☐ Present ☒ Absent ☐Possible ☐Unknown (Explain):

***A4. Features:** None.

***A5. Cultural Constituents:** None observed.

***A6. Were Specimens Collected?** ☒ No ☐ Yes

***A7. Site Condition:** ☐ Good ☐ Fair ☒ Poor: Site has been completely destroyed from railway construction and maintenance.

***A8. Nearest Water:** approximately 1667 meters north of San Diego Harbor

***A9. Elevation:** 20 feet amsl

A10. Environmental Setting: The site is located in an industrial area of downtown San Diego. Vegetation consists of weeds and small shrubs.

A11. Historical Information:

***A12. Age:** ☒ Prehistoric ☐ Protohistoric ☐ 1542-1769 ☐ 1769-1848 ☐ 1848-1880 ☐ 1880-1914 ☐ 1914-1945 ☐ Post 1945 ☐ Undetermined:

A13. Interpretations: Due to a lack of cultural material and integrity, this site is found not eligible for the NRHP or the CRHR.

A14. Remarks:

A15. References: Nelson, N.C. 1967. Archaeological Site Survey Record for CA-SDI-53. Unpublished report on file at SCIC, San Diego, California.

A16. Photographs:
Original Media/Negatives Kept at: Garcia and Associates, Lompoc office

***A17. Form Prepared by:** Rachael Greenlee **Date:** November 9, 2011
Affiliation and Address: Garcia and Associates, 104 South C Street, Suite G, Lompoc, CA 93436

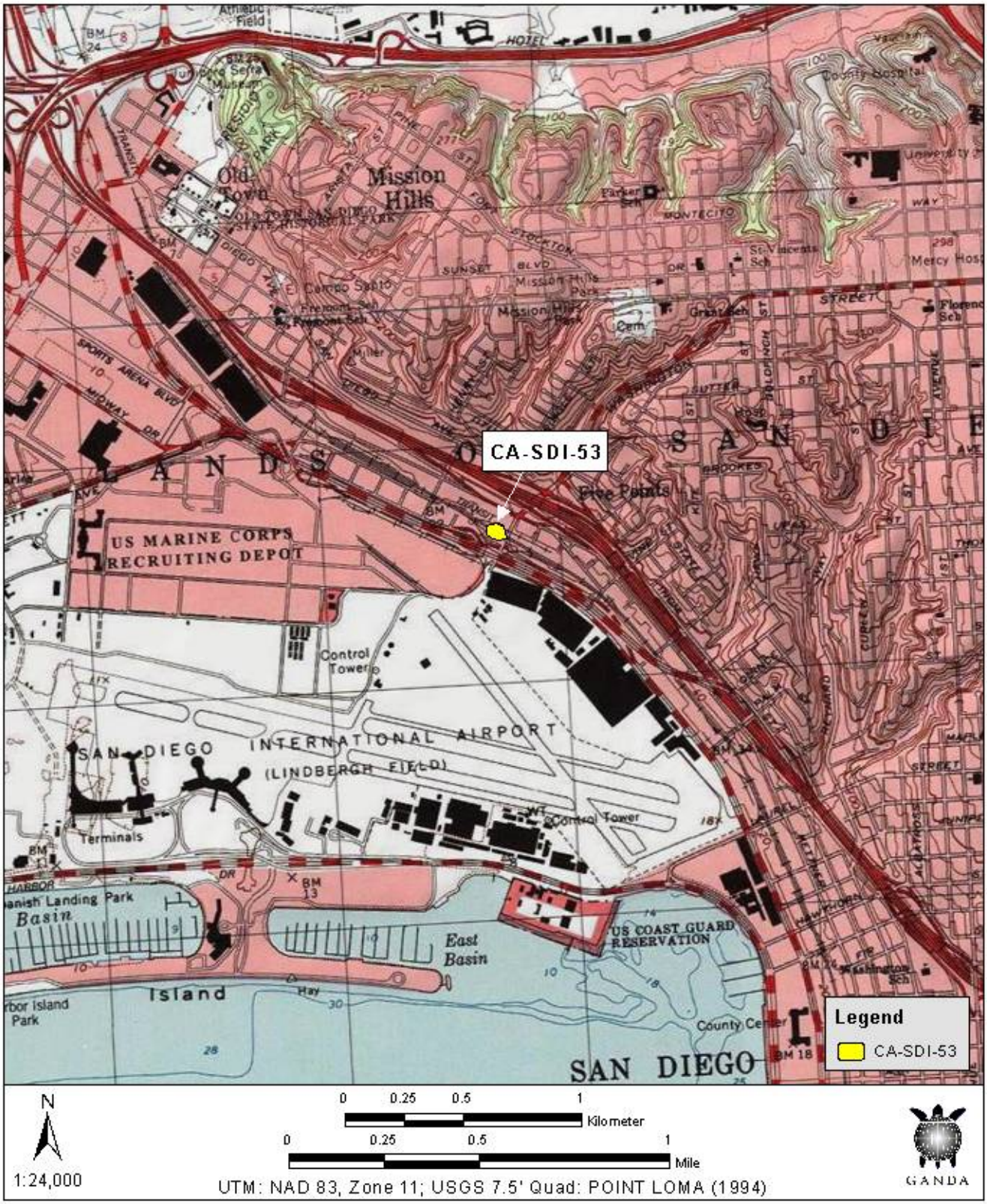
State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

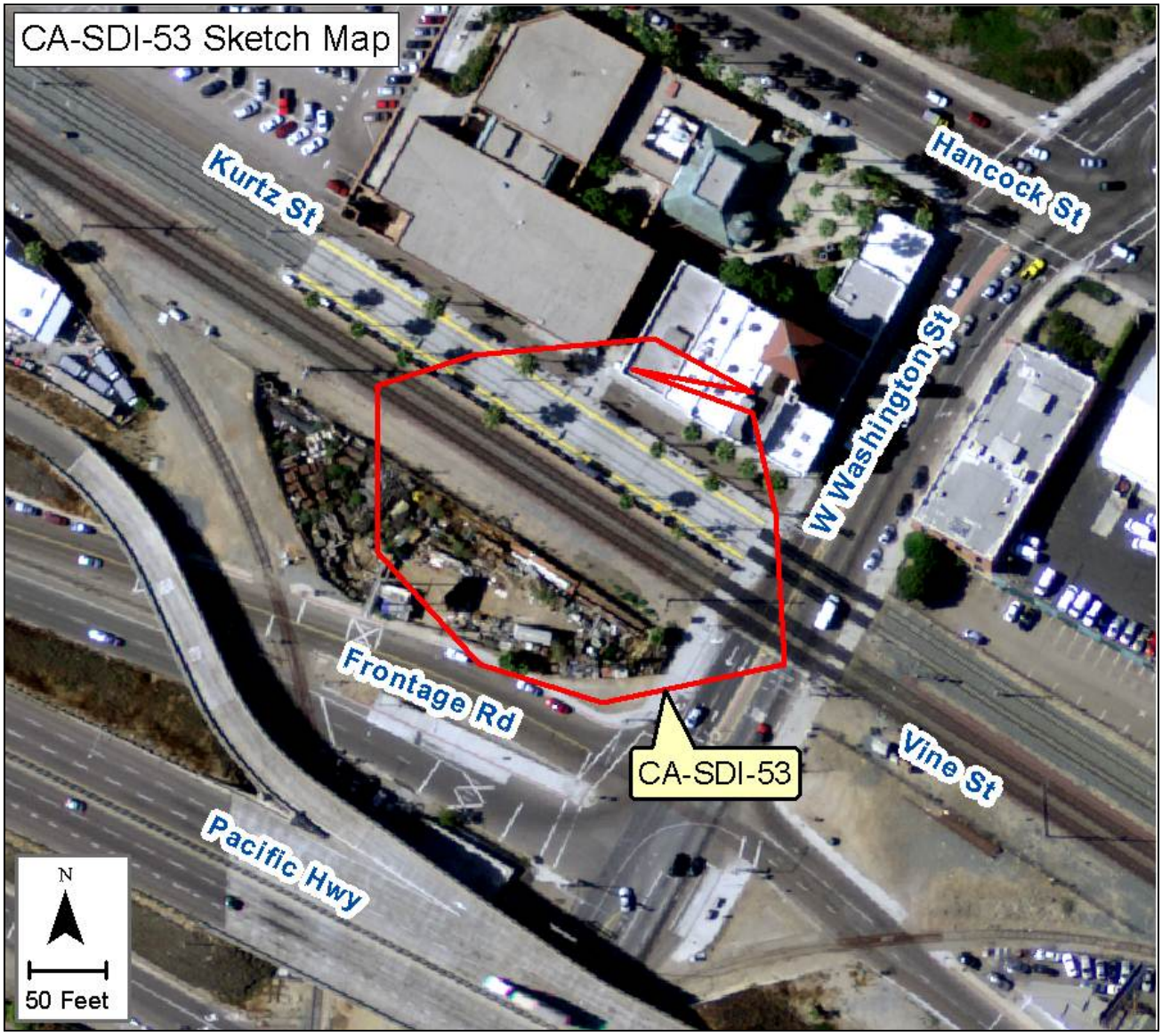
LOCATION MAP

Primary # P-37-000053 (Update)
HRI #
Trinomial CA-SDI-00053 (Update)

Page 3 **of** 4 ***Resource Name or #:**

***Map Name:** Point Loma, Calif. ***Scale:** 1:24,000 ***Date of Map:** 1994




CA-SDI-53 Sketch Map
Kurtz St
Hancock St
W Washington St
Frontage Rd
CA-SDI-53
Vine St
Pacific Hwy
N
50 Feet

Point Loma &
San Diego Quad

Description of SDi-53, -36 and -37
by N. C. Nelson

No. 53a, b, c. Traces of probable campsites, situated at the northern extremity of San Diego Bay, near the shore to the east of the projecting marsh tongue. The sites are of little significance and even doubtful.

These sites are located on the San Diego map.

On map.

53) 11/482830/3622460

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

ARCHEOLOGICAL SITE SURVEY RECORD

SITE No. SDI - 53

1. Previous Site Designation _____ 2. Temporary Field No. _____
3. USGS Quad Point Loma 7½' X 15' _____ Year ~~1967~~
4. UTM Coordinates 11/482830/3622460
5. Twp. 16S Range 3W ; _____ ¼ of _____ ¼ of Sec. ~~unsectioned~~
6. Location Between Washington st. and Sutherland St. under the R.R. ~~tracks~~
(See map with 52)

7. Contour 20' est. 8. Owner & Address _____
9. Prehistoric X Ethnographic _____ Historic _____ 10. Site Description _____
Traces of probable campsite

11. Area _____ x _____ meters, _____ square meters. 12. Depth of Midden _____
13. Site Vegetation _____ Surrounding Vegetation _____
14. Location & Proximity of Water _____
15. Site Soil _____ Surrounding Soil _____
16. Previous Excavation _____
17. Site Disturbance _____
18. Destruction Possibility _____
19. Features _____
20. Burials _____
21. Artifacts _____
22. Faunal Remains _____
23. Comments _____
24. Accession No. _____ 25. Sketch Map _____ by _____ where _____
26. Date Recorded _____ 27. Recorded By N. C. Nelson
28. Photo Roll No. _____ Frame No. _____ Film Type(s) _____ Taken By _____

SITE STATUS:

% Destroyed _____ How _____ Test Excavated _____%, if known.

National Register Status; Listed _____ Potential _____ No Determination _____ Nominated _____ Ineligible _____

State Historical Landmark (No.) _____ Point of Historical Interest _____

SPECIAL ATTRIBUTES (Place an X in only those spaces which pertain to the site)

Midden/Habitation Debris _____, Lithic and/or Ceramic Scatter _____

Bedrock Mortars/Milling Surfaces _____, Petroglyphs/Pictographs _____, Stone Features _____

Burials _____, Caches _____, Hearths/Roasting Pits _____, Housepits _____, Structure Remains _____,

Underwater _____, Open Air _____, Rockshelter _____, Cave _____, Quarry _____, Trails _____

REMARKS _____

_____

_____

SKETCH LOCATION MAP (Include permanent reference markers, North Arrow, and Scale)

SKETCH SITE MAP (Same criteria as above)

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

PRIMARY RECORD

Primary # P-37-000054 (Update)
HRI #
Trinomial CA-SDI-00054 (Update)
NRHP Status Code
Other Listings
Review Code Reviewer Date

 *Resource Name or #

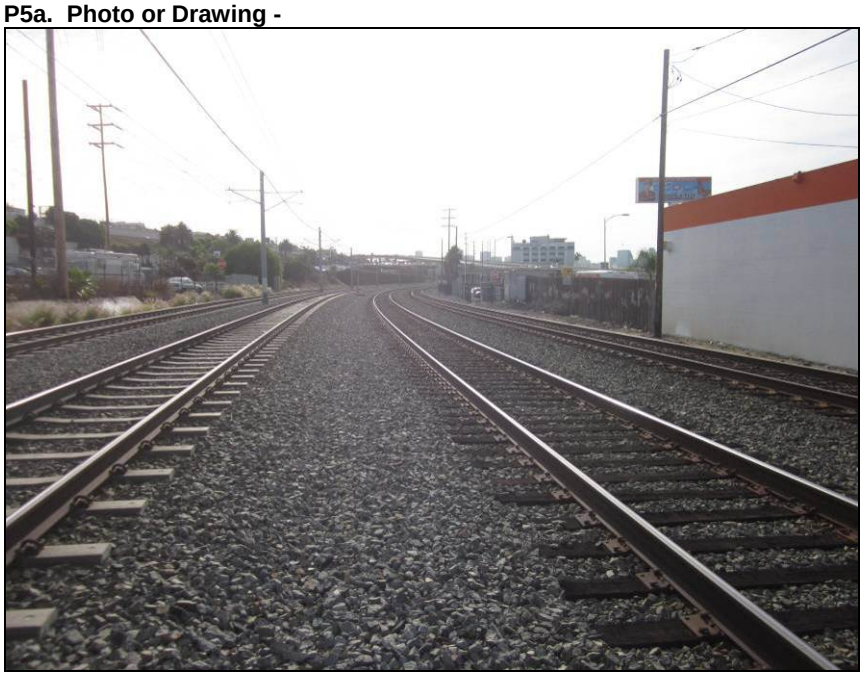
P1. Other Identifier:
*P2. Location: ☒ Not for Publication ☐ Unrestricted *a. County: San Diego
and (P2b and P2c or P2d. Attach a Location Map as necessary.)
*b. USGS 7.5' Quad: Point Loma Date : 1994 T 16S; R 3W; Unsectioned; San Bernardino B.M.
c. Address: City: San Diego Zip:
d. UTM: NAD 83; Zone 11; 483190m E/ 3622160m N
e. Other Locational Data: The site is located between Pacific Coast Highway and Vine St. under the railroad tracks.

*P3a. Description: This prehistoric resource was previously recorded in 1967 as the remains of a refuse heap located on a bluff between open waters and the Santa Fe Railroad. The bluff has receded and washed away most of the deposit. GANDA archaeologists surveyed the site location in November 2011 in support of the Mid-Coast Corridor Transit Project, but did not observe any cultural materials. The construction and continued maintenance of the BNSF Railway and the San Diego MTS Trolley has most likely destroyed the site.

*P3b. Resource Attributes: AP16. Other: Refuse Heap

*P4. Resources Present: ☐ Building ☐ Structure ☐Object ☒Site ☐District ☐Element of District ☐Other (Isolates, etc.)

P5a. Photo or Drawing -



P5b. Photo: Site overview from north boundary, facing south. November 10, 2011.

*P6. Date Constructed/Age and Sources:
☐Historic ☒Prehistoric ☐Both

*P7. Owner and Address:
Various

*P8. Recorded by:
R. Greenlee and C. Letter
Garcia and Associates (GANDA)
104 S. C Street, Suite G
Lompoc, CA 93436

*P9. Date Recorded: November 10, 2011

*P10. Survey Type: Intensive survey

*P11. Report Citation:
Denardo, Carole, Rachael Greenlee, and Caprice "Kip" Harper 2011. Draft Archaeological Survey Report for the Mid-Coast Corridor Transit Project, San Diego County, California. Garcia and Associates, Lompoc, California. Prepared for San Diego Association of Governments (SANDAG). Submitted to Parsons Brinckerhoff, San Diego.

*Attachments: ☐NONE ☒Location Map ☐Sketch Map ☐Continuation Sheet ☐Building, Structure, and Object Record ☒Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (List):

ARCHAEOLOGICAL SITE RECORD

***A1. Dimensions: a. Length** 102 meters (N/S) × **b. Width** 63 meters (E/W)
Method of Measurement: ☐ Paced ☐ Taped ☐ Visual estimate ☒ Other: GIS data provided by SCIC
Method of Determination: ☒ Artifacts ☐ Features ☐ Soil ☐Vegetation ☐ Topography
☐ Cut bank ☐ Animal burrow ☐ Excavation ☐Property boundary ☒ Other (Explain): Site boundaries are based on previous site record.
Reliability of Determination: ☐ High ☐ Medium ☒ Low Explain: Site boundaries are based on previous site record.
Limitations: ☒ Restricted access ☒ Paved/built over ☒ Site limits incompletely defined
☒ Disturbances ☐ Vegetation ☐ Other (Explain): Site location on North County Transit District and San Diego Metropolitan Transit Systems property. Ground is very disturbed and covered with ballast.
A2. Depth: ☐ None ☒ Unknown Method of Determination: No subsurface testing was conducted.

***A3. Human Remains:** ☐ Present ☒ Absent ☐Possible ☐Unknown (Explain):

***A4. Features:** None

***A5. Cultural Constituents:** None observed.

***A6. Were Specimens Collected?** ☒ No ☐ Yes

***A7. Site Condition:** ☐ Good ☐ Fair ☒ Poor: Site has been completely destroyed from railway construction and maintenance.

***A8. Nearest Water:** approximately 1295 meters north of San Diego Harbor

***A9. Elevation:** 20 feet amsl

A10. Environmental Setting: The site is located in an industrial area of downtown San Diego. Vegetation consists of weeds and small shrubs.

A11. Historical Information:

***A12. Age:** ☒ Prehistoric ☐ Protohistoric ☐ 1542-1769 ☐ 1769-1848 ☐ 1848-1880 ☐ 1880-1914 ☐ 1914-1945 ☐ Post 1945 ☐ Undetermined:

A13. Interpretations: Due to a lack of cultural material and integrity, this site is found not eligible for the NRHP or the CRHR.

A14. Remarks:

A15. References: Nelson, N.C. 1967. Archaeological Site Survey Record for CA-SDI-54. Unpublished report on file at SCIC, San Diego, California.

A16. Photographs:
Original Media/Negatives Kept at: Garcia and Associates, Lompoc office

***A17. Form Prepared by:** Rachael Greenlee **Date:** November 10, 2011
Affiliation and Address: Garcia and Associates, 104 South C Street, Suite G, Lompoc, CA 93436

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

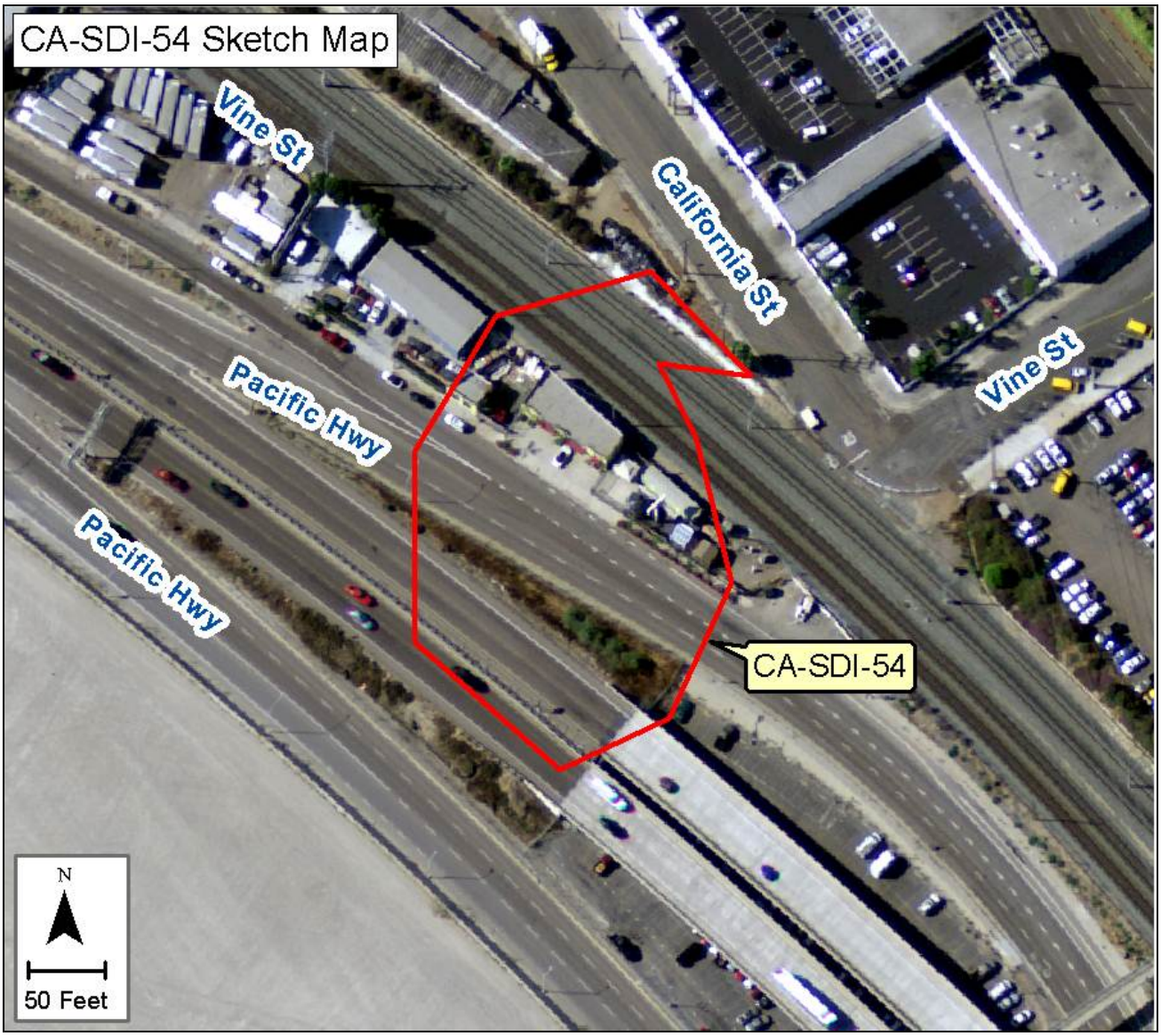
LOCATION MAP

Primary # P-37-000054 (Update)
HRI #
Trinomial CA-SDI-00054 (Update)

Page 3 **of** 4 ***Resource Name or #:**

***Map Name:** Point Loma, Calif. ***Scale:** 1:24,000 ***Date of Map:** 1994




CA-SDI-54 Sketch Map
Vine St
California St
Pacific Hwy
Pacific Hwy
Vine St
CA-SDI-54
N
50 Feet

Point Loma &
San Diego Quad

Description of SDi-54
by N. C. Nelson

No. 54. Traces of refuse heap. Situated near the northwestern extremity of San Diego Bay, on the bluff between the open waters and the Santa Fe railroad a little to the north of the city. There are only the faintest traces remaining here of what was no doubt once a refuse heap possibly of some size which has been washed away as the bluff receded. This fact is judged from the observations made in a gully in the wall of which the refuse forms a wedge widening as it approaches the shore bluff.

This site is located on the San Diego maps.

On map.

UTM 11 / 483190E x 3622160N

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

ARCHEOLOGICAL SITE SURVEY RECORD

SITE No. SDI - 54

1. Previous Site Designation _____ 2. Temporary Field No. _____
3. USGS Quad Point Loma 7½' X 15' ____ Year 1967
4. UTM Coordinates 11/483190 E / 3622160N
5. Twp. 16S Range 3W ; ____ ¼ of ____ ¼ of Sec. unsectioned
6. Location Under the R.R. tracks between Pacific Coast Highway and Vine St. (see map with 52)
7. Contour 20' est 8. Owner & Address _____
9. Prehistoric X Ethnographic ____ Historic ____ 10. Site Description _____
Traces of refuse heap.
11. Area ____ x ____ meters, ____ square meters. 12. Depth of Midden _____
13. Site Vegetation _____ Surrounding Vegetation _____
14. Location & Proximity of Water _____
15. Site Soil _____ Surrounding Soil _____
16. Previous Excavation _____
17. Site Disturbance _____
18. Destruction Possibility _____
19. Features _____
20. Burials _____
21. Artifacts _____
22. Faunal Remains _____
23. Comments _____
24. Accession No. _____ 25. Sketch Map _____ by _____ where _____
26. Date Recorded _____ 27. Recorded By N. C. Nelson
28. Photo Roll No. ____ Frame No. ____ Film Type(s) ____ Taken By _____

SDi-59

SITE STATUS:

% Destroyed _____ How _____ Test Excavated _____%, if known.

National Register Status; Listed _____ Potential _____ No Determination _____ Nominated _____ Ineligible _____

State Historical Landmark (No.) _____ Point of Historical Interest _____

SPECIAL ATTRIBUTES (Place an X in only those spaces which pertain to the site)

Midden/Habitation Debris _____, Lithic and/or Ceramic Scatter _____

Bedrock Mortars/Milling Surfaces _____, Petroglyphs/Pictographs _____, Stone Features _____

Burials _____, Caches _____, Hearths/Roasting Pits _____, Housepits _____, Structure Remains _____,

Underwater _____, Open Air _____, Rockshelter _____, Cave _____, Quarry _____, Trails _____

REMARKS _____

_____

_____

SKETCH LOCATION MAP (Include permanent reference markers, North Arrow, and Scale)

SKETCH SITE MAP (Same criteria as above)

ADVANCED SCIENCES, INC.

ARCHAEOLOGICAL SITE RECORD

CA-SDI 13329H

Permanent Trinomial: Pending

Temporary Number: MTS-1

Agency Designation: N/A

Page 1 of 4

NOV 30 1993

1. County: San Diego

2. USGS Quad: Point Loma North ___ Central ___ South ___ 7.5' 1967 15' _____ Photorevised 1975

3. UTM Coordinates: Zone 11: / 483960 Easting / 3620920 Northing

4. Township: N/A Range: N/A N/A 1/4 of N/A 1/4 of N/A 1/4 of N/A 1/4 of Section: 0 Base (Mer) SB
(unsectioned Pueblo lands of San Diego)

5. Map Coordinates: _____ mmS, _____ mmE (from NW corner of map) 6. Elevation: 20' (MSL)

7. Location: The site occurs adjacent to the railroad tracks near the intersection of Juniper Street and Pacific Coast Highway in a commercial area of downtown San Diego, California. Site was observed in an excavated sewerline pit approximately 8 feet below the street surface.

8. Prehistoric: ___ Historic: X Protohistoric: ___ 9. Site Desc: The site consists of a very sparse historic debris deposit consisting of a mixture of building materials, bottles, and kitchen items. The site is situated under a city street in redeposited fill soil, approximately 350 meters northeast of San Diego Bay.

10. Area: 25' = 8 / 8 feet below m(l) x 14' = 5 m(w), 40 m Sq. Method of Determination: Excavation pit dimensions

11. Depth: surface cm. Method of Determination: Site area observed in excavated sewerline pit

12. Features: None observed

13. Artifacts: 36 largely nondiagnostic artifacts were collected from the site. The assemblage consists of a mixture of building materials, bottles, and kitchen/domestic items. Bottles consisted of machine-made containers with cork closures that date circa 1906-1930. Building materials included fragments of building tile commonly used in the 1920s and 1930s. No datable marks were identified.

14. No-artifactual Constituents: None observed

Date Recorded: March 29, 1993 & October 1993 16. Recorded by: Richard Olson and Sue Wade

17. Affiliation and Address: Advanced Sciences, Inc., 4909 Murphy Canyon Rd, Suite 500, San Diego, California 92123-4301

*(Rev. DPR 422)

CA-SDI 13329

ADVANCED SCIENCES, INC.

ARCHAEOLOGICAL SITE RECORD

Permanent Trinomial: Pending

Temporary Number: MTS-1

Agency Designation: N/A

18. Human Remains: None observed

19. Site Integrity: Integrity is extremely poor due to extensive disturbance caused by previous urban/commercial development

20. Nearest Water: San Diego Bay: approximately 350 meters southwest

21. Largest Body of Water: The Pacific Ocean: approximately 5 miles due west

22. Veg. Community (vicinity): Unknown: due to commercial/urban development, site area has been denuded of all natural vegetation

23. Veg. Community (on site): Same as above

23a. References for above: N/A

24. Site Soil: Five feet below surface consists of mottled sand/reddish brown clay

25. Surr. Soil: Unknown

26. Geology: Unknown - (artificial fill)

27. Landform: Unknown - (artificial fill)

28. Slope: 0-1 %

29. Exposure: Open

30. Landowner(s): City of San Diego

31. Remarks: See attached artifact analysis, description, and catalog

32. References: Stephen R. Van Wormer, consulting Historical Archaeolgist, 11/93

33. Name of Project: Middletown Trunk Sewer Construction, Phase 1

34. Type of Investigation: Archaeological Monitoring Program

35. Site Accession #: 8744-1-36

35a. Curated at: Advanced Sciences, Inc.

Photos: Yes

36a. Taken by: Richard V. Olson

37. Photo Accession #: Roll #1 frames 1-5

37a. On file at: Advanced Sciences, Inc.

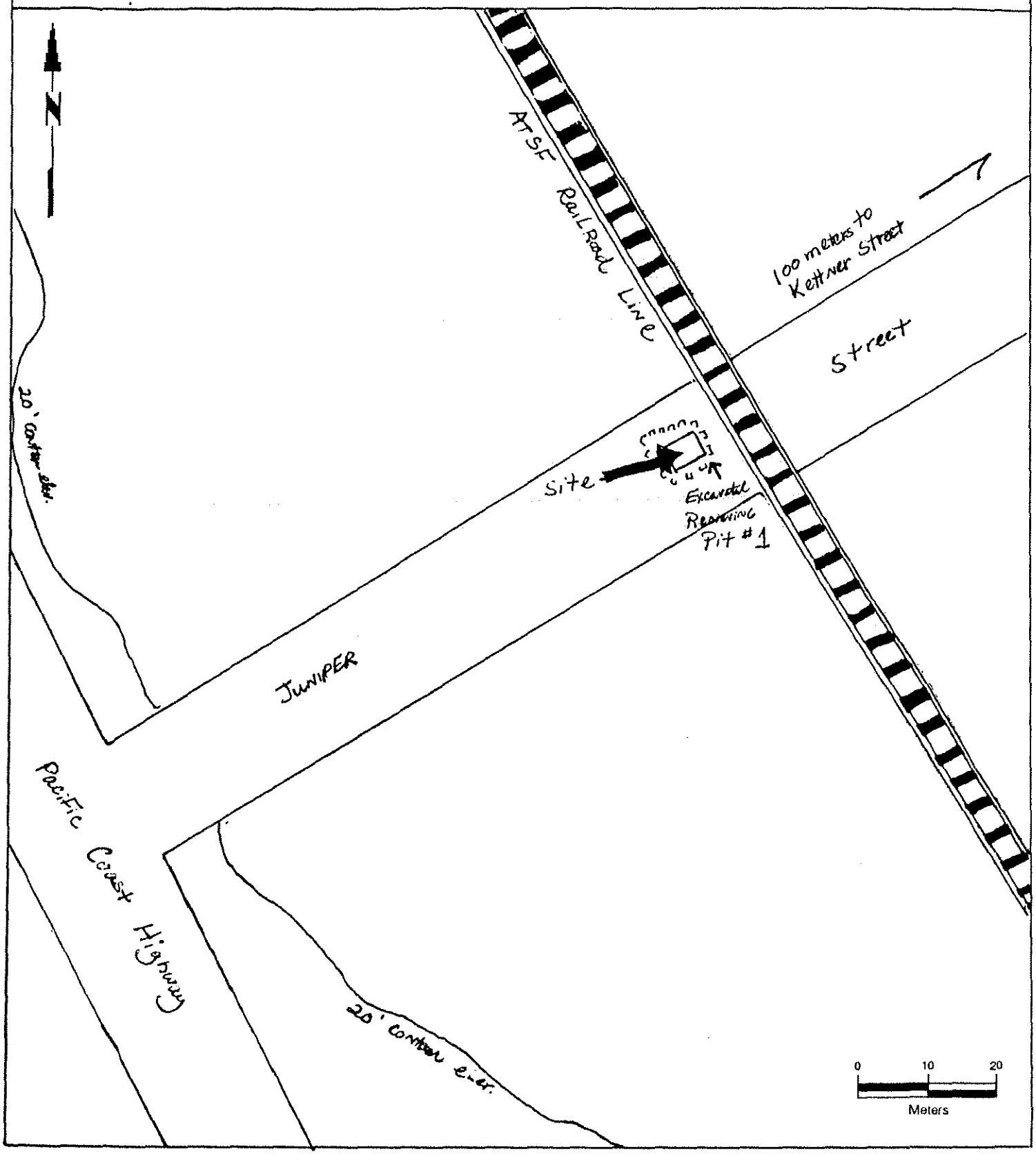
CA-SDI 13329

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

ARCHEOLOGICAL SITE MAP

Permanent Trinomial: Pending 10 | 93 (Mo. Yr.)

Other Designations: MTS-I



CA-SDI 13329

November 23, 1993

Ray Hrenko
ASI
4909 Murphy Canyon Road
Suite 500
San Diego, CA 92123

Dear Mr. Hrenko,

Because of the small number and largely nondiagnostic nature of the historic artifacts from the Middle Town Trunk Sewer assemblage, a definate statement in regards to date is difficult. The assemblage is made up of a mixture of building materials, bottles, and kitchen items. No datable marks were identified. Bottles consisted of machine made containers with cork closures that date circa 1906-1930. One Clorox bottle could date from the late 1920s. Building materials included broken fragments of hollow building tile commonly used in the 1920s and 30s. The artifacts appear to represent a mixture of miscellaneous rubble and refuse deposited in the late 1920s.

Please do not hesitate to call if you have any further questions.

Respectfully,

Stephen R. Van Wormer

Stephen R. Van Wormer
238 Second Avenue
Chula Vista, CA 91910

426-5109

CAT	PROJECT	CAT	NAME	UNIT	LEVEL
1	MIDDLE TOWN TRUNK SEWER	1	CASS & KALMIA 4/7/93	-	-
2	MIDDLE TOWN TRUNK SEWER	2	CASS & KALMIA 4/7/93	-	-
3	MIDDLE TOWN TRUNK SEWER	3	CASS & KALMIA 4/7/93	-	-
4	MIDDLE TOWN TRUNK SEWER	4	JUNIPER & PCH 3/29/93	1	-
5	MIDDLE TOWN TRUNK SEWER	5	JUNIPER & PCH 3/29/93	1	-
6	MIDDLE TOWN TRUNK SEWER	6	JUNIPER & PCH 3/29/93	1	-
6	MIDDLE TOWN TRUNK SEWER	6	JUNIPER & PCH 3/29/93	1	-
8	MIDDLE TOWN TRUNK SEWER	8	JUNIPER & PCH 3/29/93	1	-
9	MIDDLE TOWN TRUNK SEWER	9	JUNIPER & PCH 3/29/93	1	-
10	MIDDLE TOWN TRUNK SEWER	10	JUNIPER & PCH 3/29/93	1	-
11	MIDDLE TOWN TRUNK SEWER	11	JUNIPER & PCH 3/29/93	1	-
12	MIDDLE TOWN TRUNK SEWER	12	SILTY SAND COMPACT	1	-
13	MIDDLE TOWN TRUNK SEWER	13	SILTY SAND COMPACT	1	BELOW BRICK/TILE LAYER
14	MIDDLE TOWN TRUNK SEWER	14	SILTY SAND COMPACT	1	BELOW BRICK/TILE LAYER
15	MIDDLE TOWN TRUNK SEWER	15	SILTY SAND COMPACT	1	BELOW BRICK/TILE LAYER
16	MIDDLE TOWN TRUNK SEWER	16	SILTY SAND COMPACT	1	BELOW BRICK/TILE LAYER
17	MIDDLE TOWN TRUNK SEWER	17	SILTY SAND COMPACT	1	BELOW BRICK/TILE LAYER
18	MIDDLE TOWN TRUNK SEWER	18	SILTY SAND COMPACT	1	BELOW BRICK/TILE LAYER
19	MIDDLE TOWN TRUNK SEWER	19	SILTY SAND COMPACT	1	BELOW BRICK/TILE LAYER
20	MIDDLE TOWN TRUNK SEWER	20	SILTY SAND COMPACT	1	BELOW BRICK/TILE LAYER
21	MIDDLE TOWN TRUNK SEWER	21	SILTY SAND COMPACT	1	BELOW BRICK/TILE LAYER
22	MIDDLE TOWN TRUNK SEWER	22	SILTY SAND COMPACT	1	BELOW BRICK/TILE LAYER
23	MIDDLE TOWN TRUNK SEWER	23	BORE/DRILL HOLE#3 PLAN VIEW #	-	+-135
24	MIDDLE TOWN TRUNK SEWER	24	BORE/DRILL HOLE#3 PLAN VIEW #	-	+-135
25	MIDDLE TOWN TRUNK SEWER	25	BORE/DRILL HOLE#3 PLAN VIEW #	-	+-135
26	MIDDLE TOWN TRUNK SEWER	26	-	1	TILE/BRICK LENS
28	MIDDLE TOWN TRUNK SEWER	28	-	1	TILE/BRICK LENS
29	MIDDLE TOWN TRUNK SEWER	29	-	-	-
30	MIDDLE TOWN TRUNK SEWER	30	-	-	-
31	MIDDLE TOWN TRUNK SEWER	31	-	-	-
32	MIDDLE TOWN TRUNK SEWER	32	-	-	-
33	MIDDLE TOWN TRUNK SEWER	33	-	-	-
34	MIDDLE TOWN TRUNK SEWER	34	-	-	-
35	MIDDLE TOWN TRUNK SEWER	35	-	-	-
36	MIDDLE TOWN TRUNK SEWER	36	-	-	-

CA-SDI 133 29

CAT	ACTIVITY	MATERIAL	ITEM	TYPE
1	3:BUILDING MATERIAL	6:BRICK	1:COMMON RED	-
2	3:BUILDING MATERIAL	2:CERAMIC	8:SEWER PIPE	-
3	97:UNIDENTIFIED ITEM	3:FERROUS	97:UNIDENTIFIED ITEM	-
4	97:UNIDENTIFIED ITEM	3:FERROUS	97:UNIDENTIFIED ITEM	-
5	3:BUILDING MATERIAL	2:CERAMIC	4:ELECTRICAL	INSULATOR
6	3:BUILDING MATERIAL	1:GLASS	4:ELECTRICAL	INSULATOR
6	6:FURNITURE	19:MARBLE	FURNITURE SURFACE TOP	INSULATOR
8	1:CONSUMER	1:GLASS	1:BOTTLE GLASS	97:UNIDENTIFIED FRAG
9	1:CONSUMER	1:GLASS	1:BOTTLE	8:HOUSEHOLD
10	1:CONSUMER	2:CERAMIC	1:BOTTLE	2:BOTTLE
11	2:KITCHEN	2:CERAMIC	41:CUP	5:DECAL
12	2:KITCHEN	2:CERAMIC	41:CUP	5:DECAL
13	2:CONSUMER	1:GLASS	1:BOTTLE	1:NON ALCOHOLIC BEVERAGE
14	2:CONSUMER	1:GLASS	1:BOTTLE	2:ALCOHOLIC BEVERAGE
15	2:CONSUMER	1:GLASS	1:BOTTLE	3:CULINARY
16	2:CONSUMER	1:GLASS	1:BOTTLE	6:PATENT MEDICINE
17	2:CONSUMER	3:FERROUS	4:TIN CAN FRAGS	-
18	3:BUILDING MATERIALS	1:GLASS	11:WINDOW GLASS	1:PLAIN
19	2:KITCHEN	5:BONE	1:BONE MISC	BUTCHERED
20	2:KITCHEN	2:CERAMIC	41:CUP	1:UNDECORATED W MOLDED HAN
21	2:KITCHEN	2:CERAMIC	35:PLATE, MEDIUM	5:DECAL - GREEN
22	2:KITCHEN	2:CERAMIC	97:MISC UNIDENT FRAGMENT	16:JAPANESE EXPORT DASHED LI
23	1:CONSUMER	2:CERAMIC	1:BOTTLE	2:ALCOHOIC BEVERAGE
24	1:CONSUMER	1:GLASS	1:BOTTLE	5:UNMARKED PHARMACEUTICAL
25	2:KITCHEN	2:CERAMIC	97:MISC UNIDENTIFIED FRAG	1:UNDECORATED
26	3:BUIDING MATERIAL	6:BRICK	2:BRICK	1:COMMON REDD
28	3:BUIDING MATERIAL	6:BRICK	2:BRICK	4:TERRA COTTA HOLLOW BLOCK
29	3:BUIDING MATERIAL	6:BRICK	2:BRICK	1:COMMON RED
30	1:CONSUMER	1:GLASS	1:BOTTLE	2:ALCOHOLIC
31	3:BUILDING MATERIALS	2:CERAMIC	4:ELECTRICAL	INSULATOR
32	3:BUILDING MATERIALS	6:BRICK	2:BRICK	1:COMMON RED
33	3:BUILDING MATERIALS	6:TILE	10:BUILDING TILE	-
34	3:BUILDING MATERIALS	6:BRICK	2:BRICK MISC	1:COMMON RED
35	3:BUILDING MATERIAL	13:MORTAR	3:MORTAR	-
36	17:UNIDENTIFIED FERROUS	3:FERROUS	97:UNIDENTIFIED FERROUS	-

CA-SDI 13329

CAT	PRODUCT	TECHNOLOGY	ORIGIN	SIZE
1	-	-	-	L=8 1/2";W=4";TH=2 1/4"
2	-	-	-	FRAG;TH=7/8"
3	-	-	-	L=5";W=5 1/4";SEE COMMENTS
4	-	-	-	BROKEN;TH=1/4";SEE COMMENTS
5	-	GLAZED PORCELAIN	-	H=1 3/4";D=2"
6	-	AQUAMARINE GLASS	-	BROKEN;D OF TOP=APPROX 2"
6	-	POLISHED MARBLE	-	BROKEN;TH=7/8"
8	-	CLEAR	-	FRAG
9	BLEACH	AMBER	-	D=3"
10	ALE	STONEWARE	-	FRAG
11	-	EARTHENWARE	-	FRAG
12	-	EARTHENWARE	-	FRAG
13	MILK	CLEAR	-	1 PINT;H=7 1/4";D=3"
14	WINE	GREEN	-	FRAG
15	-	CLEAR	-	H=8 1/8";D=2 1/8"
16	-	AQUAMARINE	-	FRAG
17	-	-	-	FRAG
18	-	-	-	FRAG
19	-	SAW CUT	-	FRAG
20	-	EARTHENWARE	-	DIAM=3 1/2"
21	-	EARTHENWARE	-	DIAM=8"
22	-	IRONSTONE	300:JAPAN	FRAG
23	ALE	STONEWARE	3:EUROPE	D=2 3/4"
24	UNIDENT	AMBER	-	H=2 13/16;W=1 5/16";TH=7/8"
25	-	-	-	FRAG
26	-	-	-	L=BROKEN;W=3 3/4";TH=2 1/4"
28	-	-	-	L=12;W=@12;TH=3"*
29	-	-	-	L=BROKEN;W=3 7/8;TH=2 3/8"
30	-	GREEN	-	FRAG
31	-	BROWN GLAZED IRONSTONE	-	H=2 1/2";D=2"
32	-	-	-	L=BROKEN;W=3 3/4";TH=2 3/4"
33	-	-	-	FRAG;TH=1"
34	-	-	-	FRAG
35	-	-	-	CHUNK
36	-	-	-	CHUNK

CA-SDI 1993

CAT	ID
1	-
2	-
3	-
4	-
5	-
6	-
6	-
8	-
9	"CLOROX/REG" IN A DIAMOND; EMBOSSED ON BASE
10	-
11	-
12	-
13	"ONE PINT/SAN DIEGO/P. M. D./ASSN./CALIF" EMBOSSED ON SIDE
14	-
15	"7" FOLLOWED BY 9 DOTS THAT PARTIALLY ENCIRCLE AN "F"; EMBOSSED ON BASE
16	"EMULS(ION)...": EMBOSSED ON SIDE
17	-
18	-
19	-
20	-
21	-
22	-
23	IMPRESSED ILLEGIBLE MARK, EXCEPT FOR "20"
24	-
25	-
26	IMPRESSED IN AN IMPRESSED WELL: "HIEA...TT"
28	-
29	"H..." IMPRESSED IN IMPRESSED WELL
30	-
31	-
32	-
33	-
34	-
35	-
36	-

CA 501 1 383 29

CAT	MNFG
1	-
2	-
3	-
4	-
5	-
6	-
6	-
8	-
9	-
10	-
11	-
12	-
13	PURE MILK DAIRY ASSOCIATION
14	-
15	-
16	-
17	-
18	-
19	-
20	-
21	-
22	-
23	UNIDENT
24	-
25	-
26	UNIDENT
28	-
29	UNIDENT
30	-
31	-
32	-
33	-
34	-
35	-
36	-

CASDI 1383.25

CAT	DATE	REFERENCE	QUANTITY	WEIGHT
1	-	-	1	2500
2	-	-	1	340
3	-	-	1	731
4	-	-	1	388
5	-	-	1	80
6	-	-	1	273
6	-	-	1	363
8	-	-	1	4
9	-	-	1	173
10	-	-	1	19
11	-	-	1	31
12	-	-	1	31
13	-	LORD 1984:93,94,277	1	426
14	-	-	1	186
15	-	-	1	222
16	-	-	1	30
17	-	-	1	3
18	-	-	0	6
19	-	-	0	36
20	-	-	1	38
21	-	-	1	14
22	PRE 1885-1942	COSTELLO & MANIERY 1988:25-27	0	2
23	-	-	1	146
24	-	-	1	47
25	-	-	0	7
26	-	-	2	1907
28	-	-	0	2227
29	-	-	2	1099
30	-	-	1	33
31	-	-	1	251
32	-	-	1	526
33	-	-	1	265
34	-	-	0	266
35	-	-	0	338
36	-	-	0	267

1993 29 (GAS)

CAT	COMMENTS
1	MORTAR ADHERS IN PLACES
2	NOT GLAZED
3	TRIANGULAR PIECE BENT INTO AN L SHAPE, WITH A HOOK OR NAIL COMING OUT OF THE "TOP" CORNER
4	FERROUS 1/4" THICK BAND RIVETED TO OTHER THINNER FERROUS SHEET STOCK (ROUGHLY CUT)
5	BROKEN IN HALF
6	TOP KNOB COMPLETE; THE REST IS MISSING
6	SLIGHTLY BEVELED EDGE, ALSO 3 HOLES FOR NAILS OR OTHER FASTENINGS
8	-
9	-
10	-
11	ROSE DECAL
12	ROSE DECAL
13	SIDES ARE FLUTED; COMPLETE
14	-
15	COMPLETE
16	MOUTH & SIDE PANEL FRAG PRESENT
17	-
18	-
19	BURNED
20	-
21	PATTERN IS OF FRUIT AND BUTTERFLIES
22	BLUE TRANSFER
23	-
24	COMPLETE; HAS DIRT INSIDE
25	-
26	BRICKS ARE BROKEN; SPLIT OCCURS BETWEEN IMPRESSED "A" & "T" OF MARK
28	SIDES ARE STRIATED @ 1/2" APART; *SIZE IS TAKEN FROM FIELD NOTES
29	-
30	-
31	PART OF TOP MISSING; 1 FERROUS SCREW PROTRUDING OUT OF THE BOTTOM
32	-
33	-
34	-
35	MEDIUM COBBLES IN MATRIX
36	-

CASDI
9 2 3 1 3 6 1

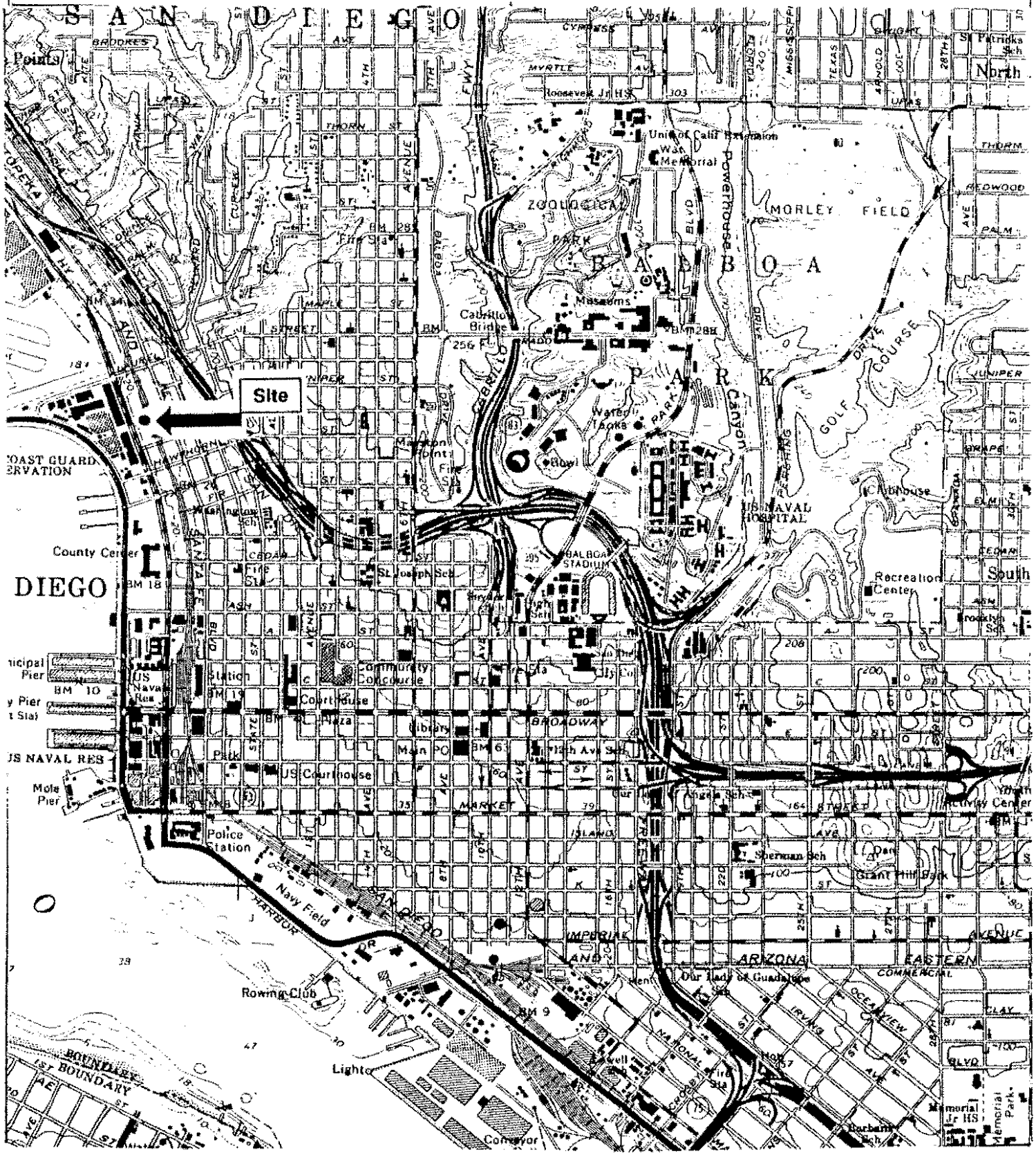
CA-SDI 13329

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

ARCHEOLOGICAL SITE LOCATION MAP

Permanent Trinomial: Pending 10 | 93 (Mo. Yr.)

Other Designations: MTS-1



DPR 422 G (Rev. 4/86)

***P3a. Description:**

Site CA-SDI-13761H is recorded within the existing San Diego Metropolitan Transit System (MTS) railroad right-of-way and the footprint of a modern two-story building on Kettner Boulevard, between W. Maple and W. Olive Streets. This historic resource was previously recorded as a deposit of industrial slag, furnace bricks, ash, and metal associated with the operation of the Barth Foundry and Machine Works. The site was previously assigned a status code of 6L (formerly 5S3), or not eligible for local listing, but eligible for special consideration in local planning. However, construction of adjacent two-story modern parking garage and construction and continued maintenance of the MTS trolley has destroyed the site.

GANDA archaeologists surveyed North County Transit District railway adjacent to the site location and the immediate vicinity of the site in November 2011 in support of the Mid-Coast Corridor Transit Project. The site does not extend west into the NCTD railway, the MTS railway and no cultural material was observed during the survey.

The site is not eligible for the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR) under any of the criteria for evaluation (A/1, B/2, C/3, or D/4). Therefore, it is not a historic property under Section 106 of the National Historic Preservation Act, nor a historical resource under the California Environmental Quality Act. A California Historical Resource Status Code of "6Z" or "Found ineligible for NR, CR or Local designation through survey evaluation" is recommended for this site.

P5b. Photo:



Overview of North County Transit District railway immediately west of site location, facing north. November 10, 2011.

***P11. Report Citation:**

Denardo, Carole, Rachael Greenlee, and Caprice "Kip" Harper 2011. Draft Archaeological Survey Report for the Mid-Coast Corridor Transit Project, San Diego County, California. Garcia and Associates, Lompoc, California. Prepared for San Diego Association of Governments (SANDAG). Submitted to Parsons Brinckerhoff, San Diego.

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

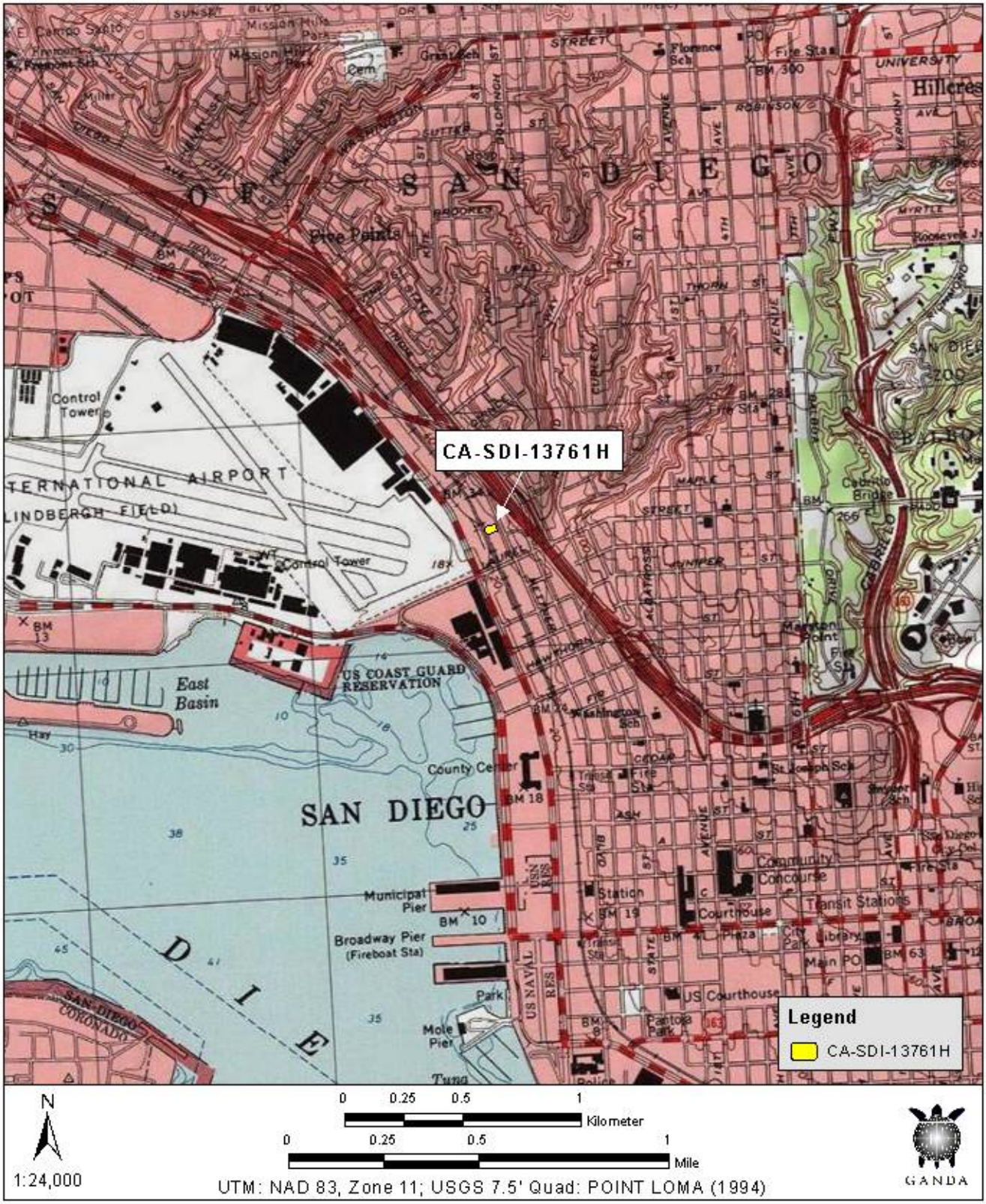
LOCATION MAP

Primary # P-37-013747 (Update)
HRI #
Trinomial CA-SDI-13761H (Update)

Page 2 **of** 3
***Map Name:** Point Loma, Calif.

***Resource Name or #:**
***Scale:** 1:24,000

***Date of Map:** 1994




CA-SDI-13761H Sketch Map
W Nutmeg St
CA-SDI-13761H
Kettner Blvd
5
W Maple St
California St
N
50 Feet

*Recorded by Elizabeth Davidson *Date 9/27/2011 Update

LSA was retained by Southwest Inspection Company to complete archaeological, Native American, and paleontological monitoring and reporting for the Laurel and Kettner Street Parking Lot Expansion Project located at 2680 Kettner Boulevard in the IS-1-1 Midway-Pacific Highway Community Plan in San Diego, San Diego County, California. The project includes the excavation, grading and re-compaction of approximately 18,500 yards of soil for the expansion of an existing parking structure.

The archaeological monitoring program consisted of three principal tasks: (1) ensuring that all of the soil excavations were monitored (2) ensuring that the soil removed from the site was adequately examined for cultural resources, and (3) documenting of artifacts and features in the field with photographs, maps, drawings, and detailed notes, as appropriate.

During the course of the monitoring program, historic material associated with Site CA-SDI-13761H was observed and documented between March 28 and June 9, 2011. Site CA-SDI-13761H was originally recorded as being present along the western portion of the project site between the foundry foundations and the existing railroad tracks however, during monitoring, the refuse deposit was observed within the entire footprint of the project site and ranged in depth between 3 and 8 feet deep. The refuse deposit was dominated by large quantities of lead-based furnace slag, dismantled furnace and building bricks, ash, and miscellaneous metal fragments from the operation of the Barth Foundry and Machine Works.

During monitoring, 29 artifacts and one feature were observed and documented. Artifacts documented included ten domestic bottles with maker marks, three bricks, three Model T parts, one copper placard, one gear plate pattern, a portion of a redwood sewer pipe, two pieces of tile, a set of metal door weights, two portions of light-gauge railroad tracks, a iron ore cart wheel, a large gas tank, and a pair of metal wheels. One historic feature, a portion of what may have been one of the foundry's brick-lined furnaces was also observed and recorded

No artifacts were collected because the soil throughout the entire project was contaminated with heavy metal, including primarily lead and small amounts of petroleum hydrocarbons. The contaminated soil is a direct result of the foundry's dumping activities. Several efforts were made to find a way to decontaminate the cart wheels and the door weights but the safety officer and the San Diego Archaeological Center both agreed that it would be difficult to decontaminate the items successfully. At the request of the safety officer, no artifacts were handled without proper Personal Protective Equipment (PPE). After the artifacts were documented, the safety officer requested the artifacts be treated as contaminated soil and where hauled off to a soil remediation facility.

(Continued on next page)

Bricks. Two types of bricks, cinder block, and three styles of refractory brick were observed during the monitoring program. The cinder blocks were used to build the foundation of the Machine and Pattern Shop (see Figure 4 and Appendix D, Photograph 1). The refractory bricks included two different styles, solid and hollow filled with mortar. The solid refractory bricks were either a light brown or red (Catalog No. 299) and measured approximately 9 × 4½ × 3 inches or 9 × 4½ × 2½ inches (Appendix D, Photograph 3). The hollow refractory bricks (Appendix D, Photograph 4) are filled with mortar and appear to be part of what is identified as the main brick furnace feature (see Figure 4 and Appendix D, Photograph 2). All of the bricks are associated with the construction and operation of the Barth Foundry.

Glass. As stated above, ten diagnostic glass bottles (Catalog Nos. 285-291 and 307-309) were observed and documented during the project. Approximately 30+ clear glass fragments were also observed but not catalogued. All of the bottles date from 1900–1950 (Figure 5). Although all the bottles can be dated within a 50-year time span, there were two concentrations, Cluster A and Cluster B (see Figure 4), which appear to represent slightly different time periods. Cluster A contained three bottles which dated from 1900 to1929 suggesting that this concentration of bottles is an earlier deposit than Cluster B, which contained bottles dating from 1927 to 1954. The bottles suggest that the accumulation of historic material represents the entire span of the Foundry during its operation.

Metal. The most abundant material observed during monitoring was metal, most of which was fragmented and unidentifiable. Most of the metal observed was highly degraded, contaminated, and/or fused together forming a molten mass (Appendix D, Photograph 6). The refuse deposit also contained large quantities of slag (Appendix D, Photographs 7 and 8), which contained high quantities of lead and therefore none was collected. Diagnostic metal artifacts included three Model-T parts (Catalog Nos. 295, 303 and 310), a radius rod (wishbone) (Appendix D, Photograph 9), two rotors (Appendix D, Photograph 10), and a possible window handle (Appendix D, Photograph 11). Model Ts were manufactured from 1908 to1927 (http://www.wiley.com/legacy/products/subject/business/forbes/ford.html, 2011). Two large metal door weights (Catalog No. 305), a shop door weight and the counterweight were also observed during monitoring (Appendix D, Photograph 12). Two metal wheels (Catalog No. 293) were also observed and recorded during monitoring (Appendix D, Photograph 13). The metal wheels measured 3 feet in diameter and had 5.5-inch wide rims. The wheel style suggests they are from the early 20th century and where used on all sorts of farming equipment. It is not clear whether they are originally associated with Barth Foundry or represent earlier activities that may have taken place at the site. Two segments of light gauge rails (Catalog No. 311) were also observed and documented (Appendix D, Photograph 14). The rail segments were approximately 8 and 10 feet long and measured 2 inches wide. The rail tracks may have been part of the adjacent railway or served as tracks for an iron ore car. A possible iron wheel (Catalog No. 312) was also observed and recorded on the west end of the project area. The wheel had numerous metal objects fused to it indicating it may have been saved to be reused as scrap metal (Appendix D, Photograph 15). A 1000 gas tank (Catalog No. 313) was also located at approximately 10 feet below the surface. The tank was highly degraded with large holes caused by rust (Appendix D, Photograph 16). The last artifact included a copper brass placard (Catalog No. 292) for a Gray Phantom outboard motor. The placard has the words Model No. 6-90, Engine No. 7074. Gray Marine Motor co. Detroit Michigan and is dated between 1890 and 1920. All of the metal artifacts appear to be associated with the Barth Foundry. (Continued on next page)

Miscellaneous Artifacts. Additional artifacts observed and recorded included a portion of a redwood plank wire wrapped sewer pipe (Appendix D, Photograph 17). The pipe was buried six feet deep and located on the northwest side of the project between the Foundry and the Machine Shop (see previously referenced Figure 4). The pipe was filled in with soil and highly deteriorated. At least one pattern mold (Catalog No. 294) and a possible pattern mold (Catalog No. 304) that may be associated with Barth Foundry were located near the pattern shop building at the south end of the project (see Figure 4). The first pattern was constructed from a thin piece of pressed wood approximately 6 inches in diameter with teeth on the edges (Catalog No. 294). The pattern appears to be a mold for a circular saw blade. The second possible mold is made from glazed ceramic (Catalog No. 304), which has been chipped on approximately two-thirds of its sides. It is round and made from the same porcelain material used for power pole insulators and approximately 7 inches in diameter. There are raised patent dates of August 2nd, 1892, June 2nd, 1903, and November 3, 1903 written on it (Appendix D, Photograph 18). It is not known whether this artifact represents a pattern mold or if it is associated with one of the electric businesses that operated after the Barth Foundry closed. Finally, two pieces of broken floor tile (Catalog Nos. 296 and 297) were observed and recorded (Appendix D, Photographs 19 and 20). The tile pieces were probably part of the pattern shop building because the Sanborn maps indicate that this building had tile.

All of the artifacts ages and types are consistent with the period when the foundry was in operation and represent the construction materials used for the foundry structures and the daily activities that took place at the foundry. The foundry footprint is small compared to several other foundries located in the area and would have been somewhat limited in what and how much it could produce. The circular saw blade pattern is a good indication that the foundry probably generally focused on manufacturing smaller items.

It was determined that the deposit dates between 1900 and the 1950s. Items were documented but not curated due to high levels of lead contamination. The artifacts within the deposits were not unique but did provide some information indicating the foundry was focused on manufacturing smaller utilitarian items. The foundry does not appear to have been producing specialty items, like airplane parts or bronze statues, and the associated items are not considered unique or significant. The Barth Foundry is part of the City of San Diego's early industrial development but was one of many small foundries located within the City.

The Barth Foundry had been previously evaluated as "not important" because it lacks the research potential for answering important questions concerning early 20th century industrial technology in San Diego (Schaefer 1994). The site has no additional research value and has been completely excavated. No additional cultural resources efforts are recommended.

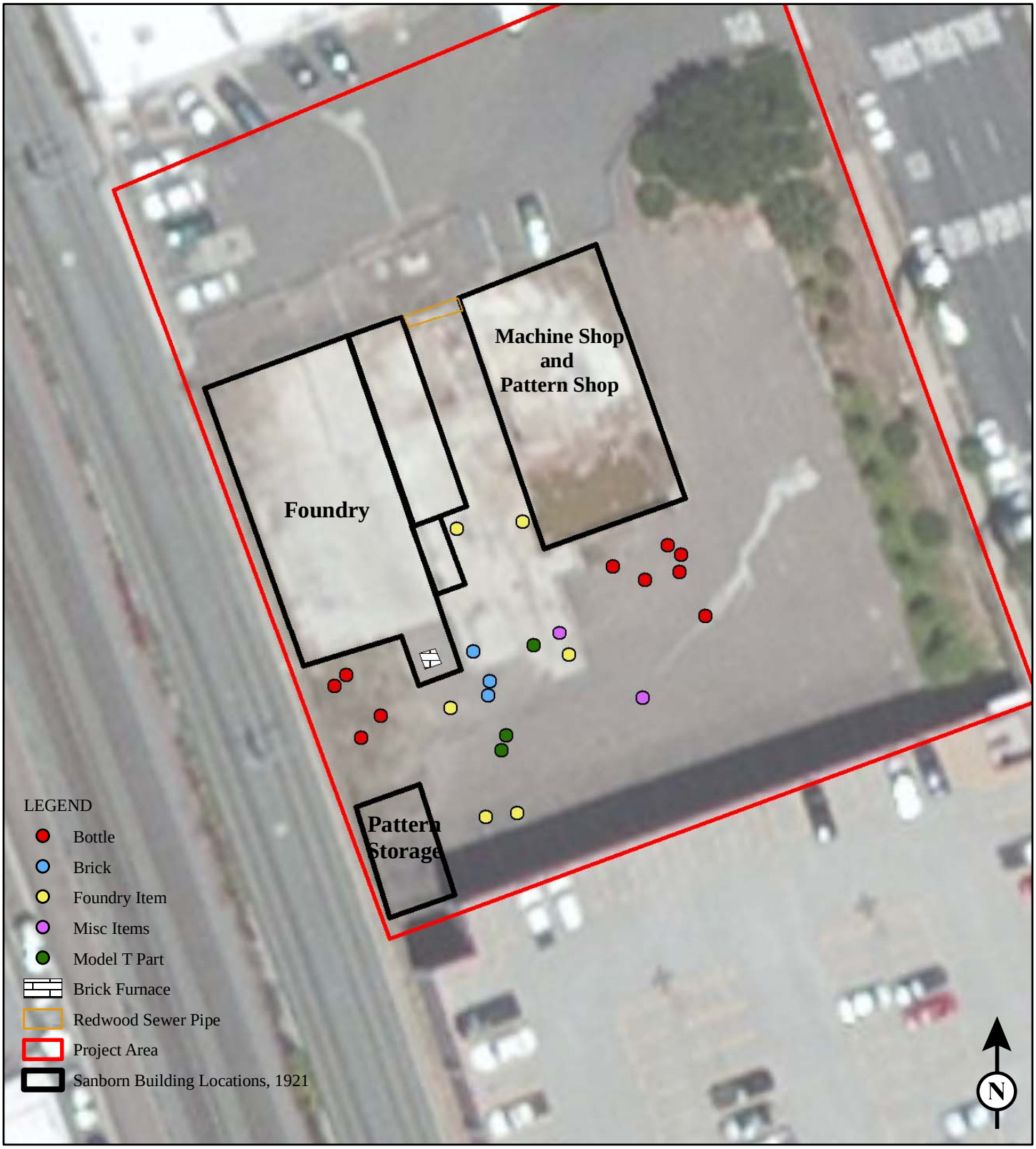
State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
SKETCH MAP

Primary # _____
HRI # _____
Trinomial CA-SDI-13761H (Update)

*Resource Name or # (Assigned by recorder): Barth Foundry Dump

*Drawn By: Elizabeth Davidson

*Date: 9/23/11



* Required Information

DPR 523K (1/95)

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

PRIMARY RECORD

Primary # P-37-013747
HRI #
Trinomial CA-SDI 13761H
NRHP Status Code 5S3

Page 1 of 6
Other Listings
Review Code Reviewer Date

OCT 12 1994

P1. Resource Identifier: Barth Foundry Dump

P2. Location: a. County San Diego and (Address and/or UTM Coordinates. Attach Location Map as required.)

b. Address 2680 Kettner Blvd.
City San Diego, California Zip 92103

c. UTM: USGS Quad Pt. Loma, Calif. (7.5') Date 1967 ; Zone 11 , 483850 mE/ 3621280 mN

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

The deposit is just south of where a small segment of W. Nutmeg Street dead ends at the Atchisen, Topeka, and Santa Fe Railroad (AT&SF) right-of way. It is located in a current right-of-way for the Metropolitan Transit Development Board (MTDB) Light Rail Transit (LRT) Old Town Extension.

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

Two meter deep deposit of industrial slag, furnace bricks, ash, and metal from the operation of the Barth Foundry and Machine Works. Small amounts of domestic trash are also present. A modern anodizing and electroplating operation currently occupies the old foundry site and could not be investigated.

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

P6. Date Constructed/Age:
1913-1947
☐ Prehistoric ■ Historic ☐ Both

P5. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P7. Owner and Address:
Metropolitan Transit Development Board, San Diego.

P8. Recorded by (Name, affiliation, and address): Jerry Schaefer, Brian F. Mooney Associates, 9903-B Businesspark Ave. San Diego, 92131

P9. Date Recorded: 10-3-94

P10. Type of Survey: ☐ Intensive ■ Reconnaissance ☐ Other

Describe:

P11. Report Citation (Provide full citation or enter "none."): A *Cultural Resources Evaluation of the Barth Foundry & Machine Company Dump 1680 Kettner Boulevard San Diego, California*. Prepared by Brian F. Mooney Associates for Law/Crandall Inc.

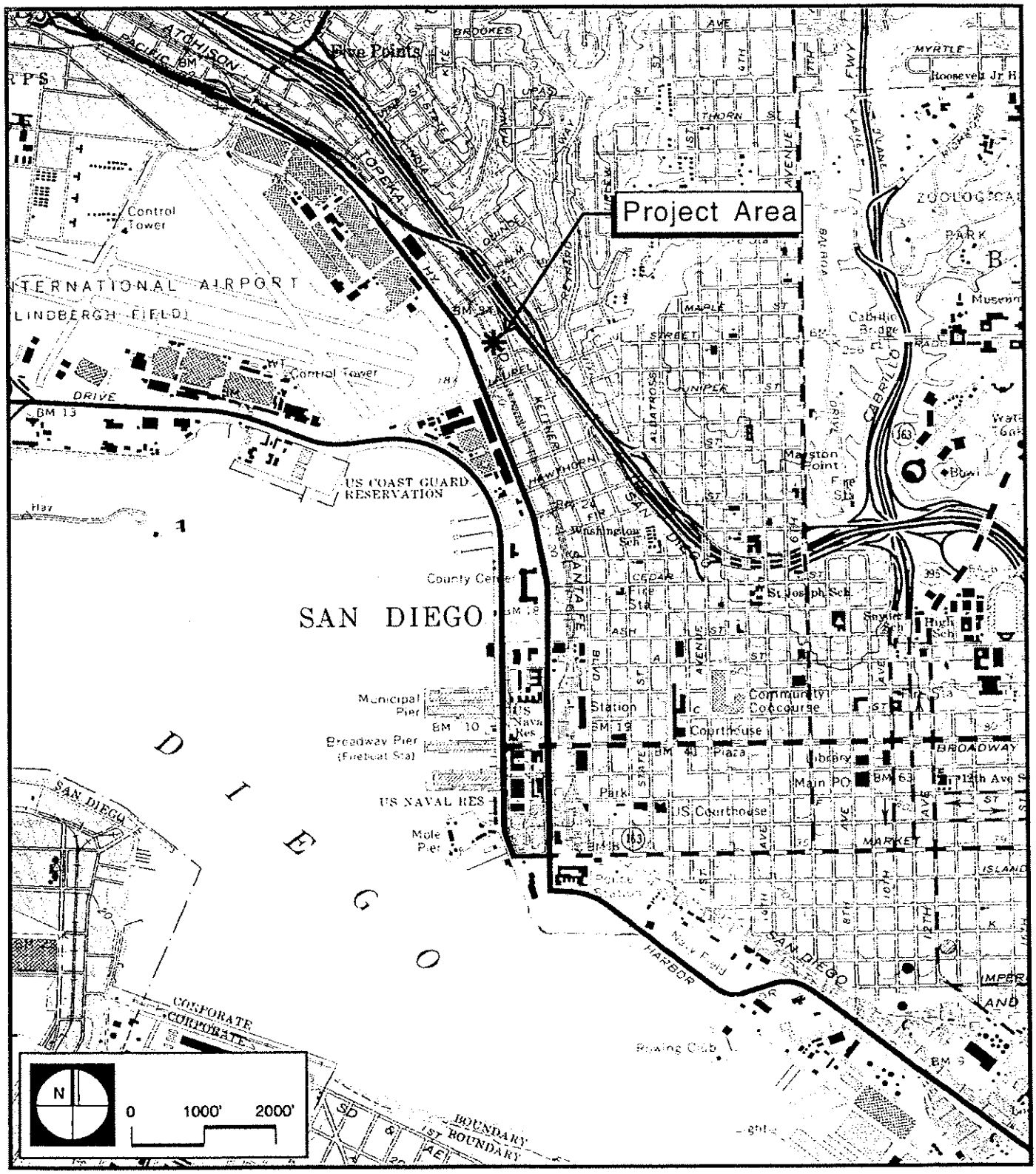
Attachments: ☐NONE ■ Map Sheet ■ Continuation Sheet ☐Building, Structure, and Object Record ☐Linear Resource Record ■ Archaeological Record ☐District Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (List):

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

SITE LOCATION MAP

Primary # P-37-013747
RI#/Trinomial CA-SDI 13761/H

Page 2 of 6
Resource Identifier: Barth Foundry Dump
Map Name: Pt. Loma, Calif. 7.5' U.S.G.S. Scale: 1:24,000 Date: 1967



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

ARCHAEOLOGICAL SITE RECORD (Part 1)

Primary # 013747
Trinomial CA-SDI 13761H

A1. Resource Identifier: Barth Foundry Dump

A2. Resource Attributes (List attributes and codes.): AH10-Machinery, AH16-Industrial Dump

A3. Dimensions: a. Length 50 m (N-S) × b. Width 3 m (E-W)
Method of Measurement: ☐ Paced ☐ Taped ■ Visual estimate ☐ Other:
Method of Determination (Check any that apply.): ☐ Artifacts ☐ Features ■ Soil ☐ Vegetation ☐ Topography ■ Cut bank ☐ Animal burrow ☐ Excavation ☐ Property boundary ☐ Other (Explain):

Reliability of Determination: ■ High ☐ Low Explain:

Limitations (Check any that apply): ☐ Restricted access ☐ Paved/built over ☐ Disturbances ☐ Site limits incompletely defined ☐ Other (Explain):

A4. Depth: 2.1 m ☐ None ☐ Unknown Method of Determination: Cut bank

A5. Human Remains: ☐ Present ■ Absent ☐ Possible ☐ Unknown (Explain):

A6. Features (Number, briefly describe, indicate size, list associated cultural constituents, and show location of each feature on sketch map.):

A7. Cultural Constituents (Describe and quantify artifacts, ecofacts, cultural residues, etc., not associated with features.):

Broken yellow fire brick, red brick, and hollow red building tile fragments, window glass, bottle glass, wire screen, unidentified metal fragments, vitrified brick, a well preserved iron car for transporting and dumping materials, probably metal to be melted, fuel, and/or slag, a badly damaged large iron receptacle or crucible for transporting and pouring molten metal.

A8. Were Specimens Collected? ☐ No ■ Yes (If yes, attach Artifact Record or catalog and identify where specimens are curated.) Brick fragment collected but not curated.

A9. Site Condition: ☐ Good ■ Fair ☐ Poor (Describe disturbances.): Portion of dump has been removed during grading activities for light rail transit development.

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

ARCHAEOLOGICAL SITE RECORD (Part 2)

Resource Identifier: 01B747
Primary #
Trinomial CA-SDI 13761H

A10. Nearest Water (Type, distance, and direction.): San Diego Bay 300 m west.

A11. Elevation: 40 ft. amsl

A12. Environmental Setting (Describe vegetation, fauna, soils, geology, landform, slope, aspect, exposure, etc., as appropriate.): Non-vegetated urban area.

A13. Historical Information (Note sources and provide full citations in Field A16 below.):

Following the Spanish-American War, San Diego grew in importance as a strategic Naval installation and commercial-industrial city. A number of heavy industries became established in the first half of the 20th century around the newly established Lindberg Field, the Loma Portal District, and adjacent to the AT&SF railroad tracks. One such enterprise was the Barth Foundry and Machine Co., founded in 1913 by William G. Barth at 1101 W. Nutmeg (San Diego Directory Company 1901-1973). The foundry continued under that name and location until around 1947 but the mailing address changed to 2680 Kettner Boulevard in the 1930's. Barth retired from active administration in 1933 but remained president until his death in 1942. His vice-president, Earl Kenner, then assumed control of the company until around 1947, when it was sold to the Steelcraft Manufacturing Company (E.D. Green, president). That company operated for three years and was replaced in 1950 by the Capital Electric Co (J.S. Bullied, proprietor). Capital Electric operated at this location for 15 years, followed by a number of electrical and light industries. The current business, Jesse's Plating and Anodizing, appears to be operating in buildings with the original foundations of the Barth Foundry. ■Continued

A14. **Age:** ☐ Prehistoric ☐ Pre-Colonial (1500-1769) ☐ Spanish/Mexican (1769-1848) ☐ Early American (1848-1880) ☐ Turn of century (1880-1914) ■ Early 20th century (1914-1945) ☐ Post WWII (1945+) ☐ Undetermined
Factual or Estimated Dates of Occupation (Explain): 1913-1947

A15. Remarks and Interpretations (Discuss scientific, interpretive, ethnic, and other values of site, if known.):

The Barth Foundry Dump is evaluated as "not important" because it lacks the research potential for answering important questions concerning early 20th century industrial technology in San Diego. The artifacts are predominantly dismantled furnace remains, slag, ash, and metal refuse from foundry operations. More productive research avenues would be through archival investigations of important projects undertaken by the foundry and of methods employed. Potentially important remains of the foundry may be found within and around the building complex that would complement archival research, but this is outside the project area and the area of potential effect. Mr. William Barth is also a person of moderate local historical significance but not state-wide or national stature. The only object of some potential public interpretive value is the iron ore car. Such items are difficult to curate, however, although local historical societies may be interested in obtaining this object. No additional studies are therefore recommended at this time.

A16. References (Give full citations including the names and addresses of any persons interviewed, if possible.):

A17. Photographs (List subjects, direction of view, and accession numbers or attach a Photograph Record.):

Original Media/Negatives Kept at: Brian F. Mooney Associates

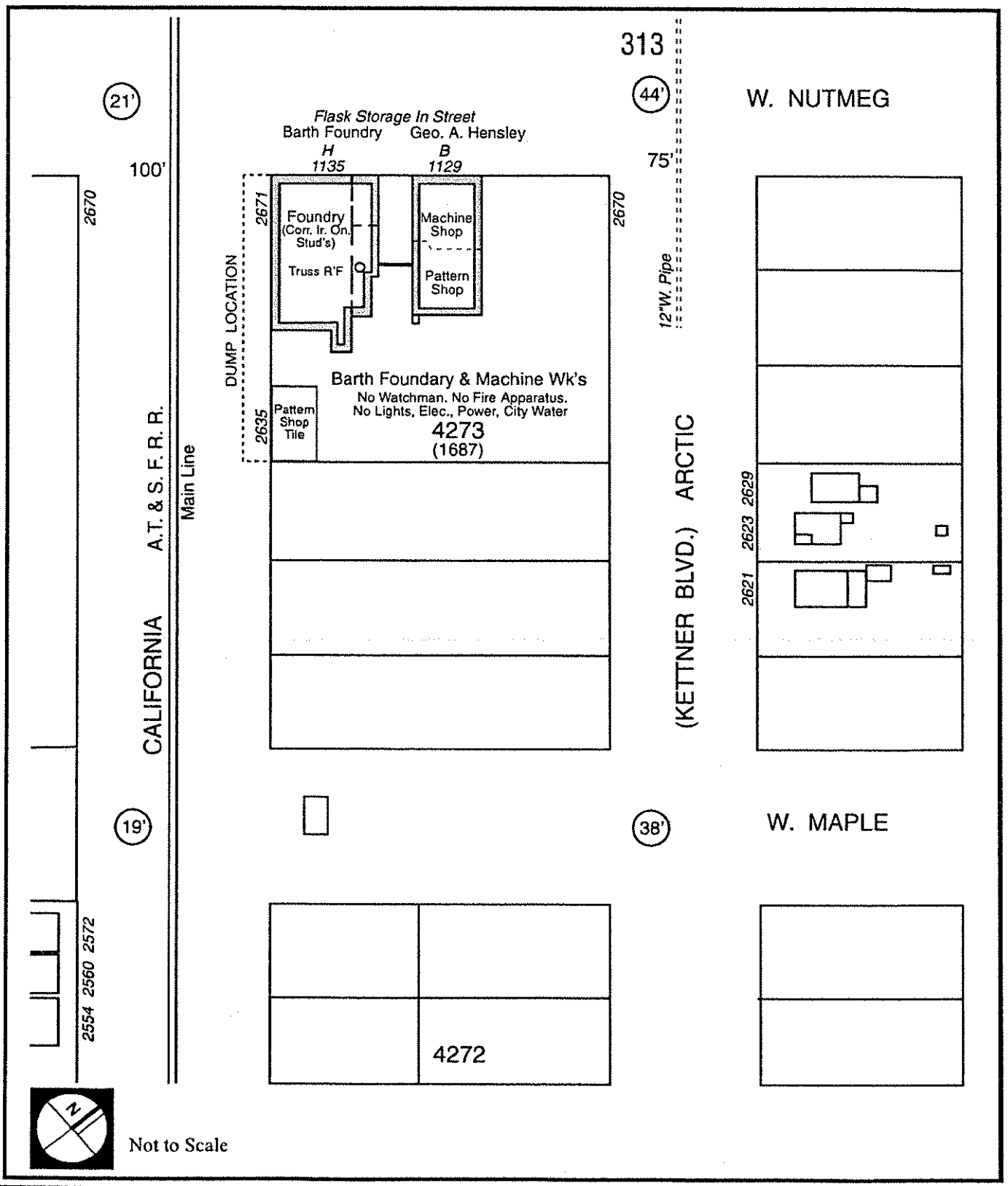
A18. Form Prepared by: Jerry Schaefer **Date:** 10-5-94
Affiliation and Address: Brian F. Mooney Associates, 9903-B Businesspark Ave, San Diego, CA 92131

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

SITE MAP

Primary # 013747
HRI#/Trinomial ~~CA-SDI~~ 13761H

Page 5 of 6
Resource Identifier: Barth Foundry Dump
Map Name: Sanborn Map Company, Insurance Maps of San Diego, Vol.3, Sheet 307
Scale: Not to Scale Date: 1922



A.13. Historical Information:

The facility included at least three buildings that housed the foundry proper, metal stamping shed and pattern shop. These were wood frame structures with corrugated metal walls and roofs, as indicated on the 1921 Sanborn Insurance Company map (Figure 3). Stucco and tile elements were later added. Originally the Hensley pattern shop was run under different ownership but was later absorbed into the Barth Foundry operation. Apparently considerable amounts of debris from the foundry operation was dumped against the foundations on the southwest side of the foundry and within the AT&SF right-of-way, resulting in the 2 m deep accumulation recorded during this survey.

Mr. William G. Barth was a man of some local historical significance (San Diego Directory Company 1901:34, 1905:70, 1906:90, 1909:85; San Diego Union-Tribune 12-29-42 2:1). He was born in Pennsylvania in 1859 and came to San Diego in 1885. By 1905 he was listed as a school teacher with a residence at 10341 22nd Street where he would live all his life. The following year he was listed as principal of Barth Polytechnic School, one of the first manual training institutions in San Diego. He opened the Barth Foundry in 1913 and remained active there for at least the next 20 years. As a prominent teacher and businessman, he was also active in the customary fraternal orders, including the Scottish Rite Bodies, Al Bahr Temple, and Knights of Pythias. He died at age 83 on December 27, 1942.

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

PRIMARY RECORD

Primary # P-37 015531
HRI #
Trinomial
NRHP Status Code 3S
Other Listings CRHR
Review Code Reviewer Date / /

*Resource Name or #: Consolidated Aircraft Plant No. 1

P1. Other Identifier: General Dynamics, Convair Lindbergh Field Plant

*P2. Location: ☐ Not for Publication ■ Unrestricted a. County San Diego

b. USGS 7.5' Quad Point Loma Date 1967 T ____; R ____; ____1/4 of ____1/4 of Sec ____; ____ B.M.

c. Address 3302 Pacific Highway City San Diego Zip 92112

d. UTM: (Give more than one for large and/or linear feature) Zone 11, 48200 mE/ 3622290 mN

e. Other Locational Data: (e.g. parcel #, legal description, directions to resource, elevation, additional UTMs, etc. as appropriate)

General Dynamics, Convair Division, Lindbergh Field Plant. Consolidated Aircraft Plant No. 1. Additional UTM see continuation sheet.

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

Five buildings (Building 2, 3, 4, 8 and 9) and one footbridge (the North Overpass) make up an historic district. This district is eligible for the CRHR under Criteria 1, 2, and 3. The period of significance for the historic district is 1935-1945, which covers the arrival of Consolidated Aircraft in San Diego and the era of World War II. Four of these buildings (Building 2, 3, 4, and 9) are individually eligible for the CRHR under the same criteria. Building 8 and the footbridge are contributing elements to the historic district, but are not individually eligible. District boundaries are given on the district record sheet.

*P3b. Resources Attributes: (List attributes and codes) HP8. Industrial Building

*P4. Resources Present: ■ Building ■ Structure ☐ Object ☐ Site ■ District ☐ Element of District ☐ Other (Isolates, etc.)

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

P5b. Description of Photo: (View, date, etc.)
N/A
See individual building records

*P6. Date Constructed/Age and Sources:
☐ Prehistoric ■ Historic ☐ Both
1939-1941 Factual

*P7. Owner and Address:
San Diego Unified Port District
3165 Pacific Highway
San Diego, CA 92112
M--Municipal

*P8. Recorded by:(Name, affiliation, address)
Stephen R. Van Wormer
KEA Environmental
1420 Kettner Blvd., Suite 620
San Diego, CA 92101

*P9. Date Recorded: 02/08/1996

*P10. Survey Type: (Describe)
Intensive Survey
CEQA Compliance

*P11. Report Citation: (Cite survey report/other sources or "none") General Dynamics Facility Demolition Project Environmental I Impact Report. KEA Environmental, San Diego. 1996.

*Attachments: ☐ NONE ■ Location Map ☐ Sketch Map ■ Continuation Sheet ☐ Building, Structure and Object Record
☐ Archaeological Record ■ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record
☐ Photograph Record ☐ Other: (List)

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

Primary # 01553/
HRI #
Trinomial

Page 2 of 5 *NRHP Status Code 3S

*Resource Name or #: Consolidated Aircraft Plant No. 1

D1. Historic Name: Consolidated Aircraft Plant No. 1

D2. Common Name: General Dynamics, Convair Division, Lindbergh Field Plant

*D3. Detailed Description: (Discuss overall coherence of the district, its setting, visual characteristics, and minor features. List all elements of district.):

The Consolidated Aircraft Plant No. 1 Historic District is composed of those historically and architecturally significant buidings and structures associated with the use and development of Consolidated Aircraft and Consolidated Vultee Aircraft (Convair) between 1935 and 1945. These constitute the years of the national mobilization effort to fight World War II in which the facility played a vital role. During World War II, the plant was significant for its production of the PBY Catalina flying boat and B-24 Liberator bomber. The district's buildings embody distinctive architectural designs and methods of construction typical of aircraft assembly plants that were a vital component of the nation's defense mobilization effort. The buildings also represent the work of an important California creative architectural firm, Taylor and Taylor, based in Los Angeles. Important elements consist specifically of steel "I" beam framed construction, roofs in a sawtooth configuration with large monitor windows to admit light, full height sliding doors, (see continuation sheet)

*D4. Boundary Description: (Describe limits of district and attach map showing boundary and district elements.):

See continuation sheet.

*D5. Boundary Justification:

Within this area, integrity of setting, design, materials, and workmanship are retained so that a strong sense of feeling and association for the period of significance still exist.

*D6. Significance: Theme World War II Aircraft Production Area San Diego

Period of Significance 1935-1945 Applicable Criteria CA 1, 2, and 3 (Discuss district's importance in terms of its historical context as defined by theme, period of significance, and geographic scope. Also address the integrity of the district as a whole.)

Consolidated Aircraft Plant No. 1 was significant to the mobilization effort to fight World War II for its production of the PBY Catalina flying boat and the B-24 Liberator bomber. Both planes were important in winning the war. By 1946, Plant No. 1 had produced 6,726 B-24s and over 3,000 Catalina flying boats. The Consolidated Aircraft Plant also played a significant role in the development of San Diego. Its establishment by aviation pioneer Major Reuben H. Fleet in 1935 was the beginning of the aerospace industry in San Diego, an important facet of the city's economy for the next 50 years. Because of its associations with World War II aircraft production, Reuben H. Fleet, and the beginning of the aerospace industry in San Diego, as well as its embodiment of the distinctive characteristics of the type of aircraft assembly plants that were instrumental in winning World War II, the Consolidated Aircraft Plant No. 1 Historic District is eligble for the California Register of Historic Resources under Criteria 1, 2, and 3. While individual contributing elements have had varying degrees of alteration, and some noncontributing buildings and structures have been constructed within the original spatial layout, a sense of character and function within the district during its period of significance endures.

*D7. References: (Give full citations including the names and addresses of any informants, where possible.):

Eddy, Lucina "War Comes to San Diego." Journal of San Diego History 1993; Yenne, Bill Into Sunset: The Convair Story. Greenwich Publishing Group, Lyme, CN 1995; San Diego Evening Tribune 10-21-1985. San Diego Union 1-17-1937.

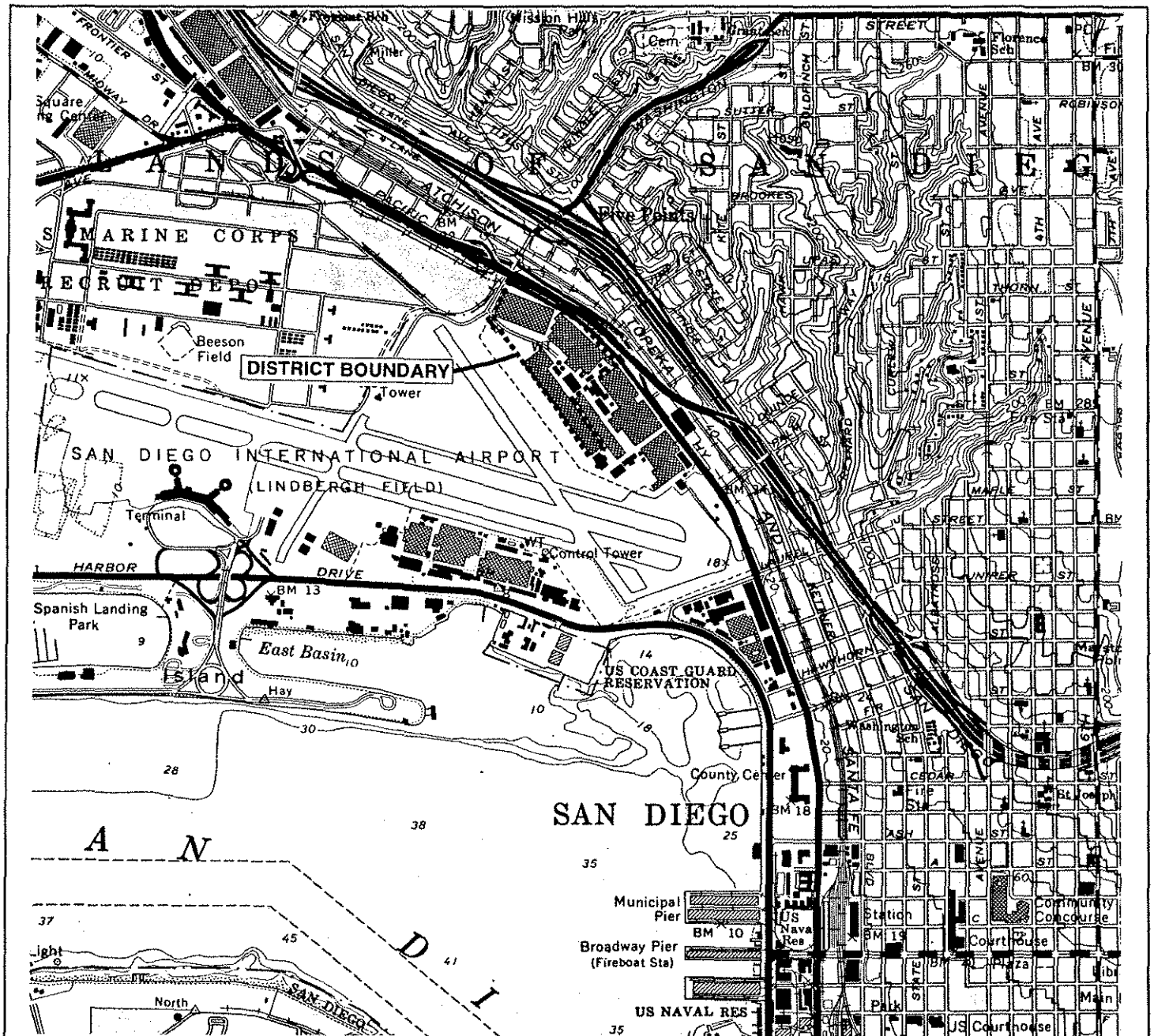
State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary # P-37 015531
HRI#
Trinomial

Page 3 of 5 *Resource Name or # (Assigned by recorder) Historic Distric Boundaries

*Map Name: Point Loma, Calif. *Scale: 1:24,000 *Date of Map: 1967



SOURCE: U.S.G.S. 7.5 QUADRANGLE - POINT LOMA, CALIF.
PHOTOREVISED 1975

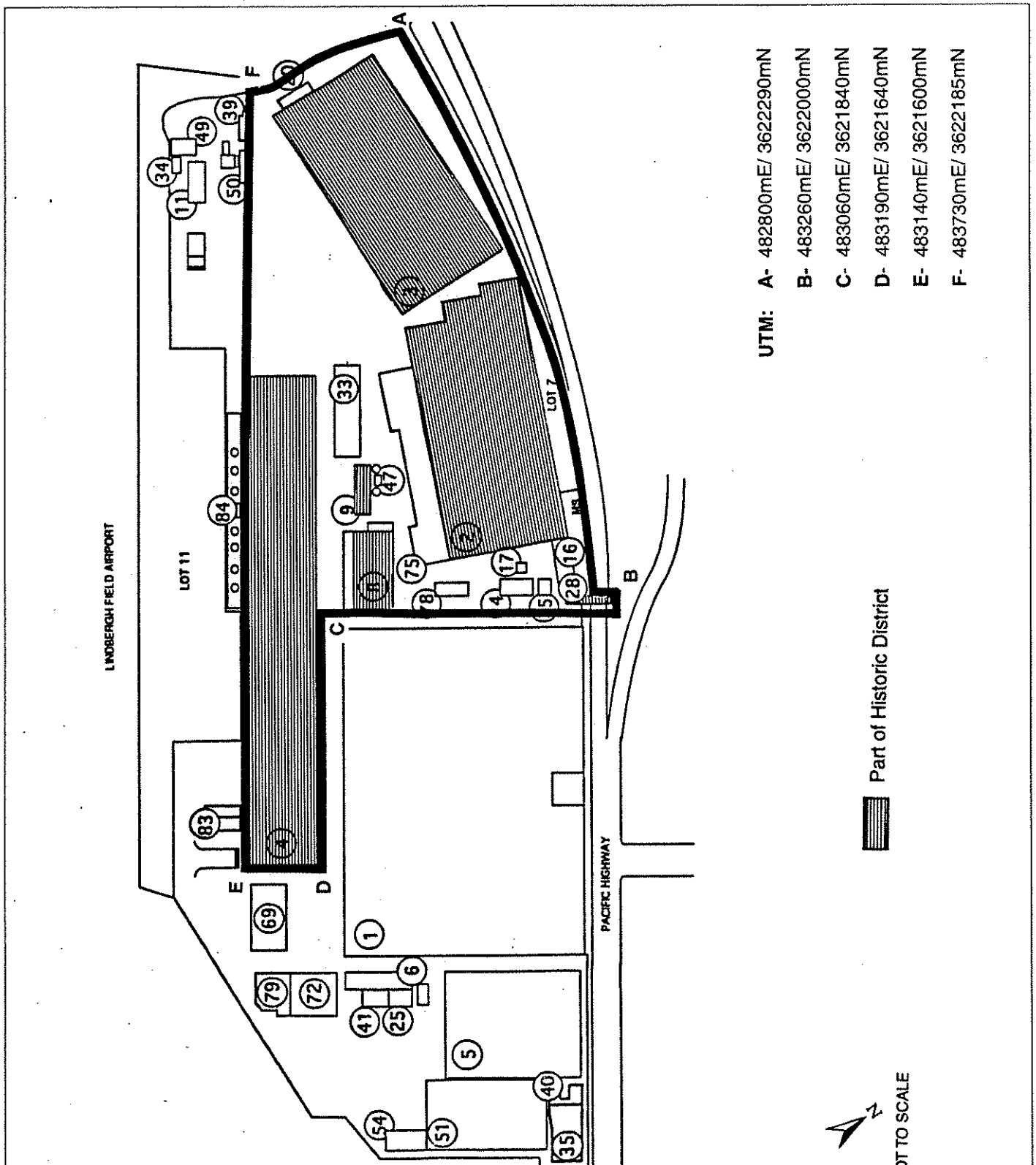
State of California -- The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary # 013531
HRI #
Trinomial

*Resource Name or #: Consolidated Aircraft Plant No. 1

*Map Name: Historic District Boundaries *Scale: not to *Date of Map: 02/08/96



P2d. Additional UTM
B: 483260mE/3622000mN, C:483060mE/3621840mN, D:483190mE,3621640mN, E: 483140mE/3621600mN, F:483730mE/3622185mN

D3. Detailed Description
and walls with continuous rows of industrial windows with central panels that pivot to allow ventilation. Five buildings and one footbridge are considered to be included in the district. They include Buildings 2, 3, 4, and 9, which were aircraft factory facilities; Building 9, the boiler-power house; and one footbridge, the North Overpass, that was specifically designed to convey large numbers of people into and out of the plant in an efficient and timely manner at the height of wartime production. The remaining buildings within the complex date after the period of significance, have been altered to the point that their integrity has been compromised, or lack the historical associations or architectural or engineering distinction to qualify for the California Register of Historic Resources.

D4. Boundary Description
The historic district generally encompasses the central and western portions of the Lindbergh Field Plant. Its boundaries are determined by the concentration and continuity of contributing elements, while excluding plant buildings and structures that do not contribute to significance. Beginning at the southernmost corner of Building 4, the district line follows the southeast elevation of the building, and then continues along the northeast elevation of Building 4 to the approximate center of the building. It then turns northeast (adjacent to the southernmost corner of Building 8) and continues northeast to include the North Overpass. District boundaries then continue west by northwest along the fenceline, adjacent to the northeast elevation of Building 2 and the northern elevation of Building 3. It then turns in a southerly direction to include all of Building 3, turning east towards the southwestern corner of Building 2. It then continues south to the southwest corner of Building 4, encompassing all of that building until the point of origin is reached.

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

PRIMARY RECORD

Primary # 1 P-37 015532
HRI #
Trinomial
NRHP Status Code 3B
Other Listings CRHR
Review Code ____ Reviewer ____ Date / /

Page 1 of 5

*Resource Name or #: Building 2

P1. Other Identifier: Final Assembly Building No. 2, Consolidated Aircraft Plant No. 1

*P2. Location: ☐ Not for Publication ■ Unrestricted a. County San Diego

b. USGS 7.5' Quad Point Loma Date 1967 T ____; R ____; ____ 1/4 of ____ 1/4 of Sec ____; ____ B.M.

c. Address 3302 Pacific Highway City San Diego Zip 92112

d. UTM: (Give more than one for large and/or linear feature) Zone 11, 483020 mE/ 3622165 mN

e. Other Locational Data: (e.g. parcel #, legal description, directions to resource, elevation, additional UTMs, etc. as appropriate)

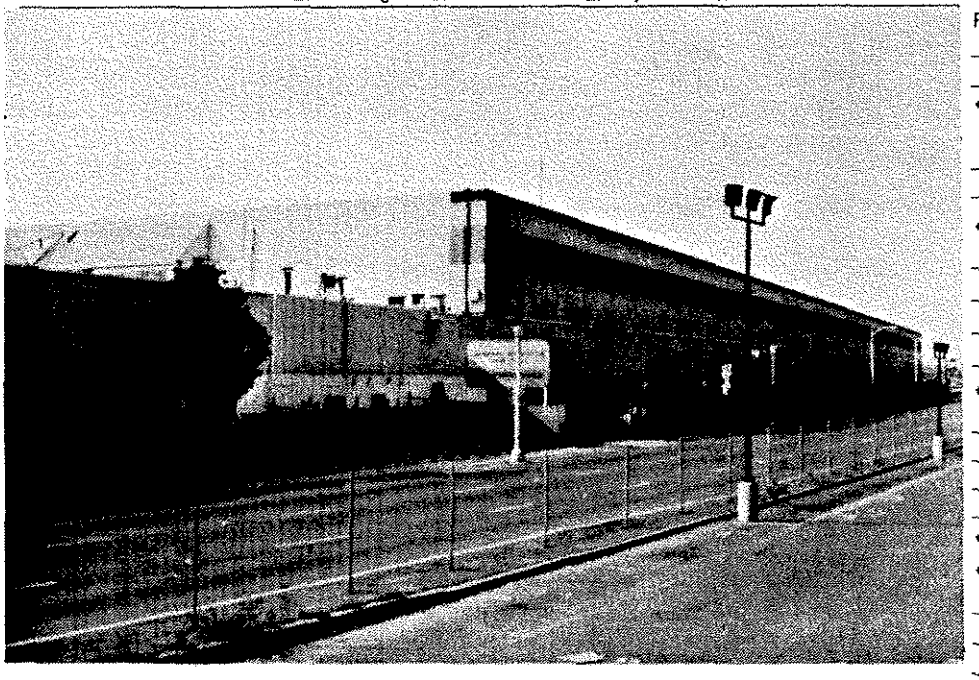
General Dynamics, Convair Division, Lindbergh Field Plant. Consolidated Aircraft Plant No. 1. Additional UTM B:483200mE/3622000mN; C:483130mE/3621920mN; D: 482960mE/3622060mN

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

This rectangular industrial building measures 360 by 720 feet by 48 feet in height. It is supported by a steel "I" beam frame. Each "I" beam is mounted in an individual concrete footing. A concrete slab floor has been poured around the footings. The south, east, and west sides are enclosed by a series of large sliding hangar doors. The north wall is constructed of a steel frame attached to the exterior of the northern most row of "I" beams. Originally finished with plaster, the exterior is now covered with stucco. Two continuous rows of steel framed multi-paned industrial windows run the length of the wall. The windows have central panels that pivot open to allow ventilation. The saw tooth style roof is covered with corrugated sheet iron and supported with exposed steel trusses. Monitor windows running the full width of the building on the vertical side of each toothed segment admit northern light. Two major additions have extened the northern and western facades. Constructed in 1942, the PBY-2Y3 Water Test Facility extended the north wall 90 feet beyond the original west facade. It extends southward along the west facade for 240 feet. It exhibits the same exterior fininsh and roof as the main building. (see continuation sheet)

*P3b. Resources Attributes: (List attributes and codes) HP8. Industrial Building; HP8. Industrial Building

*P4. Resources Present: ■ Building ☐ Structure ☐ Object ☐ Site ■ District ☐ Element of District ■ Other (Isolates, etc.)



P5b. Description of Photo: (View, date, etc.)
GD-96-2, exp 23
looking southwest

*P6. Date Constructed/Age and Sources:
☐ Prehistoric ■ Historic ☐ Both
1939 Factual

*P7. Owner and Address:
San Diego Unified Port District
3165 Pacific Highway
San Diego, CA 92112
M--Municipal

*P8. Recorded by: (Name, affiliation, address)
Stephen R. Van Wormer
KEA Environmental
1420 Kettner, Blvd., Suite 620
San Diego, CA 92101

*P9. Date Recorded: 02/08/1996

*P10. Survey Type: (Describe)
Intensive Survey
CEQA Compliance

*P11. Report Citation: (Cite survey report/other sources or "none") General Dynamics Facility Demolition Project Environmental Impact Report. KEA Environmental, San Diego. 1996

*Attachments: ☐ NONE ■ Location Map ☐ Sketch Map ■ Continuation Sheet ■ Building, Structure and Object Record
☐ Archaeological Record ■ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record
☐ Photograph Record ☐ Other: (List) ____

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

Primary # 015532
HRI #

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 5 *NRHP Status Code 3B

*Resource Name or #: Building 2

B1. Historic Name: Final Assembly Building No. 2, Consolidated Aircraft Plant No. 1

B2. Common Name: Building 2

B3. Original Use: Industrial B4. Present Use: V--Vacant

*B5. Architectural Style: Industrial Manufacturing Plant

*B6. Construction History: (Construction date, alterations, and date of alterations.)

The building was constructed in 1939. Additions to the north and west facades consist of a PBY Water Test Facility and Paint Spray Booth built in 1942. Building 75 on the south facade was built in 1980s.

*B7. Moved? ■ No ☐ Yes ☐ Unknown Date: _____ Original Location: _____

*B8. Related Features:

An exterior crane monorail connects this building with Buildings 3, 1, and 5. It is supported by steel trusses on the sides of these buildings and steel framed trestles spanning the spaces between them.

B9a. Architect: Taylor and Taylor b. Builder: National Iron Works

*B10. Significance: Theme World War II Aircraft Production Area San Diego

Period of Significance 1935-1945 Property Type Aircraft factory Applicable Criteria CA 1,2, and 3

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Constructed in 1939, Building 2 was designed by the Los Angeles based architectural firm of Taylor and Taylor and built by National Iron Works of San Diego. The building's saw tooth roof, full height sliding doors, and walls with continuous rows of industrial windows embodies the distinct characteristics of aircraft assembly plants that were a vital component of the nation's defense mobilization effort during World War II. From 1940 to 1946 Building 2 was used to produce fuselage and tail assemblies for the PBY Catalina flying boat and B-24 Liberator bomber. This was one of the major production areas of Consolidated Aircraft's Plant No. 1. During World War II the plant was significant for its production of the Catalina flying boat and B-24 bomber. Both planes were important in winning the war. By 1946, Plant No. 1 had produced 6,726 B-24s and over 3,000 Catalina flying boats. The Consolidated Aircraft Plant also played a significant role in the development of San Diego. Its establishment by aviation industry pioneer Major Reuben H. Fleet in 1935 was the beginning of the defense aerospace industry in San Diego, an important facet of the city's economy for the next 50 years. Because of its association with World War II aircraft production, Reuben H. Fleet, and the beginnings of the aerospace industry in San Diego as well as its embodiment of the distinctive characteristics of the type of aircraft assembly plants that were instrumental in winning World War II, Building 2 is eligible for the California Register of Historic Resources under Criteria 1, 2, and 3. The building's integrity is good.

B11. Additional Resource Attributes: (List attributes and codes) HP8. Industrial Building

*B12. References:

Taylor and Taylor, National Iron Works Original Plans for Building 2 1939-40

Eddy, Lucinda War Comes to San Diego. Journal of San Diego History 1993

Yenne, Bill Into the Sunset:The Convair Story. Greenwich Pub., Lyme, CN 1995

B13. Remarks:

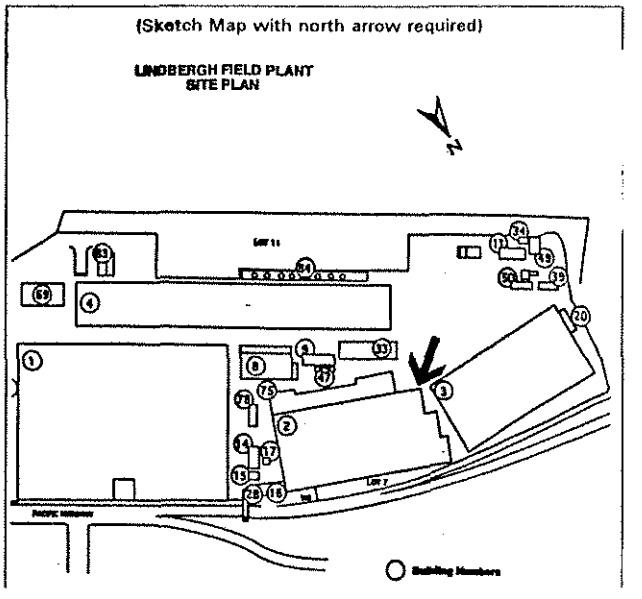
Original plans by Taylor and Taylor and National Iron Works are to be archived at the San Diego Aerospace Museum. Threats: Demolition

*B14. Evaluator: Stephen R. Van Wormer

Date of Evaluation: 01/21/1996

(This space reserved for official comments.)

(Sketch Map with north arrow required)



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

Primary # 01553
HRI #
Trinomial

Page 3 of 5 *NRHP Status Code 3B

*Resource Name or #: Building 2

D1. Historic Name: Consolidated Aircraft Plant No. 1.

D2. Common Name: General Dynamics, Convair Division, Lindbergh Field Plant

*D3. Detailed Description: (Discuss overall coherence of the district, its setting, visual characteristics, and minor features. List all elements of district.):

The Consolidated Aircraft Plant No. 1 Historic District is composed of those historically and architecturally significant buildings and structures associated with the use and development of Consolidated Aircraft and Consolidated Vultee Aircraft (Convair) between 1935 and 1945. These constitute the years of the national mobilization effort to fight World War II in which the facility played a vital role. During World War II the plant was significant for its production of the PBY Catalina flying boat and B-24 Liberator bomber. The district's buildings embody distintive architectural designs and methods of construction typical of aircraft assembly plants that were a vital component of the nation's defense mobilization effort. These consist specifically of steel "I" beam framed construction, roofs in a sawtooth configuaration with large monitor windows to admit light, full height sliding doors, and walls with continuous rows of industrial windows with central panels that pivot to allow ventilation. (see continuation sheet)

*D4. Boundary Description: (Describe limits of district and attach map showing boundary and district elements.):

See continuation sheet.

*D5. Boundary Justification:

Within this area, integrity of setting, design, materials and workmanship are retained so that a strong sense of feeling and association for the period of significance still exsists.

*D6. Significance: Theme World War II Aircraft Production Area San Diego
Period of Significance 1935-1945 Applicable Criteria CA 1, 2, and 3 (Discuss district's importance in terms of its historical context as defined by theme, period of significance, and geographic scope. Also address the integrity of the district as a whole.)

Consolidated Aircraft Plant No. 1 was significant to the mobilization effort to fight World War II for its production of the PBY Catalina flying boat and the B-24 Liberator bomber. Both planes were important in winning the war. By 1946, Plant No. 1 had produced 6,726 B-24s and over 3,000 Catalina flying boats. The Consolidated Aircraft Plant also played a significant role in the development of San Diego. Its establishment by aviation industry pioneer Major Reuben H. Fleet in 1935 was the beginning of the defense aerospace industry in San Diego, an important facet of the city's economy for the next 50 years. Because of its associations with World War II aircraft production, Reuben H. Fleet, and the beginnings of the aerospace industry in San Diego, as well as its embodiment of the distinctive characteristics of the type of aircraft assembly plants that were instrumental in winning World War II, the Consolidated Aircraft Plant No. 1 Historic District is eligible for the California Register of Historic Resources under Criteria 1, 2, and 3. While individual contributing elements have had varying degrees of alteration, and some noncontributing buildings and structures have been constructed within the original spatial layout, a sense of character and function within the district during its period of significance endures.

*D7. References: (Give full citations including the names and addresses of any informants, where possible.):

Eddy, Lucinda "War Comes to San Diego." Journal of San Diego History 1993; Yenne, Bill Into the Sunset: The Convair Story. Greenwich Publishing Group, Lyme, CN 1995; San Diego Evening Tribune 10-21-1985. San Diego Union 1-17-1937

*D8. Evaluator: Stephen R. Van Wormer Date: 01/29/1996
Affiliation and address: KEA Environmental, 1420 Kettner Blvd., Suite 620, San Diego, CA 92101

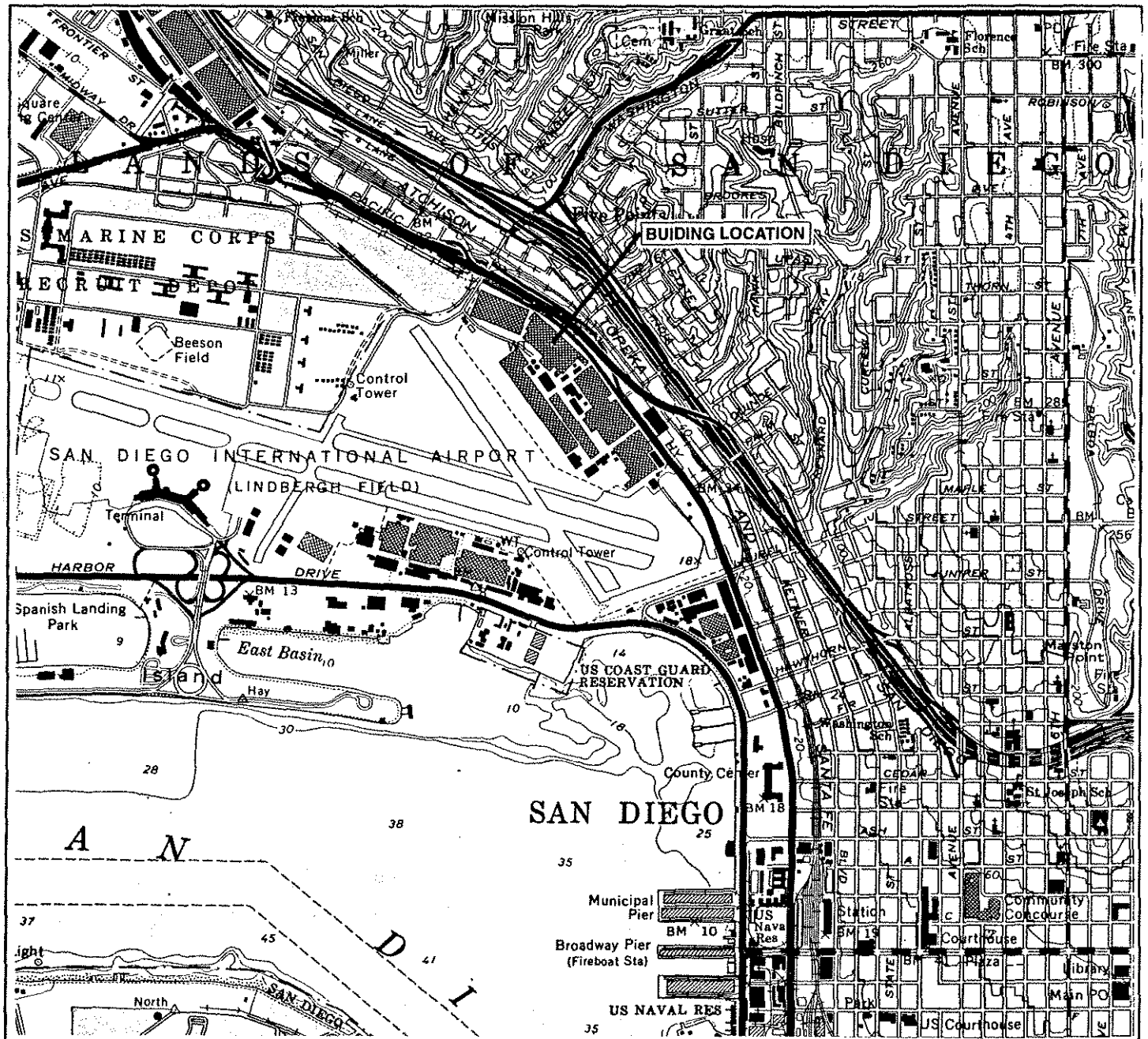
State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary # 015332
HRI#
Trinomial

Page 4 of 5 *Resource Name or # (Assigned by recorder) Building 2

*Map Name: Point Loma, Calif. *Scale: 1:24,000 *Date of Map: 1967



1 1/2 0 1 MILE

1000 0 1000 2000 3000 4000 5000 6000 7000 FEET

1 .5 0 1 KILOMETER

CONTOUR INTERVAL 20 FEET

SOURCE: U.S.G.S. 7.5 QUADRANGLE - POINT LOMA, CALIF.
PHOTOREVISED 1975



QUADRANGLE LOCATION

P3a. Description
Four roll-up metal shop doors are located along the west side of this addition. The Paint and Spray Booth was also built in 1942. It is attached directly to the south wall of the PBY Water Test Facility. It extends 60 feet from the west facade and is 120 feet long. This addition is wood framed and supported by a concrete slab. The exterior is covered with 12 inch wide horizontal tongue and groove siding. A modern addition designated Building 75 has been built adjoining the south facade of Building 2 and covers many of the sliding hanger doors.

D3. Detailed Description
Five buildings and one footbridge are considered to be contributing resources to the district. They include Buildings 2, 3, 4, and 8, which were aircraft factory facilities; Building 9, the boiler - power house; and one footbridge, the North Overpass, that was specifically designed to convey large numbers of people into and out of the plant in an efficient and timely manner at the height of wartime production. The remaining buildings within the complex date after the period of significance, have been altered to the point that their integrity has been compromised, or lack the historical associations or architectural or engineering distinction to qualify for the California Register of Historic Resources.

D4. Boundary Description
The historic district generally encompasses the central and western portions of the Lindbergh Field Plant. Its boundaries are determined by the concentration and continuity of contributing elements, while excluding plant buildings and structures that do not contribute to significance. Beginning at the southernmost corner of Building 4, the district line follows the southeast elevation of the building, and then continues along the northeast elevation of Building 4 to the approximate center of the building. It then turns northeast (adjacent to the southernmost corner of Building 8) and continues northeast to include the North Overpass. District boundaries then continue west by northwest along the fenceline, adjacent to the northeast elevation of Building 2 and the northern elevation of Building 3. It then turns in a southerly direction to include all of Building 3, turning east towards the southwestern corner of Building 2. It then continues south to the southwest corner of Building 4, encompassing all of that building until the point of origin is reached.

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

PRIMARY RECORD

Primary # P-37 015533
HRI #
Trinomial
NRHP Status Code 3B
Other Listings
Review Code _____ Reviewer _____ Date / /

Page 1 of 5

*Resource Name or #: Building 3

P1. Other Identifier: Final Assembly Building No. 3, Consolidated Aircraft Plant No. 1.

*P2. Location: ☐Not for Publication ■Unrestricted a. County San Diego

b. USGS 7.5' Quad Point Loma Date 1967 T ____; R ____; ____1/4 of ____1/4 of Sec ____; ____B.M.

c. Address 3302 Pacific Highway City San Diego Zip 92112

d. UTM: (Give more than one for large and/or linear feature) Zone 11, 482795 mE/ 3622260 mN

e. Other Locational Data: (e.g. parcel #, legal description, directions to resource, elevation, additional UTMs, etc. as appropriate)

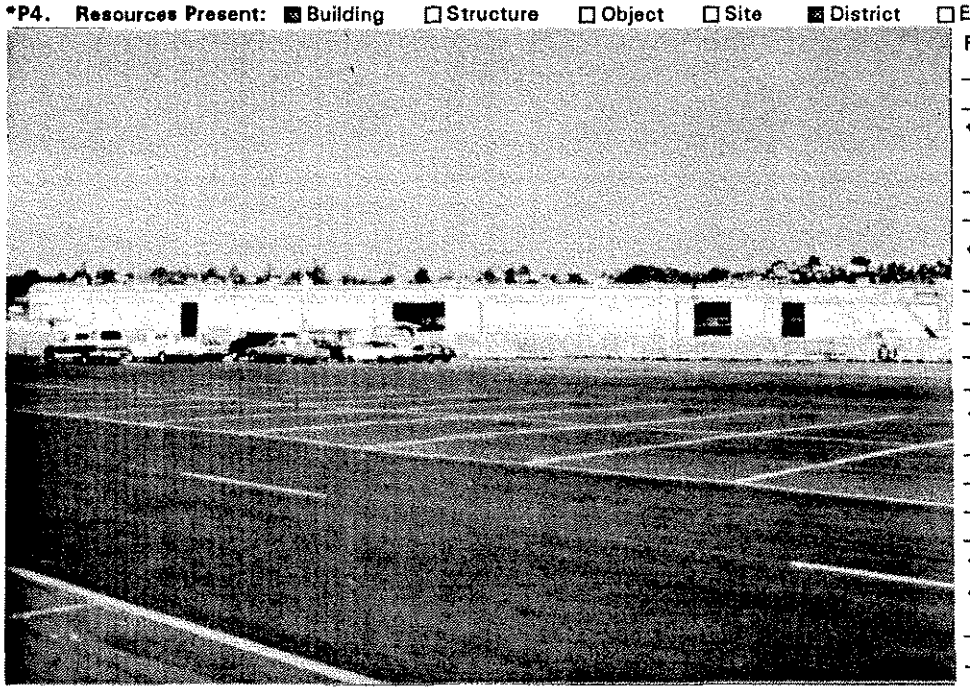
General Dynamics, Convair Division, Lindbergh Field Plant. Consolidated Aircraft Plant No. 1. Additional UTM: B:482990mE/3622180mN; C:482955mE/3622080mN; D:482755mE/3622160mN

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

This rectangular industrial building measures 360 by 720 feet by 48 feet in height. It is supported by a steel "I" beam frame. Each "I" beam is mounted in an individual concrete footing. A concrete slab floor has been poured around the footings. The south, east, and west sides are enclosed by a series of large sliding hanger doors. The north wall is constructed of a steel frame attached to the northern most row of "I" beams. Originally finished with plaster, the exterior is now covered with stucco. Two continuous rows of steel framed multi-paned industrial windows run the length of the wall. They have central panels that pivot open to allow ventilation. The sawtooth roof is covered with corrugated sheet iron and supported with exposed steel trusses. Monitor windows running the full width of the building on the vertical side of each toothed segment admit light.

*P3b. Resources Attributes: (List attributes and codes) HP8. Industrial Building

*P4. Resources Present: ■Building ☐Structure ☐Object ☐Site ■District ☐Element of District ■Other (Isolates, etc.)



P5b. Description of Photo: (View, date, etc.)
GD-96-2, exp 3
looking north

*P6. Date Constructed/Age and Sources:
☐Prehistoric ■Historic ☐Both
1941 Factual

*P7. Owner and Address:
San Diego Unified Port District
3165 Pacific Highway
San Diego, CA 92112
M--Municipal

*P8. Recorded by:(Name, affiliation, address)
Stephen R. Van Wormer
KEA Environmental
1420 Kettner Blvd., Suite 620
San Diego, CA 92101

*P9. Date Recorded: 02/07/1996

*P10. Survey Type: (Describe)
Intensive Survey
CEQA Compliance

*P11. Report Citation: (Cite survey report/other sources or "none") General Dynamics Facility Demolition Project Environmental Impact Report, KEA Environmental, San Diego, 1996

*Attachments: ☐NONE ■Location Map ☐Sketch Map ■Continuation Sheet ■Building, Structure and Object Record
☐Archaeological Record ■District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record
☐Photograph Record ☐Other: (List) _____

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

Primary # 013553
HRI #

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code 3B

*Resource Name or #: Building 3

B1. Historic Name: Final Assembly Building No. 3, Consolidated Aircraft Plant No. 1.

B2. Common Name: Building 3

B3. Original Use: Industrial B4. Present Use: V--Vacant

*B5. Architectural Style: Industrial Manufacturing Plant

*B6. Construction History: (Construction date, alterations, and date of alterations.)

The building was constructed in 1941. Two mezzannies were added in 1942. In 1985 one of these along the west wall was replaced with a new mezzanine.

*B7. Moved? ■No ☐Yes ☐Unknown Date: _____ Original Location: _____

*B8. Related Features:

An exterior crane monorail connects this building with Buildings 1, 2, and 5. It is supported by steel trusses on the sides of these buildings and steel framed trestles spanning the spaces between them.

B9a. Architect: Taylor and Taylor b. Builder: National Iron Works

*B10. Significance: Theme World War II Aircraft Production Area San Diego
Period of Significance 1935-1945 Property Type Aircraft Factory Applicable Criteria CA 1,2 and 3
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Building 3 was designed by the Los Angeles based architectural firm of Taylor and Taylor and built by National Iron Works of San Diego. The building's sawtooth roof, full height sliding doors, and walls with continuous rows of industrial windows embodies the distinct characteristics of aircraft assembly plants that were a vital component of the Nation's defense mobilization effort to fight World War II. From 1941 to 1946 Building 3 was used for PBY Catalina flying boat flap and aileron production and structural and final assembly. This was one of the major production areas of Consolidated Aircraft's Plant No. 1. During World War II the plant was significant for its production of Catalina flying boats and B-24 Liberator bombers. Both planes were important in winning the war. By 1946, Plant No 1 had produced 6,726 B-24s and over 3,000 Catalina flying boats. The Consolidated Aircraft plant also played a significant role in the development of San Diego. Its establishment by aviation industry pioneer Reuben H. Fleet in 1935 was the beginning of the defense aerospace industry in San Diego, an important facet of the city's economy for the next 50 years. Because of its historical associations with World War II aircraft production, Reuben H. Fleet, and the beginnings of the aerospace industry in San Diego, as well as its embodiment of the distinctive characteristics of the type of aircraft assembly plants that were instrumental in winning World War II, Building 3 is eligible for the California Register of Historic Resources under Criteria 1, 2, and 3. The building's overall integrity is good.

B11. Additional Resource Attributes: (List attributes and codes) HP8. Industrial Building

*B12. References:

Taylor and Taylor, National Iron Works Original Plans for Building 3 1941

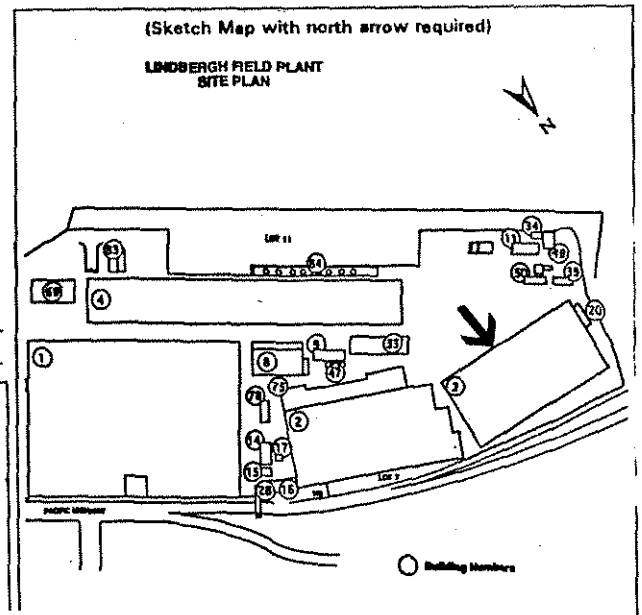
Eddy, Lucinda War Comes to San Diego. Journal of San Diego History 1994

Yenne, Bill Into the Sunset:The Convair Story. Greenwich Pub., Lyme, CN 1995

B13. Remarks:

Original plans by Taylor and National Iron Works are to be archived at the San Diego Aerospace Museum.
Threats: Demolition

(Sketch Map with north arrow required)



*B14. Evaluator: Stephen R. Van Wormer
Date of Evaluation: 01/21/1996

(This space reserved for official comments.)

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

Primary # P-37 015533
HRI #
Trinomial

Page 3 of 5 *NRHP Status Code 3B

*Resource Name or #: Building 3

D1. Historic Name: Consolidated Aircraft Plant No. 1

D2. Common Name: General Dynamics, Convair Division, Lindbergh Field Plant

*D3. Detailed Description: (Discuss overall coherence of the district, its setting, visual characteristics, and minor features. List all elements of district.):

The Consolidated Aircraft Plant No. 1 Historic District is composed of those historically and architecturally significant buildings and structures associated with the use and development of Consolidated Aircraft and Consolidated Vultee Aircraft (Convair) between 1935 and 1945. These constitute the years of the national mobilization effort to fight World War II in which the facility played a vital role. During World War II the plant was significant for its production of the PBY Catalina flying boat and B-24 Liberator bomber. The district's buildings embody distinctive architectural designs and methods of construction typical of aircraft assembly plants that were a vital component of the nation's defense mobilization effort. These consist specifically of steel "I" beam framed construction, roofs in a sawtooth configuration with large monitor windows to admit light, full height sliding doors, and walls with continuous rows of industrial windows with central panels that piviot to allow ventilation. (see continuation sheet)

*D4. Boundary Description: (Describe limits of district and attach map showing boundary and district elements.):

See continuation sheet.

*D5. Boundary Justification:

Within this area, integrity of setting, design, materials, and workmanship are retained so that a strong sense of feeling and association for the period of significance still exists.

*D6. Significance: Theme World War II Aircraft Production Area San Diego
Period of Significance 1935-1945 Applicable Criteria CA 1, 2, and 3 (Discuss district's importance in terms of its historical context as defined by theme, period of significance, and geographic scope. Also address the integrity of the district as a whole.)

Consolidated Aircraft Plant No. 1 was significant to the mobilization effort to fight World War II for its production of the Catalina flying boat and the B-24 Liberator bomber. Both planes were important in winning the war. By 1946, Plant No. 1 had produced 6,726 B-24s and over 3,000 Catalina flying boats. The Consolidated Aircraft Plant also played a significant role in the development of San Diego. Its establishment by aviation industry pioneer Major Reuben H. Fleet in 1935 was the beginning of the defense aerospace industry in San Diego, an important facet of the city's economy for the next 50 years. Because of its associations with World War II aircraft production, Reuben H. Fleet, and the beginnings of the aerospace industry in San Diego, as well as its embodiment of the distinctive characteristics of the type of aircraft assembly plants that were instrumental in winning World War II, the Consolidated Aircraft Plant No. 1 Historic District is eligible for the California Register of Historic Resources under Criteria 1, 2, and 3. While individual contributing elements have had varying degrees of alteration, and some noncontributing buildings and structures have been constructed within the original spatial layout, a sense of character and function within the district during its period of significance endures.

*D7. References: (Give full citations including the names and addresses of any informants, where possible.):

Eddy, Lucinda "War Comes to San Diego." Journal of San Diego History 1993; Yenne, Bill Into the Sunset: The Convair Story. Greenwich Publishing Group, Lyme CN 1995; San Diego Evening Tribune 10-21-1985; San Diego Union 1-17-1937

*D8. Evaluator: Stephen R. Van Wormer Date: 01/29/1996
Affiliation and address: KEA Environmental, 1420 Kettner Blvd., Suite 620, San Diego, CA 92101

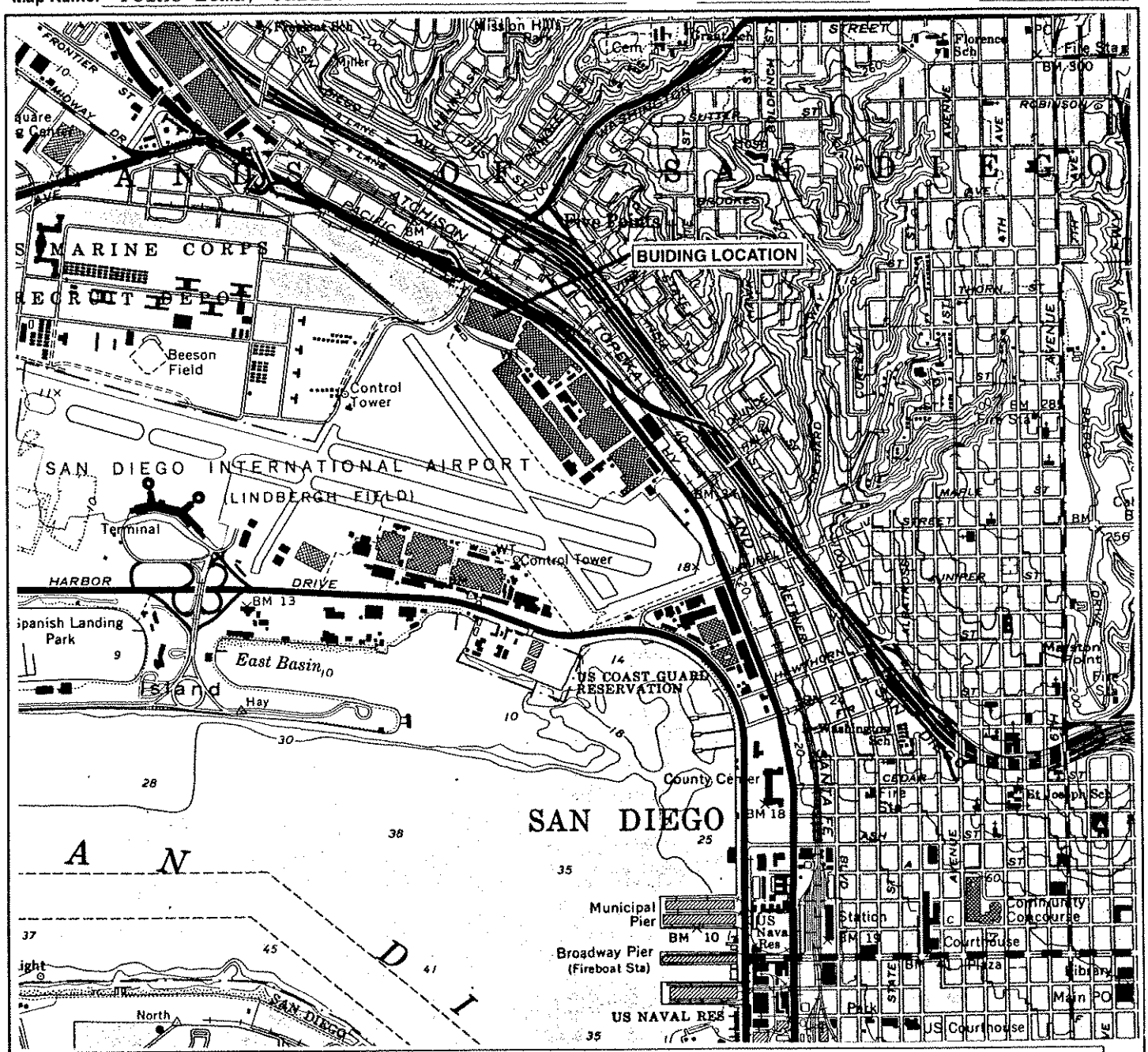
State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary # 013535
HRI#
Trinomial

Page 4 of 5 *Resource Name or # (Assigned by recorder) Building 3

*Map Name: Point Loma, Calif. *Scale: 1:24,000 *Date of Map: 1967



1 1/2 0 1 MILE

1000 0 1000 2000 3000 4000 5000 6000 7000 FEET

1 .5 0 1 KILOMETER

CONTOUR INTERVAL 20 FEET

SOURCE: U.S.G.S. 7.5 QUADRANGLE - POINT LOMA, CALIF.
PHOTOREVISED 1975



QUADRANGLE LOCATION



D3. Detailed Description:
Five buildings and one footbridge are considered to be contributing resources to the district. They include Buildings 2, 3, 4, and 8 which were aircraft factory facilities; Building 9, the boiler-power house; and one footbridge, the North Overpass, that was specifically designed to convey large numbers of people into and out of the plant in an efficient and timely manner at the height of wartime production. The remaining buildings within the complex date after the period of significance, have been altered to the point that their integrity has been compromised, or lack the historical associations or architectural or engineering distinction to qualify for the California Register of Historic Resources.

D4. Boundary Description
The historic district generally encompasses the central and western portions of the Lindbergh Field Plant. Its boundaries are determined by the concentration and continuity of contributing elements, while excluding plant buildings and structures that do not contribute to significance. Beginning at the southernmost corner of Building 4, the district line follows the southeast elevation of the building, and then continues along the northeast elelvation of Building 4 to the approximate center of the building. It then turns northeast (adjacent to the southernmost corner of Building 8) and continues northeast to the north overpass. District boundaries then continue west by northwest along the fenceline, adjacent to the northeast elevation of Building 2, and the northern elevation of Building 3. It then turns in a southerly direction to include all of Building 3, turning east towards the southwestern corner of Building 2. It then continues south to the southwest corner of Building 4, encompassing all of that building until the point of origin is reached.

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # 1 P-37 015534
HRI #
Trinomial
NRHP Status Code 3B
Other Listings
Review Code Reviewer Date 01/25/1996

Page 1 of 5

*Resource Name or #: Building 4

P1. Other Identifier: Major Parts Assembly Building No. 4, Consolidated Aircraft Plant No. 1

*P2. Location: ☐Not for Publication ■Unrestricted a. County San Diego

b. USGS 7.5' Quad Point Loma Date 1967 T ___; R ___; ___1/4 of ___1/4 of Sec ___; ___B.M.

c. Address 3302 Pacific Highway City San Diego Zip 92122

d. UTM: (Give more than one for large and/or linear feature) Zone 11, 482920 mE/ 3622000 mN

e. Other Locational Data: (e.g. parcel #, legal description, directions to resource, elevation, additional UTMs, etc. as appropriate)

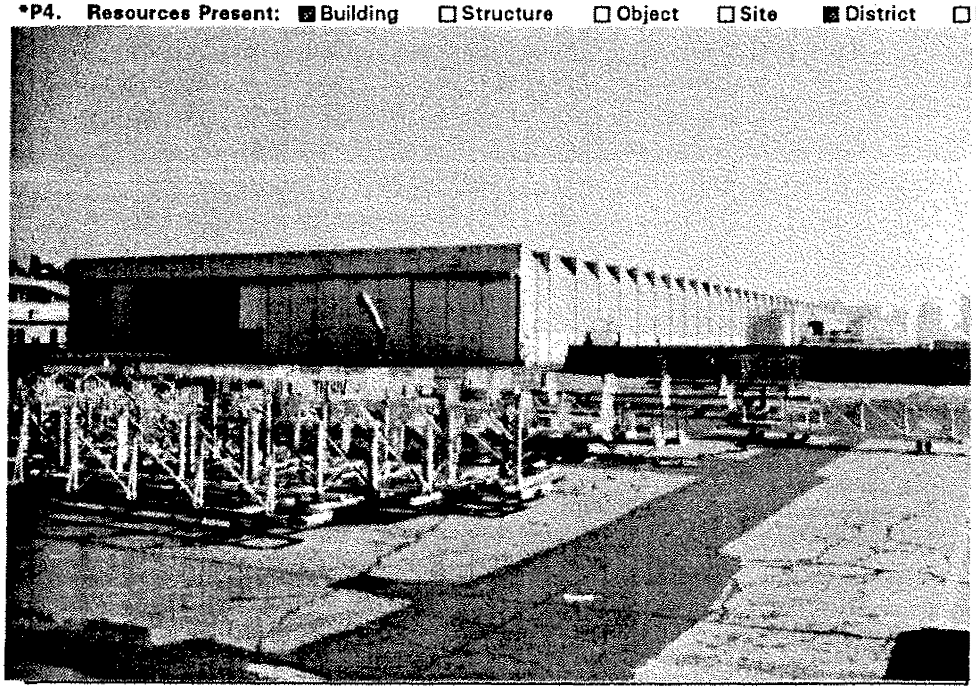
General Dynamics, Convair Division, Lindbergh Field Plant. Consolidated Aircraft Plant No. 1. Additional UTM: B:483195mE/3621630mN; C:483145mE/3621595mN; D:482870mE/3621965mN

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

This rectangular industrial building measures 200 by 1,500 feet and is approximately 40 feet high. It is supported by a steel "I" beam frame. Each "I" beam is mounted in an individual concrete footing. A concrete slab floor has been poured around the footings. The north, east, and west sides are enclosed by a series of large sliding hanger doors. Solid steel single entry "pilot doors" are centered in the bottoms of some of the hanger doors. The south side of the building is covered with corrugated sheet iron. It has a continuous row of multiple light steel framed windows approximately 3 feet from ground level. Central panels in these windows pivot to allow ventilation. Single multiple pane steel framed windows are placed irregularly along the upper portion of this facade. Metal roll-up shop doors and solid steel single entry doors occur at irregular intervals along the south side. The sawtooth style roof is also covered in corrugated sheet iron and has long, multiple light, monitor windows on the vertical side of each toothed segment.

*P3b. Resources Attributes: (List attributes and codes) HP8. Industrial Building

*P4. Resources Present: ■Building ☐Structure ☐Object ☐Site ■District ☐Element of District ■Other (Isolates, etc.)



P5b. Description of Photo: (View, date, etc.)
GD-96-2, exp 4
looking northeast

*P6. Date Constructed/Age and Sources:
☐Prehistoric ■Historic ☐Both
1941 Factual

*P7. Owner and Address:
San Diego Unified Port District
3165 Pacific Highway
San Diego, CA 92112
M--Municipal

*P8. Recorded by:(Name, affiliation, address)
KEA Environmental
1420 Kettner Boulevard
Suite 620
San Diego, CA 92101

*P9. Date Recorded: 02/07/1996

*P10. Survey Type: (Describe)
Intensive Survey
CEQA Compliance

*P11. Report Citation: (Cite survey report/other sources or "none") General Dynamics Facility Demolition Project Environmental Impact Report. KEA Environmental, San Diego. 1996

*Attachments: ☐NONE ■Location Map ☐Sketch Map ■Continuation Sheet ■Building, Structure and Object Record
☐Archaeological Record ■District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record
☐Photograph Record ☐Other: (List)

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary # 037534
HRI #

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 5 *NRHP Status Code 3B

*Resource Name or #: Building 4

B1. Historic Name: Major Parts Assembly Building No. 4, Consolidated Aircraft Plant No. 1

B2. Common Name: Building 4

B3. Original Use: Industrial B4. Present Use: V--Vacant

*B5. Architectural Style: Industrial Manufacturing Plant

*B6. Construction History: (Construction date, alterations, and date of alterations.)

This building was constructed in 1941. The only major alteration has been installation of a large mezzanine in the eastern half of the interior in the 1950s.

*B7. Moved? ■No □Yes □Unknown Date: _____ Original Location: _____

*B8. Related Features:

B9a. Architect: Taylor and Taylor b. Builder: National Iron Works

*B10. Significance: Theme World War II Aircraft Production Area San Diego

Period of Significance 1935-1945 Property Type Aircraft Factory Applicable Criteria CA 1,2, and 3

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Constructed in 1941, Building 4 was designed by the Los Angeles based architectural firm of Taylor and Taylor and built by National Iron Works of San Diego. The building's sawtooth roof, full height sliding doors, and corrugated iron covered walls with continuous rows of industrial windows embody the distinct characteristics of aircraft assembly plants that were a vital component of the nation's war effort during World War II. Building 4 housed the assembly line for B-24 Liberator bombers from 1941 to 1946. This was one of the major production areas of Consolidated Aircraft's Plant No. 1 during World War II. The plant was significant to the war effort for its production of PBY Catalina flying boats and B-24s. Both planes were important in winning the war. By 1946, Plant No. 1 had produced 6,726 B-24s and over 3,000 Catalina flying boats. The Consolidated Aircraft Plant also played a significant role in the development of San Diego. Its establishment by Major Reuben H. Fleet in 1935 was the beginning of the defense aerospace industry in San Diego, an important facet of the city's economy for the next 50 years. Because of its historical associations with World War II aircraft production, Reuben H. Fleet, and the beginnings of the aerospace industry in San Diego, as well as its embodiment of the distinctive characteristics of the type of aircraft assembly plants that were instrumental in winning World War II, Building 4 is elegible for the California Register of Historic Resources under Criteria 1, 2, and 3. The building's overall integrity is very good.

B11. Additional Resource Attributes: (List attributes and codes) HP8. Industrial Building

*B12. References:

Taylor and Taylor and National Iron Works Original Plans for Building 4 1941

Eddy, Lucinda War Comes to San Diego. Journal of San Diego History 1993

Yenne, Bill Into the Sunset: The Convair Story. Greenwich Pub., Lyme,CN 1995

B13. Remarks:

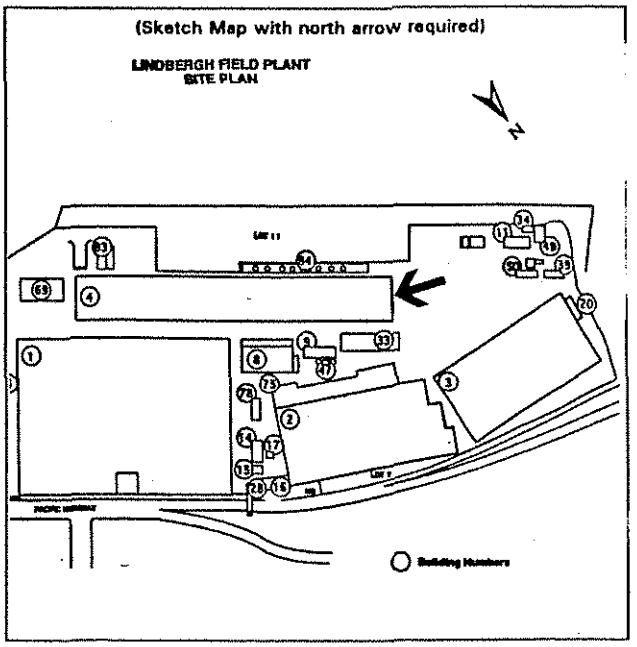
Original plans are to be archived at the San Diego Aerospace Museum. Threats: Demolition

*B14. Evaluator: Stephen R. Van Wormer

Date of Evaluation: 01/17/1996

(This space reserved for official comments.)

(Sketch Map with north arrow required)



State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
DISTRICT RECORD

Primary # P-37 015534
HRI #
Trinomial

Page 3 of 5 *NRHP Status Code 3B

*Resource Name or #: Building 4

D1. Historic Name: Consolidated Aircraft Plant No. 1

D2. Common Name: General Dynamics, Convair Division, Lindbergh Field Plant

*D3. Detailed Description: (Discuss overall coherence of the district, its setting, visual characteristics, and minor features. List all elements of district.):

The Consolidated Aircraft Plant No. 1 Historic District is composed of those historically and architecturally significant buildings and structures associated with the use and development of Consolidated Aircraft and Consolidated Vultee Aircraft (Convair) between 1935 and 1945. These constitute the years of the national mobilizaton effort to fight World War II in which the facility played a vital role. During World War II, the plant was significant for its production of the PBY Catalina flying boat and B-24 Liberator bomber. The district's buildings embody distinctive architectural designs and methods of construction typical of aircraft assembly plants that were a vital component of the nation's defense mobilization effort. These consist specifically of steel "I" beam framed construction, roofs in a sawtooth configuration with large monitor windows to admit light, full height sliding doors, and walls with continuous rows of industrial windows with central panels that piviot to allow ventilation. (see continuation sheet)

*D4. Boundary Description: (Describe limits of district and attach map showing boundary and district elements.):

See continuation sheet.

*D5. Boundary Justification:

Within this area, integrity of setting, design, materials and workmanship are retained so that a strong sense of feeling and association for the period of significance still exists.

*D6. Significance: Theme World War II Aircraft Production Area San Diego
Period of Significance 1935-1945 Applicable Criteria CA 1,2 and 3 (Discuss district's importance in terms of its historical context as defined by theme, period of significance, and geographic scope. Also address the integrity of the district as a whole.)

Consolidated Aircraft Plant No. 1 was significant to the mobilization effort to fight World War II for its production of the PBY Catalina flying boat and the B-24 Liberator bomber. Both planes were important in winning the war. By 1946, Plant No. 1 had produced 6,726 B-24s and over 3,000 Catalina flying boats. The Consolidated Aircraft Plant also played a significant role in the development of San Diego. Its establishment by aviation industry pioneer Major Reuben H. Fleet in 1935 was the beginning of the defense aerospace industry in San Diego, an important facet of the city's economy for the next 50 years. Because of its associations with World War II aircraft production, Reuben H. Fleet, and the beginnings of the aerospace industry in San Diego, as well as its embodiment of the distinctive characteristics of the type of aircraft assembly plants that were instrumental in winning World War II, the Consolidated Aircraft Plant No. 1 Historic District is eligible for the California Register of Historic Resources under Criteria 1, 2, and 3. While individual contributing elements have had varying degrees of alteration and some noncontributing buildings and structures have been constructed within the original spatial layout, a sense of character and function within the district during its period of significance endures.

*D7. References: (Give full citations including the names and addresses of any informants, where possible.):

Eddy, Lucinda "War Comes to San Diego." Journal of San Diego History 1993; Yenne, Bill Into the Sunset: The Convair Story. Greenwich Publishing Group, Lyme, CN; San Diego Evening Tribune 10-21-1985; San Diego Union 1-17-1937

*D8. Evaluator: Stephen R. Van Wormer Date: 01/21/1996
Affiliation and address: KEA Environmental, 1420 Kettner Blvd., Suite 620, San Diego CA 92101

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

LOCATION MAP

Primary # 015534
HRI#
Trinomial

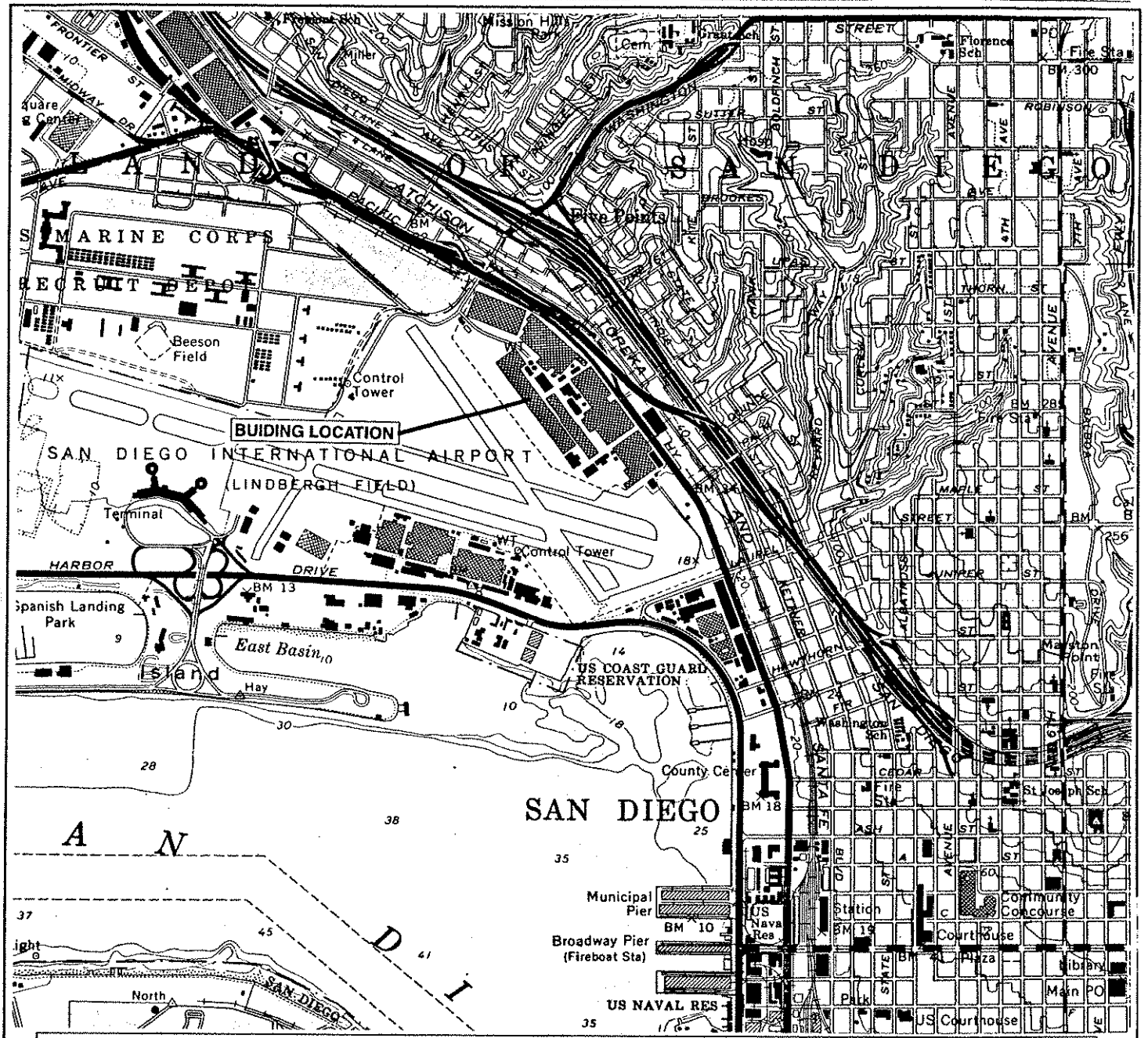
Page 4 of 5

*Resource Name or # (Assigned by recorder) Building 4

*Map Name: Point Loma, Calif.

*Scale: 1:24,000

*Date of Map: 1967



SOURCE: U.S.G.S. 7.5 QUADRANGLE - POINT LOMA, CALIF.
PHOTOREVISED 1975

*Required Information

D3. Detailed Description:
Five buildings and one footbridge are considered to be contributing resources to the district. They include Buildings 2, 3, 4, and 8, which were aircraft factory facilities; Building 9, the boiler-power house; and one footbridge, the North Overpass, that was specifically designed to convey large numbers of people into and out of the plant in an efficient and timely manner at the height of wartime production. The remaining buildings within the complex date after the period of significance, have been altered to the point that their integrity has been compromised, or lack the historical associations or architectural or engineering distinction to qualify for the California Register of Historic Resources.

D4. Boundary Description
The historic district generally encompasses the central and western portions of the Lindbergh Field Plant. Its boundaries are determined by the concentration and continuity of contributing elements, while excluding plant buildings and structures that do not contribute to significance. Beginning at the southernmost corner of Building 4, the district line follows the southeast elevation of the building, and then continues along the northeast elevation of Building 4 to the approximate center of the building. It then turns northeast (adjacent to the southernmost corner of Building 8) and continues northeast to include the north overpass. District boundaries then continue west by northwest along the fenceline, in a southerly direction to include all of Building 3, turning east towards the southwest corner of Building 2. It then continues south to the southwest corner of Building 4, encompassing all of that building until the point of origin is reached.

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

PRIMARY RECORD

Primary # P-37 015535
HRI #
Trinomial
NRHP Status Code 3D
Other Listings
Review Code _____ Reviewer _____ Date / /

Page 1 of 5

*Resource Name or #: Building 8

P1. Other Identifier: Final Finish Building, Consolidated Aircraft Plant No. 1

*P2. Location: ☐ Not for Publication ■ Unrestricted a. County San Diego

b. USGS 7.5' Quad Point Loma Date 1967 T ____; R ____; ____ 1/4 of ____ 1/4 of Sec ____; _____ B.M.

c. Address 3302 Pacific Highway City San Diego Zip 92112

d. UTM: (Give more than one for large and/or linear feature) Zone 11, 483060 mE/ 3621920 mN

e. Other Locational Data: (e.g. parcel #, legal description, directions to resource, elevation, additional UTMs, etc. as appropriate)

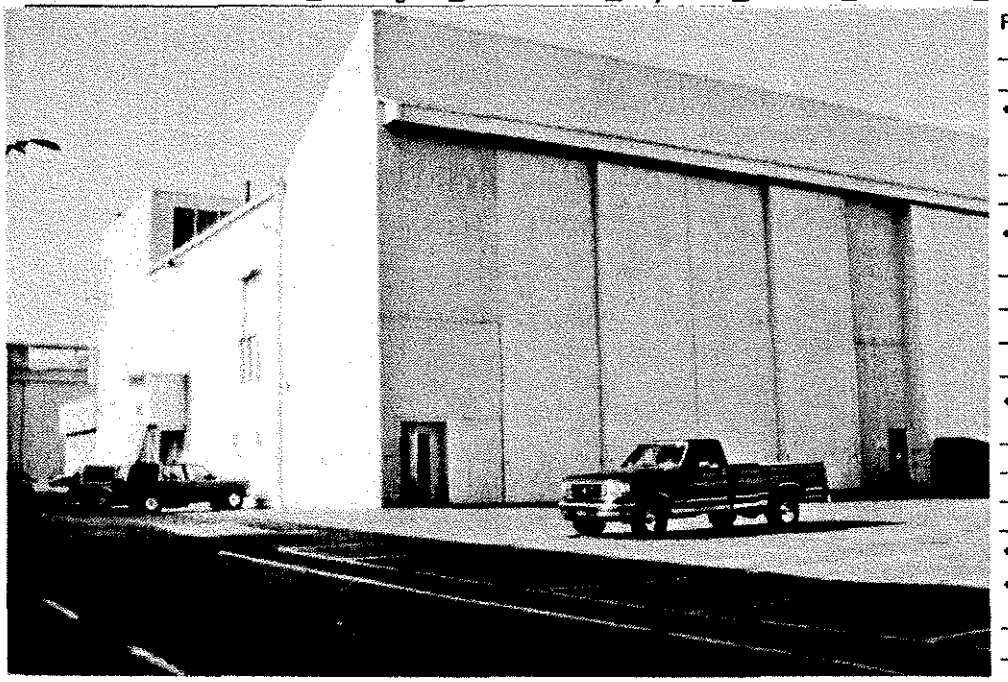
General Dynamics, Convair Division, Lindbergh Field Plant. Consolidated Aircraft Plant No. 1. Additional UTM: B:483105mE/3621865mN; C:483070mE/3621850mN; D:483030mE/3621910mN

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

This rectangular building measures 120 by 240 feet by 48 feet in height. It contains two floors. The building is supported by a steel "I" beam frame. Each "I" beam is mounted in an individual concrete footing. A concrete slab floor is poured around each footing. The north side is enclosed with a series of large sliding hanger doors. Solid steel single entry "pilot doors" are centered in the bottoms of some of the hanger doors. Corrugated sheet iron covers the remaining sides. The sawtooth style roof is covered with the same material. Long multipane monitor windows installed on the vertical side of each toothed segment to admit northern light are the building's only windows. On the east and west sides steel staircases with steel pipe railings lead to second floor solid steel entry doors. A single story addition attached to the south side extends 30 feet beyond the main facade. Its sides and roof are covered with vertical ribbed sheet metal. Sliding doors of the same material have been placed at regular intervals along the south side of this addition. A large steel framework centered on the east side holds air conditioning and ventilation equipment.

*P3b. Resources Attributes: (List attributes and codes) HP8. Industrial Building

*P4. Resources Present: ■ Building ☐ Structure ☐ Object ☐ Site ■ District ☐ Element of District ■ Other (Isolates, etc.)



P5b. Description of Photo: (View, date, etc.)
GD-96-2, exp 2
looking southwest

*P6. Date Constructed/Age and Sources:
☐ Prehistoric ■ Historic ☐ Both
1940 Factual

*P7. Owner and Address:
San Diego Unified Port District
3165 Pacific Highway
San Diego, CA 92112
M--Municipal

*P8. Recorded by:(Name, affiliation, address)
Stephen R. Van Wormer
KEA Environmental
1420 Kettner Blvd., Suite 620
San Diego, CA 92101

*P9. Date Recorded: 02/07/1996

*P10. Survey Type: (Describe)
Intensive Survey
CEQA Compliance

*P11. Report Citation: (Cite survey report/other sources or "none") General Dynamics Facility Demolition Project Environmental Impact Report. KEA Environmental, San Diego. 1996

*Attachments: ☐ NONE ■ Location Map ☐ Sketch Map ■ Continuation Sheet ■ Building, Structure and Object Record
☐ Archaeological Record ■ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record
☐ Photograph Record ☐ Other: (List) _____

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary # 015235
HRI #

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code 3D

Resource Name or #: Building 8

B1. Historic Name: Final Finish Building, Consolidated Aircraft Plant No. 1.

B2. Common Name: Building 8

B3. Original Use: Industrial B4. Present Use: V--Vacant

*B5. Architectural Style: Industrial Manufacturing Plant

*B6. Construction History: (Construction date, alterations, and date of alterations.)

The building was constructed in 1940. Several interior alterations and additions to the south side in the 1980s have compromised its integrity.

*B7. Moved? ■ No ☐ Yes ☐ Unknown Date: _____ Original Location: _____

*B8. Related Features:

B9a. Architect: Taylor and Taylor b. Builder: National Iron Works

*B10. Significance: Theme World War II Aircraft Production Area San Diego

Period of Significance 1935-1945 Property Type Aircraft Factory Applicable Criteria CA 1, 2, and 3

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Building 8 was designed by the Los Angeles based architectural firm of Taylor and Taylor and built by National Iron Works of San Diego. The building's sawtooth roof, full height sliding doors, and corrugated sheet iron covered exterior embody the distinctive characteristics of aircraft assembly plants that were a vital component of the Nation's defense and mobilization effort during World War II. Between 1940 and 1943, aircraft were painted in Building 8. In 1943, a poured concrete second floor was installed. Instrument testing and repair and shipping and storage activities occured here after that. This was one of the major production areas of Consolidated Aircraft's Plant No. 1 during World War II. The plant was significant to the war effort for its production of PBY Catalina flying boats and B-24 Liberator bombers. Both planes were important in winning the war. By 1946, Plant No. 1 had produced 6,726 B-24s and over 3,000 Catalina flying boats. The Consolidated Aircraft plant also played a significant role in the development of San Diego. Its establishment by aviation pioneer Colonel Reuben H. Fleet in 1935 was the beginning of the defense aerospace industry in San Diego, an important part of the city's economy for the next 50 years. Because of its historical associations with World War II aircraft production, Reuben H. Fleet, and the beginnings of the aerospace industry in San Diego, as well as its embodiment of the distinctive characteristics of the type of aircraft assembly plants that were instrumental in winning World War II, (see continuation sheet)

B11. Additional Resource Attributes: (List attributes and codes) HP8. Industrial Building

*B12. References:

Taylor and Taylor, National Iron Works Original Plans for Building 8 1940

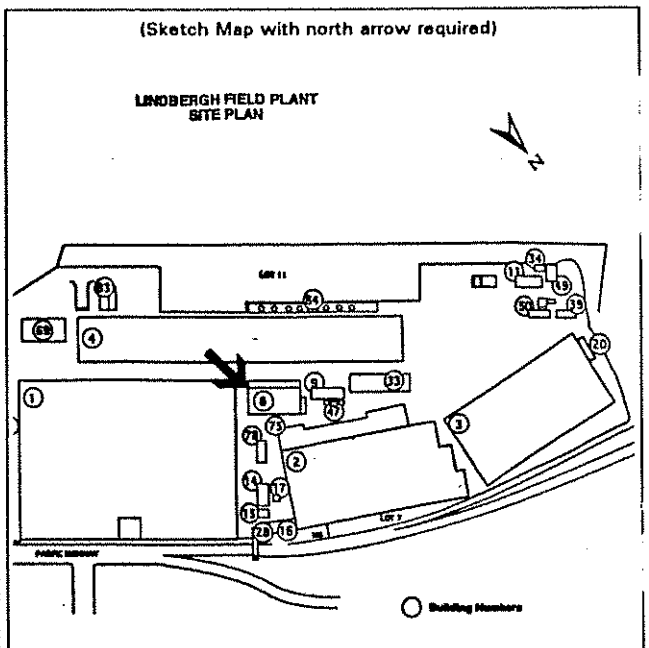
Eddy, Lucinda War comes to San Diego. Journal of San Diego History 1993

Yenne, Bill Into the Sunset:The Convair Story. Greenwich Pub., Lyme, CN 1995

B13. Remarks:

Original plans by Taylor and Taylor and National Iron Works will be archived at the San Diego Aerospace Museum. Threats: Demolition

(Sketch Map with north arrow required)



*B14. Evaluator: Stephen R. Van Wormer

Date of Evaluation: 01/22/1996

(This space reserved for official comments.)

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
DISTRICT RECORD

Primary # P-37 015536
HRI #
Trinomial

Page 3 of 5 *NRHP Status Code 3D

*Resource Name or #: Building 8

D1. Historic Name: Consolidated Aircraft Plant No. 1

D2. Common Name: General Dynamics, Convair Division, Lindbergh Field Plant

*D3. Detailed Description: (Discuss overall coherence of the district, its setting, visual characteristics, and minor features. List all elements of district.):

The Consolidated Aircraft Plant No. 1 Historic District is composed of those historically and architecturally significant buildings and structures associated with the use and development of Consolidated Aircraft and Consolidated Vultee Aircraft (Convair) between 1935 and 1945. These constitute the years of the national mobilization effort to fight World War II in which the facility played a vital role. During World War II, the plant was significant for its production of the PBY Catalina flying boat and B-24 Liberator bomber. The district's buildings embody distinctive architectural designs and methods of construction typical of aircraft assembly plants that were a vital component of the nation's defense mobilization effort. These consist specifically of steel "I" beam framed construction, roofs in a sawtooth configuration with large monitor windows to admit light, full height sliding doors, and walls with continuous rows of industrial windows that have central panels that pivot to allow ventilation. (see continuation sheet)

*D4. Boundary Description: (Describe limits of district and attach map showing boundary and district elements.):

See continuation sheet

*D5. Boundary Justification:

Within this area, integrity of setting, design, materials, and workmanship are retained so that a strong sense of feeling and association for the period of significance still exsists.

*D6. Significance: Theme World War II Aircraft Production Area San Diego

Period of Significance 1935-1945 Applicable Criteria CA 1, 2, and 3 (Discuss district's importance in terms of its historical context as defined by theme, period of significance, and geographic scope. Also address the integrity of the district as a whole.)

Consolidated Aircraft Plant No. 1 was significant to the mobilization effort to fight World War II for its production of the Catalina flying boat and the B-24 Liberator bomber. Both planes were important in winning the war. By 1946, Plant No. 1 had produced 6,726 B-24s and over 3,000 Catalina flying boats. The Consolidated Aircraft Plant also played a significant role in the development of San Diego. Its establishment by aviation industry pioneer Major Reuben H. Fleet in 1935 was the beginning of the defense aerospace industry in San Diego, an important facet of the city's economy for the next 50 years. Because of its associations with World War II aircraft production, Reuben H. Fleet, and the beginnings of the aerospace industry in San Diego, as well as its embodiment of the distinctive characteristics of the type of aircraft assembly plants that were instrumental in winning World War II, the Consolidated Aircraft Plant No. 1 Historic District is eligible for the California Register of Historic Resources under Criteria 1, 2, and 3. While individual contributing elements have varying degrees of alteration, and some noncontributing buildings and structures have been constructed within the original spatial layout, a sense of character and function within the district during its period of significance endures.

*D7. References: (Give full citations including the names and addresses of any informants, where possible.):

Eddy, Lucinda "War Comes to San Diego. "Journal of San Diego History 1993; Yenne, Bill Into the Sunset: The Convair Story. Greenwich Publishing Group, Lyme CN 1995; San Diego Evening Tribune 10-21-1985; San Diego Union 1-17-1937

*D8. Evaluator: Stephen R. Van Wormer Date: 01/29/1996

Affiliation and address: KEA Environmental, 1420 Kettner Blvd., Suite 620, San

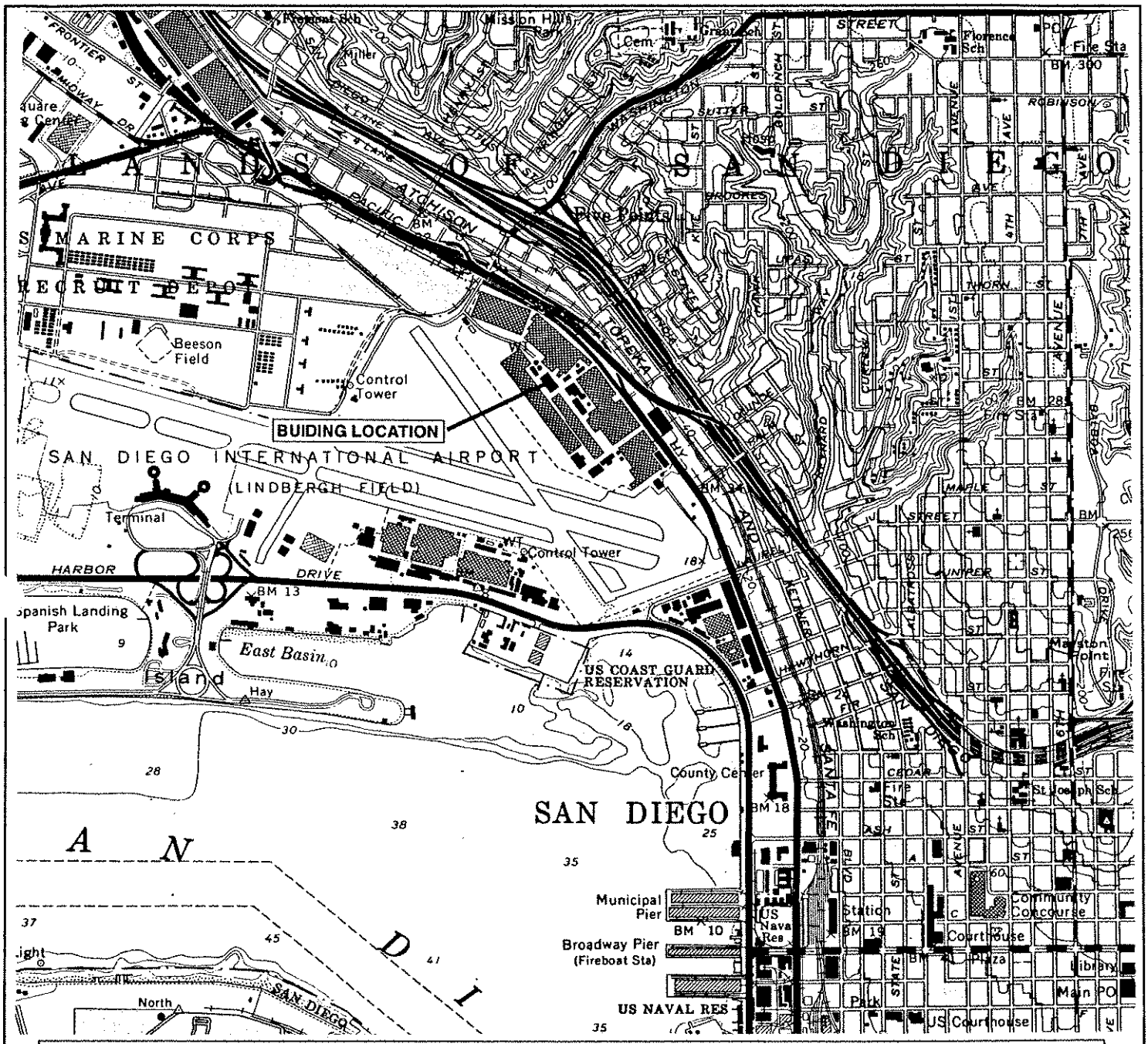
State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary # 015539
HRI#
Trinomial

Page 4 of 5 *Resource Name or # (Assigned by recorder) Building 8

Map Name: Point Loma, Calif. *Scale: 1:24,000 *Date of Map: 1967



1 1/2 0 1 MILE
1000 0 1000 2000 3000 4000 5000 6000 7000 FEET
1 .5 0 1 KILOMETER

CONTOUR INTERVAL 20 FEET

SOURCE: U.S.G.S. 7.5 QUADRANGLE - POINT LOMA, CALIF.
PHOTOREVISED 1975



QUADRANGLE LOCATION



B10 Significance Discussion
Building 8 is eligible as a component of a district representing Consolidated Aircraft Plant No.1 under Criteria 1, 2, and 3. The compromised integrity of the building keeps it from qualifying as an individual resource.

D3. Detailed Description:
Five buildings and one footbridge are considered to be contributing resources to the district. They include Buildings 2, 3, 4, and 8 which were aircraft factory facilities; Building 9, the boiler-power house; and one footbridge, the North Overpass, that was specifically designed to convey large numbers of people into and out of the plant in an efficient and timely manner at the height of wartime production. The remaining buildings within the complex date after the period of significance, have been altered to the point that their integrity has been compromised, or lack the historical associations or architectural or engineering distinction to qualify for the California Register of Historic Resources.

D4. Boundary Description
The historic district generally encompasses the central and western portions of the Lindbergh Field Plant. Its boundaries are determined by the concentration and continuity of contributing elements, while excluding plant buildings and structures that do not contribute to significance. Beginning at the southernmost corner of Building 4, the district line follows the southeast elevation of the building, and then continues along th enortheast elevation of Building 4 to the approximate center of the building. It then turns northeast (adjacent to the southernmost corner of Building 8) and continues northeast to include the North Overpass, District boundaries then continue west by northwest along the fenceline, adjacent to the northeast elevation of Building 2 and the northern elevation of Building 3. It then turns in a southerly direct to include all of Building 3, turning east towards the southwestern corner of Building 2. It then continues south to the southwest corner of Building 4, encompassing all of that building until the point of origin is reached.

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

PRIMARY RECORD

Primary # P-37 015536
HRI #
Trinomial
NRHP Status Code 3B
Other Listings
Review Code _____ Reviewer _____ Date / /

Page 1 of 5

*Resource Name or #: Building 9

P1. Other Identifier: Boiler House, Consolidated Aircraft Plant No. 1

*P2. Location: ☐ Not for Publication ■ Unrestricted a. County San Diego

b. USGS 7.5' Quad Point Loma Date 1967 T ____; R ____; ____ 1/4 of ____ 1/4 of Sec ____; ____ B.M.

c. Address 3302 Pacific Highway City San Diego Zip 92112

d. UTM: (Give more than one for large and/or linear feature) Zone 11, 483000 mE/ 3621955 mN

e. Other Locational Data: (e.g. parcel #, legal description, directions to resource, elevation, additional UTMs, etc. as appropriate)

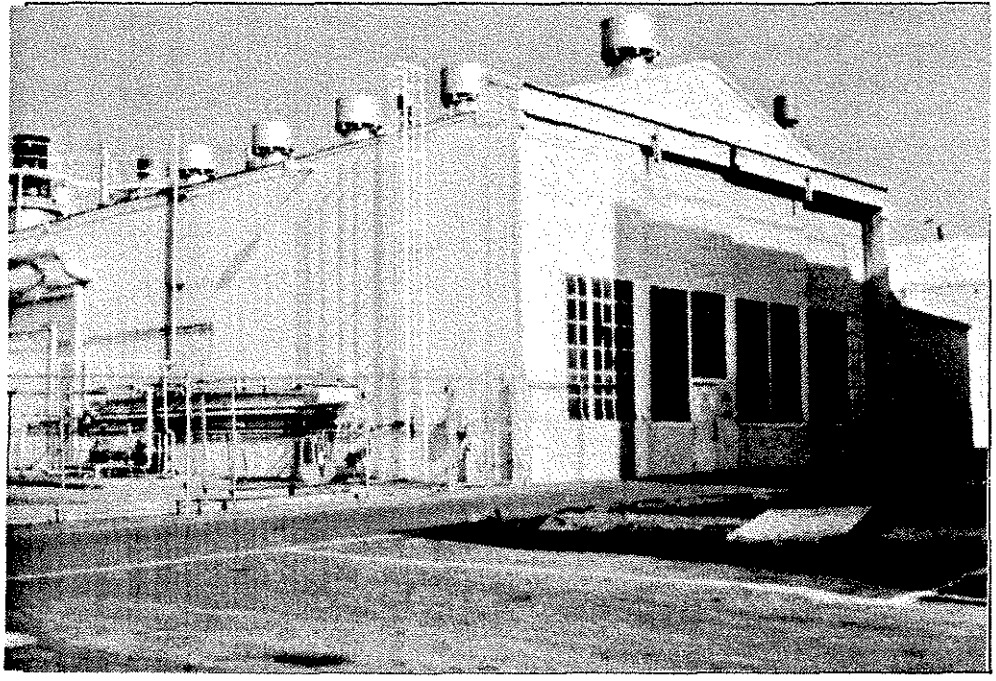
General Dynamics, Convair Division, Lindbergh Field Plant. Consolidated Aircraft Plant No. 1. Additional UTM: B:483020mE/3621920mN; C:483010mE/3621915mN; D:482880mE/3621945mN

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

This steel framed boiler house measures 50 by 150 feet and is 33 feet in height. It is supported by a poured concrete slab and footings. The east and west ends are enclosed with sliding hanger doors. Two steel framed 24 light shop windows are mounted in each door. These have central panels that pivot to allow ventilation. A steel single entry door is located on the south side. The north and south sides and moderately pitched end gable roof are covered with corrugated sheet iron. The crest of the roof exhibits a series of large circular industrial vents. A large steel tank is mounted on a platform at the west end of the south side and is associated with a complex maze of piping that runs along this side of the building. A single story sheet metal shed has also been built against this facade. This building still contains six boilers and seven large 1930s-40s vintage air compressors.

*P3b. Resources Attributes: (List attributes and codes) HP8. Industrial Building

*P4. Resources Present: ■ Building ☐ Structure ☐ Object ☐ Site ■ District ☐ Element of District ■ Other (Isolates, etc.)



P5b. Description of Photo: (View, date, etc.)
GD 96-1, exp 9
looking northwest

*P6. Date Constructed/Age and Sources:
☐ Prehistoric ■ Historic ☐ Both
1940 Factual

*P7. Owner and Address:
San Diego Unified Port District
3165 Pacific Highway
San Diego, CA 9112
M--Municipal

*P8. Recorded by:(Name, affiliation, address)
Stephen R. Van Wormer
KEA Environmental
1420 Kettner Blvd., Suite 620
San Diego, CA 92101

*P9. Date Recorded: 02/07/1996

*P10. Survey Type: (Describe)
Intensive Survey
CEQA Compliance

*P11. Report Citation: (Cite survey report/other sources or "none") General Dynamics Facility Demolition Project Environmental Impact Report. KEA Environmental, San Diego, 1996

*Attachments: ☐ NONE ■ Location Map ☐ Sketch Map ■ Continuation Sheet ■ Building, Structure and Object Record
☐ Archaeological Record ■ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record
☐ Photograph Record ☐ Other: (List)

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary # 037536
HRI #

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 5 *NRHP Status Code 3B

Resource Name or #: Building 9

B1. Historic Name: Boiler House, Consolidated Aircraft Plant No. 1.

B2. Common Name: Building 9

B3. Original Use: Industrial B4. Present Use: O--Other; Industrial

*B5. Architectural Style: Industrial Boiler House

*B6. Construction History: (Construction date, alterations, and date of alterations.)

The building was constructed in 1940.

*B7. Moved? ■No ☐Yes ☐Unknown Date: _____ Original Location: _____

*B8. Related Features:

Building 47 the Fire Protection Sprinkler System Pump House is located adjacent to this building on the north side.

B9a. Architect: Taylor and Taylor b. Builder: National Iron Works

*B10. Significance: Theme World War II Aircraft Production Area San Diego

Period of Significance 1935-1945 Property Type Boiler House Applicable Criteria CA 1, 2, and 3

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Building 9 was constructed by the Los Angeles architectural firm of Taylor and Taylor and built by the National Iron Works of San Diego. The buildings steel framing, corrugated iron covered roof and sides, and full height sliding doors embody the distinct characteristics of an industrial plant power house. The building housed boilers to generate steam for heating and processing requirements throughout Consolidated Aircraft's Plant No. 1. It also housed air compressors to provide compressed air for the entire facility. This made Building 9 a vital component of Plant No. 1. During World War II, the plant was significant for its production of PBY Catalina Flying Boats and B-24 Liberator Bombers. Both planes were important in winning the war. By 1946, Plant No. 1 had produced 6,726 B-24s and over 3,000 Catalina flying boats. The Consolidated Aircraft plant also played a signficant role in the development of San Diego. Its establishment by aviation industry pioneer Colonel Reuben H. Fleet in 1935 was the beginning of the defense aerospace industry in San Diego, an important facet of the city's economy for the next 50 years. Because of its historical associations with World War II aircraft production, Reuben H. Fleet, and the beginnings of the aerospace industry in San Diego, as well as its embodiment of the distinctive characteristics of a manufacturing plant power house the building is eligible for the California Register of Historic Resources under Criteria 1, 2, and 3. The integrity of the building is excellent.

B11. Additional Resource Attributes: (List attributes and codes) HP8. Industrial Building

*B12. References:

Taylor and Taylor and National Iron Works. Original Plans Building 9 1940

Eddy, Lucinda War Comes to San Diego. Journal of San Diego History 1993

Yenne, Bill Into the Sunset: The Convair Story. Greenwich, Pub., Lyme, CN 1995

B13. Remarks:

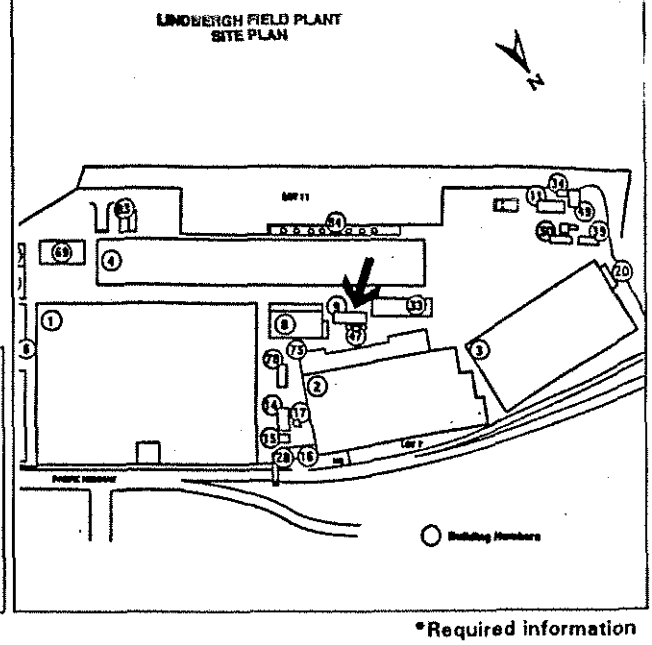
Original plans by Taylor and Taylor and National Iron Works are to be archived at the San Diego Aerospace Museum. Threats: Demolition

*B14. Evaluator: Stephen R. Van Wormer

Date of Evaluation: 01/22/1996

(This space reserved for official comments.)

(Sketch Map with north arrow required)



State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
DISTRICT RECORD

Primary # P-37 015536
HRI #
Trinomial

Page 3 of 5 *NRHP Status Code 3B

*Resource Name or #: Building 9

D1. Historic Name: Consolidated Aircraft Plant No. 1

D2. Common Name: General Dynamics, Convair Division, Lindbergh Field Plant

*D3. Detailed Description: (Discuss overall coherence of the district, its setting, visual characteristics, and minor features. List all elements of district.):

The Consolidated Aircraft Plant No. 1 Historic District is composed of those historically and architecturally significant buildings and structures associated with the use and development of Consolidated Aircraft and Consolidated Vultee Aircraft (Convair) between 1935 and 1945. These constitute the years of the national mobilization effort to fight World War II in which the facility played a vital role. During World War II, the plant was significant for its production of the PBY Catalina flying boat and B-24 Liberator bomber. The district's buildings embody distinctive architectural designs and methods of construction typical of aircraft assembly plants that were a vital component of the nation's defense mobilization effort. These consists specifically of steel "I" beam framed construction, roofs in sawtooth configuration with large monitor windows to admit light, full height sliding doors, and walls with continuous rows of industrial windows that have pivoting central panels that open to allow ventilation. (see continuation sheet)

*D4. Boundary Description: (Describe limits of district and attach map showing boundary and district elements.):

See continuation sheet.

*D5. Boundary Justification:

Within this area, integrity of setting, design, materials, and workmanship are retained so that a strong sense of feeling and association for the period of significance still exsists.

*D6. Significance: Theme World War II Aircraft Production Area San Diego

Period of Significance 1935-1945 Applicable Criteria CA 1, 2, and 3 (Discuss district's importance in terms of its historical context as defined by theme, period of significance, and geographic scope. Also address the integrity of the district as a whole.)

Consolidated Aircraft Plant No. 1 was significant to the mobilization effort to fight World War II for its production of the Catalina flying boat and the B-24 Liberator bomber. Both planes were important in winning the war. By 1946, Plant No. 1 had produced 6,726 B-24s and over 3,000 Catalina flying boats. The Consolidated Aircraft Plant also played a significant role in the development of San Diego. Its establishment by aviation industry Pioneer Major Reuben H. Fleet in 1935 was the beginning of the defense aerospace industry in San Diego, an important facet of the city's economy for the next 50 years. Because of its associations with World War II aircraft production, Reuben H. Fleet, and the beginnings of the aerospace industry in San Diego, as well as its embodiment of the distinctive characteristics of the type of aircraft assembly plants that were instrumental in winning World War II, the Consolidated Aircraft Plant No. 1 Historic District is eligible for the California Register of Historic Resources under Criteria 1, 2, and 3. While individual contributing elements have had varying degrees of alteration, and some noncontributing buildings and structures have been constructed within the original spatial layout, a sense of character and function within the district during its period of significance endures.

*D7. References: (Give full citations including the names and addresses of any informants, where possible.):

Eddy, Lucinda "War Comes to San Diego." Journal of San Diego History 1993; Yenne, Bill Into the Sunset: The Convair Story. Greenwich Publishing Group, Lyme CN 1995; San Diego Evening Tribune 10-21-1985; San Diego Union 1-17-1937

*D8. Evaluator: Stephen R. Van Wormer Date: 01/29/1996

Affiliation and address: KEA Environmental, 1420 Kettner Blvd., Suite 620, San Diego, CA 92101

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

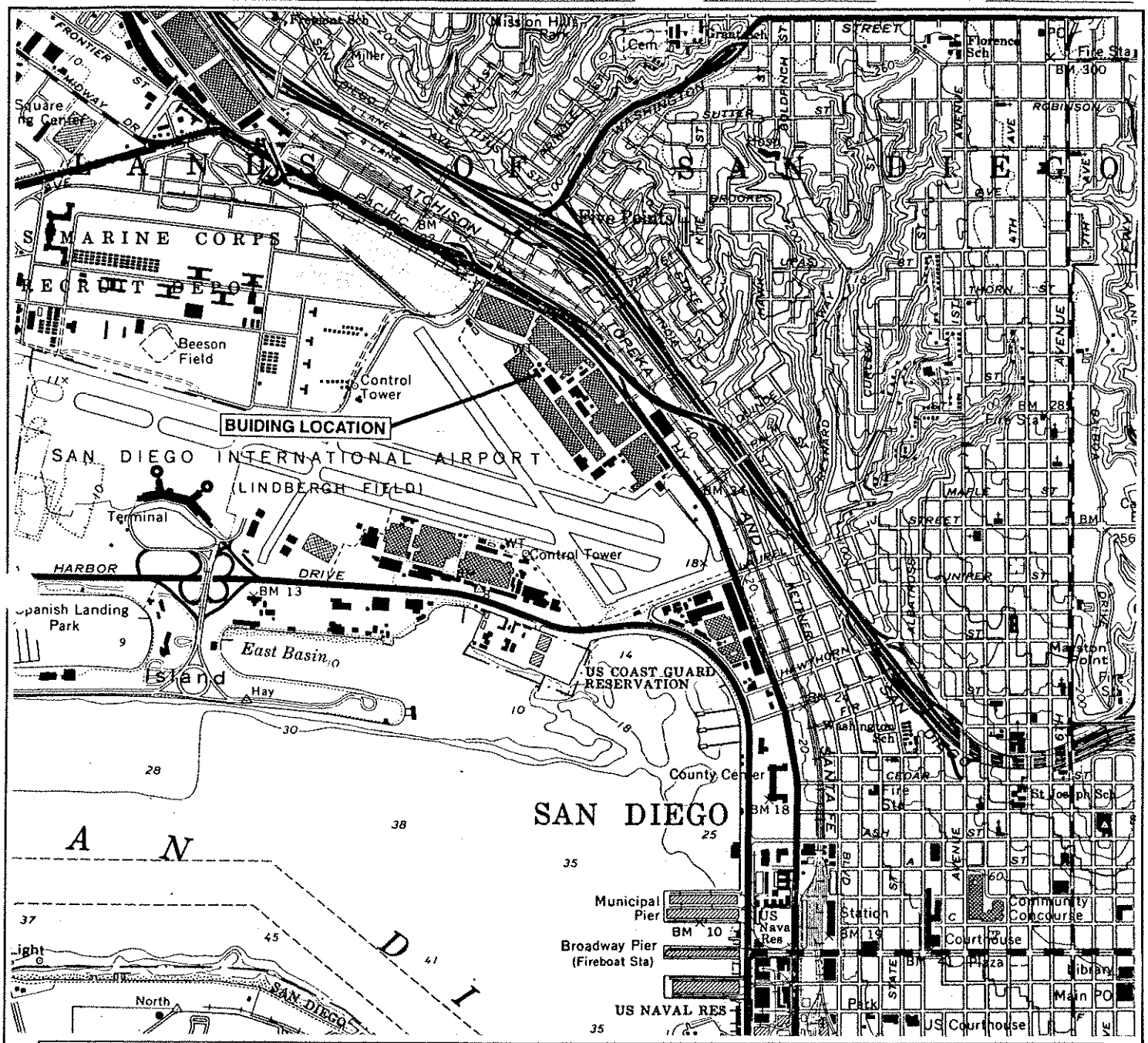
LOCATION MAP

Primary # 07536
HRI#
Trinomial

4 of 5

*Resource Name or # (Assigned by recorder) Building 9

*Map Name: Point Loma, Calif. *Scale: 1:24,000 *Date of Map: 1967



1 1/2 0 1 MILE

1000 0 1000 2000 3000 4000 5000 6000 7000 FEET

1 .5 0 1 KILOMETER

CONTOUR INTERVAL 20 FEET

SOURCE: U.S.G.S. 7.5 QUADRANGLE - POINT LOMA, CALIF.
PHOTOREVISED 1975



QUADRANGLE LOCATION



DPR 523J (1/95)

*Required Information

D3. Detailed Description
Five buildings and one footbridge are considered to be contributing resources to the district. They include Buildings 2, 3, 4, and 8, which were aircraft factory facilities; Building 9, the boiler-power house; and one footbridge, the North Overpass, that was specifically designed to convey large numbers of people into and out of the plant in an efficient and timely manner at the height of wartime production. The remaining buildings within the complex date after the period of significance, have been altered to the point that their integrity has been compromised, or lack the historical associations or architectural engineering distinction to qualify for the California Register of Historic Resources.

D4. Boundary Justification
The historic district generally encompasses the central and western portions of the Lindbergh Field Plant. Its boundaries are determined by the concentration and continuity of contributing elements, while excluding plant buildings and structures that do not contribute to significance. Beginning at the southernmost coner of Building 4, the district line follows the southeast elevation of the building, and then continues along the northeast elevation of Building 4 to the approximate center of the building. It then turns northeast (adjacent to the southernmost corner of Building 8) and continues northeast to include the North Overpass. District boundaries then continue west by northwest along the fenceline, adjacent to the northeast elevation of Building 2 and the northern elevation of Building 3. It then turns in a southerly direction to include all of Building 3, turning east towards the southwestern corner of Building 2. It then continues south to the southwest corner of Building 4, encompassing all of that building until the point of origin is reached.

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

PRIMARY RECORD

Primary # P-37 015537
HRI #
Trinomial
NRHP Status Code 3D
Other Listings
Review Code _____ Reviewer _____ Date / /

Page 1 of 5

*Resource Name or #: North Overpass

P1. Other Identifier: Northern Footbridge, Consolidated Aircraft Plant No. 1

*P2. Location: ☐ Not for Publication ■ Unrestricted a. County San Diego

b. USGS 7.5' Quad Point Loma Date 1967 T ____; R ____; ____1/4 of ____1/4 of Sec ____; _____ B.M.

c. Address _____ City San Diego Zip 92112

d. UTM: (Give more than one for large and/or linear feature) Zone 11, 483220 mE/ 3621960 mN

e. Other Locational Data: (e.g. parcel #, legal description, directions to resource, elevation, additional UTMs, etc. as appropriate)

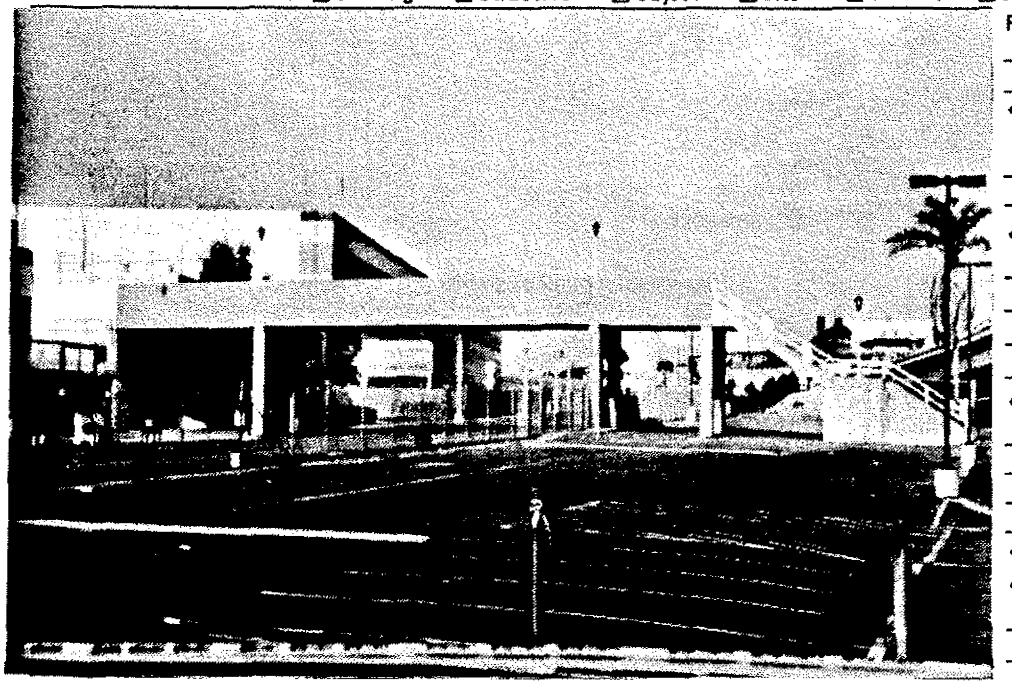
General Dynamics, Convair Division, Lindbergh Field Plant. Conslidated Aircratft Plant No. 1. Additional UTM: B:483270mE/3621990mN

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

This concrete footbridge spans Pacific Highway between the security gate adjacent to Building 28 at the General Dynamics Lindbergh Field Plant and parking lots on the north side of Pacific Highway. The structure is approximately 260 feet long, 25 feet wide and 15 feet above the surface of Pacific Highway. The bridge is supported by three sets of double concrete pillars. Stairways on the north and south sides lead to the bridge. On the north side at the parking lot five chain link fence gates lead into five aisles defined by steel pipe railings. The same types of rails on the southern set of steps redefine the five aisles and lead to security gates. Poured concrete buttresses along the sides of the bridge provide protection from falling and support circular lamps on steel posts. Originally there were four lamps on each side. Lamps on the west side and at the southeast corner have been removed.

*P3b. Resources Attributes: (List attributes and codes) HP11. Engineering Structure

*P4. Resources Present: ☐ Building ■ Structure ☐ Object ☐ Site ■ District ☐ Element of District ■ Other (Isolates, etc.)



P5b. Description of Photo: (View, date, etc.)
GD-96-4, exp 4
looking southwest

*P6. Date Constructed/Age and Sources:
☐ Prehistoric ■ Historic ☐ Both
1941 Factual

*P7. Owner and Address:
San Diego Unified Port District
3165 Pacific Highway
San Diego, CA 92112
M--Municipal

*P8. Recorded by:(Name, affiliation, address)
Stephen R. Van Wormer
KEA Environmental
1420 Kettner Blvd., Suite 620
San Diego, CA 92101

*P9. Date Recorded: 02/07/1996

*P10. Survey Type: (Describe)
Intensive Survey
CEQA Compliance

P11. Report Citation: (Cite survey report/other sources or "none") General Dynamics Facility Demolition Project Environmental Impact Report. KEA Environmental, San Diego. 1996

*Attachments: ☐ NONE ■ Location Map ☐ Sketch Map ■ Continuation Sheet ■ Building, Structure and Object Record
☐ Archaeological Record ■ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record
☐ Photograph Record ☐ Other: (List) _____

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary # 61537
HRI #

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 5 *NRHP Status Code 3D

Resource Name or #: North Overpass

B1. Historic Name: North Overpass, Consolidated Aircraft Plant No. 1

B2. Common Name: Northern footbridge

B3. Original Use: Industrial B4. Present Use: V--Vacant

*B5. Architectural Style: Poured concrete footbridge

*B6. Construction History: (Construction date, alterations, and date of alterations.)

The overpass was built in 1941.

*B7. Moved? ■ No ☐ Yes ☐ Unknown Date: _____ Original Location: _____

*B8. Related Features:

The south end of the overpass is built on top of Building 28 at the General Dynamics Lindbergh Field Plant.

B9a. Architect: Richard S. Requa b. Builder: Consolidated Aircraft

*B10. Significance: Theme World War II Aircraft Production Area San Diego

Period of Significance 1935-1945 Property Type Foot bridge Applicable Criteria CA 1, 2, and 3

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Constructed in 1941, this foot bridge was designed by San Diego architect Richard Requa for Consolidated Aircraft's Plant No. 1. At the time it was built Consolidated Aircraft employed over 30,000 people and the payroll was continuing to expand. The five separate gates leading into five individual aisles that ultimately led to five individual security gate stations were uniquely designed to convey hundreds of people into the plant in a rapid and efficient fashion. As such, the North Overpass was an important feature in the efficient operation of Consolidated Aircraft's Plant No. 1. During World War II, the plant was significant for its production of the Catalina PBY flying boat and B-24 Liberator bomber. Both planes were important in winning the war. By 1946, Plant No. 1 had produced 6,726 B-24s and over 3,000 Catalina flying boats. The Consolidated Aircraft Plant also played a significant role in the development of San Diego. It establishment by aviation industry pioneer Major Reuben H. Fleet in 1935 was the beginning of the defense aerospace industry in San Diego, an important facet of the city's economy for the next 50 years. Because of its association with Reuben H. Fleet and World War II aircraft production, as well as its embodiment of the distinctive characteristics of a footbridge designed specifically to efficently convey large numbers of people into a secured defense production plant during the height of wartime mobilization and production, the North Overpass is eligible as part of a district for the California Register of Historic Resources under Criteria 1, 2, and 3. (see continuation sheet)

B11. Additional Resource Attributes: (List attributes and codes) HP11. Engineering Structure

*B12. References:

Requa, Richard Plans for North Overpass Home Plant 1941.

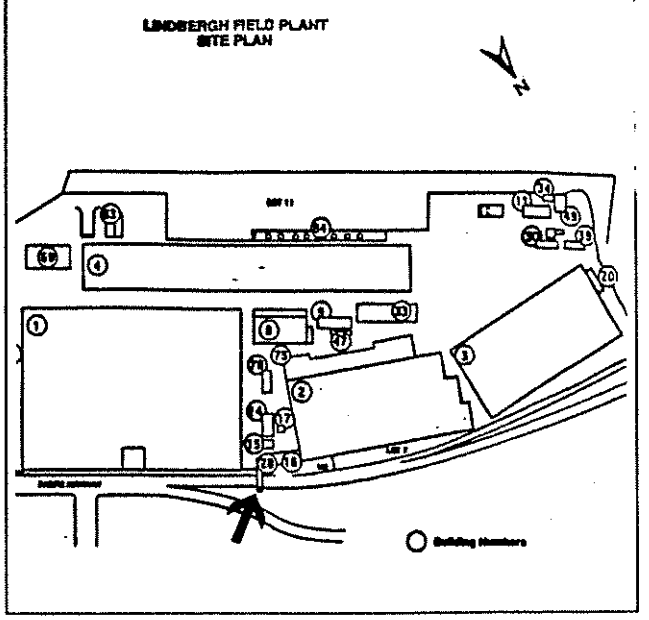
San Diego Evening Tribune 10-21-1985

Yenne, Bill Into the Sunset: The Convair Story. Greenwich, Pub., Lyme, CN 1995

B13. Remarks:

Threats: None

(Sketch Map with north arrow required)



*B14. Evaluator: Stephen R. Van Wormer

Date of Evaluation: 01/29/1996

(This space reserved for official comments.)

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
DISTRICT RECORD

Primary # P-37 015537
HRI #
Trinomial

Page 3 of 5 *NRHP Status Code 3D

*Resource Name or #: North Overpass

D1. Historic Name: Consolidated Aircraft Plant No. 1

D2. Common Name: General Dynamics, Conviar Division, Lindbergh Field Plant

*D3. Detailed Description: (Discuss overall coherence of the district, its setting, visual characteristics, and minor features. List all elements of district.):

The Consolidated Aircraft Plant No. 1 Historic District is composed of those historically and architecturally significant buildings and structures associated with the use and development of Consolidated Aircraft and Consolidated Vultee Aircraft (Convair) between 1935 and 1945. These constitute the years of the national mobilization effort to fight World War II in which the facility played a vital role. During World War II, the plant was significant for its production of the PBY Catalina flying boat and B-24 Liberator bomber. The district's buildings embody distinctive architectural designs and methods of construction typical of aircraft assembly plants that were a vital component of the nation's defense mobilization effort. These consist specificaly of steel "I" beam framed construction, roofs in a sawtooth configuration with large monitor windows to admit light, full height sliding doors, and walls with continuous rows of industrial windows that have central panels that pivot to allow ventilation. (see continuation sheet)

*D4. Boundary Description: (Describe limits of district and attach map showing boundary and district elements.):

See continuation sheet

*D5. Boundary Justification:

Within this area, integrity of setting, design, materials and workmanship are retained so that a strong sense of feeling and association for the period of significance still exsists.

*D6. Significance: Theme World War II Aircraft Production Area San Diego

Period of Significance 1935-1945 Applicable Criteria CA 1, 2, and 3 (Discuss district's importance in terms of its historical context as defined by theme, period of significance, and geographic scope. Also address the integrity of the district as a whole.)

Consolidated Aircraft Plant No. 1 was significant to the mobilization effort to fight World War II for its production of the Catalina flying boat and the B-24 Libertor bomber. Both planes were important in winning the war. By 1946, Plant No. 1 had produced 6,726 B-24s and over 3,000 Catalina flying boats. The Consolidated Aircraft Plant also played a significant role in the development of San Diego. Its establishment by aviation industry pioneer Major Reuben H. Fleet in 1935 was the beginning of the defense aerospace industry in San Diego, an important facet of the city's economy for the next 50 years. Because of its associations with World War II aircraft production, Reuben H. Fleet, and the beginnings of the aerospace industry in San Diego, as well as its embodiment of the distinctive characteristics of the type of aircraft assembly plants that were instrumental in winning World War II, the Consolidated Aircraft Plant No. 1 Historic District is eligible for the California Register of Historic Resources under Criteria 1, 2, and 3. While individual contributing elements have had varying degrees of alteration, and some noncontributing buildings and structures have been constructed within the original spatial layout, a sense of character and function within the district during its period of significance endures.

*D7. References: (Give full citations including the names and addresses of any informants, where possible.):

Eddy, Lucinda "War Comes to San Diego." Journal of San Diego History 1993; Yenne Bill Into the Sunset: The Convair Story. Greenwich Publishing Group, Lyme CN 1995; San Diego Evening Tribune 10-21-1985; San Diego Union 1-17-1937

*D8. Evaluator: Stephen R. Van Wormer Date: 01/29/1996

Affiliation and address: KEA Environmental, 1420 Kettner Blvd., Suite 620, San Diego, CA 92101

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

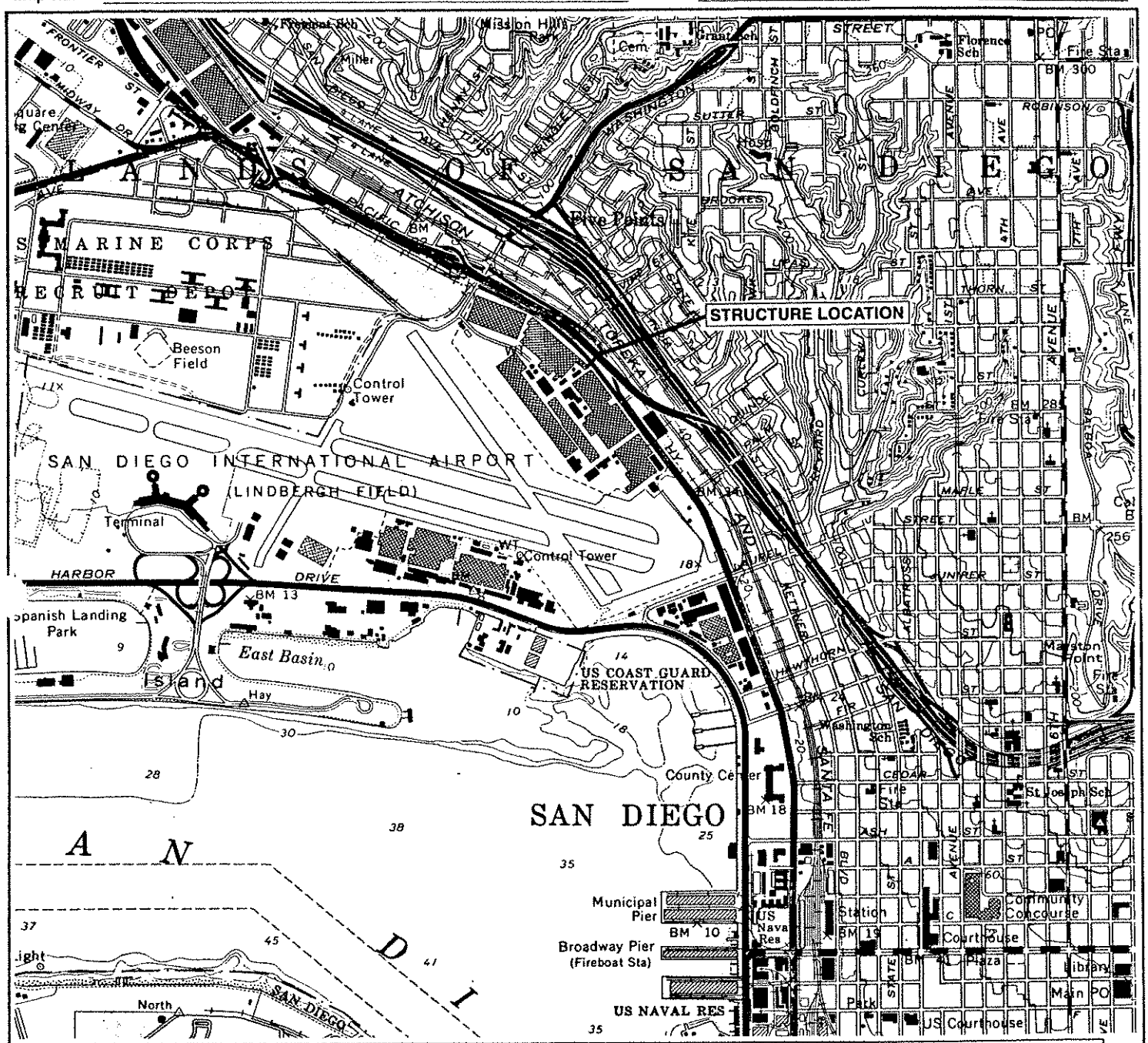
LOCATION MAP

Primary # CA-SDI-37
HRI#
Trinomial

Page 4 of 5

*Resource Name or # (Assigned by recorder) Northern Footbridge

*Map Name: Point Loma, Calif. *Scale: 1:24,000 *Date of Map: 1967



SOURCE: U.S.G.S. 7.5 QUADRANGLE - POINT LOMA, CALIF.
PHOTOREVISED 1975

*Required Information

B10. Significance Discussion
However, as the structure's significance comes from its association with the entire Plant 1, by itself it cannot be considered significant. The structure's integrity is good.

D3. Detailed Description
Five buildings and one footbridge are considered to be contributing resources to the district. They include Buildings 2, 3, 4, and 8, which were aircraft factory facilities; Building 9, the boiler-power house; and one footbridge, the North Overpass, that was specifically designed to convey large numbers of people into and out of the plant in an efficient and timely manner. The remaining buildings within the complex date after the period of significance, have been altered to the point that their integrity has been compromised, or lack the historical associations or architectural or engineering distinction to qualify for the California Register of Historic Resources.

D4. Boundry Description
The historic district generally encompasses the central and western portions of the Lindbergh Field Plant. Its boundaries are determined by the concentration and continuity of contributing elements, while excluding plant buildings and structures that do not contribute to significance. Beginning at the southernmost corner of Building 4, the district line follows the southeast elevation of the building, and then continues along the northeast elevation of Building 4 to the approximate center of the buliding. It then turns northeast (adjacent to the southernmost corner of Building 8) and continues northeast to include the North Overpass. District boundaries then continue west by northwest along the fenceline, adjacent to the northeast elevation of Building 2, and the northern elevation of Building 3. It then turns in a southerly direction to include all of Building 3, turning east towards the southwestern corner of Building 2. It then continues south to the southwest corner of Building 4, encompassing all of that building until the point of origin is reached.

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

PRIMARY RECORD

Primary # P-37 015538
HRI #
Trinomial
NRHP Status Code 6Z
Other Listings
Review Code _____ Reviewer _____ Date / /

Page 1 of 4

*Resource Name or #: Building 1

P1. Other Identifier: Manufacturing Building, Consolidated Aircraft Plant No. 1.

*P2. Location: ☐ Not for Publication ■ Unrestricted a. County San Diego

b. USGS 7.5' Quad Point Loma Date 1967 T ____; R ____; ____1/4 of ____1/4 of Sec ____; _____B.M.

c. Address 3302 Pacific Highway City San Diego Zip 92112

d. UTM: (Give more than one for large and/or linear feature) Zone 11, 483250 mE/ 3621955 mN

e. Other Locational Data: (e.g. parcel #, legal description, directions to resource, elevation, additional UTMs, etc. as appropriate)

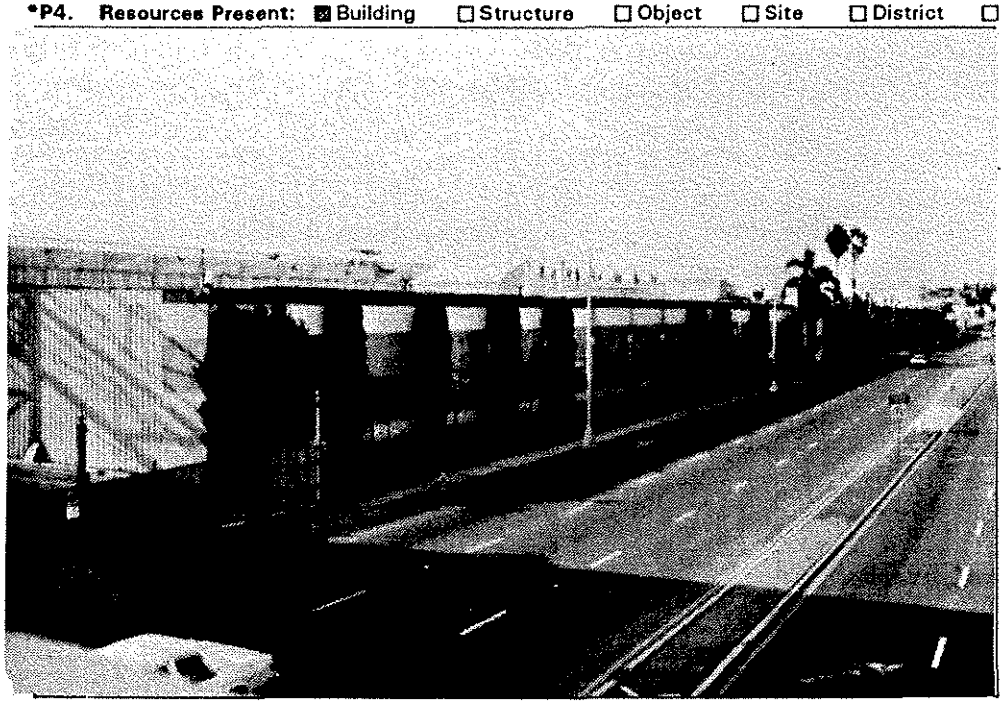
General Dynamics, Convair Division, Lindbergh Field Plant. Consolidated Aircraft Plant No. 1. Additional UTM: B:483430mE/3621710mN; C:483245mE/3621580mN; D:483075mE/3621820mN.

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

This massive rectangular 2 story industrial building measures 720 by 1,000 feet. The building consists of two parts. The northern 450 feet are the original section. The remainder is an addition constructed in 1981. All sections are supported by steel "I" beam frames mounted in concrete footings. A concrete floor poured between the footings covers the entire area. The original section has a corrugated sheet metal covered sawtooth roof with long monitor windows that is typical of all the major manufacturing buildings at Consolidated Aircraft's Plant No. 1. Various catwalks and vents are located on the top of this roof. The newer section has a flat sheet metal roof with regularly spaced flat skylights. The entire building except the north facade is covered with modern horizontal ribbed sheet metal. Large rectangular sliding shop doors, solid steel single entry doors, and double-swinging plywood forklift doors are located at various locations along these three sides of the building. The north side is stuccoed and exhibits a continuous row of industrial windows with central panels that pivot to allow ventilation. Near the west end, an elevated section projects from the main facade with the words (see continuation sheet)

*P3b. Resources Attributes: (List attributes and codes) HP8. Industrial Building

*P4. Resources Present: ■ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)



P5b. Description of Photo: (View, date, etc.)
GD-96-3, exp 3
looking west

*P6. Date Constructed/Age and Sources:
☐ Prehistoric ■ Historic ☐ Both
1935 Factual

*P7. Owner and Address:
San Diego Unified Port District
3165 Pacific Highway
San Diego, CA 92112
M--Municipal

*P8. Recorded by: (Name, affiliation, address)
Stephen R. Van Wormer
KEA Environmental
1420 Kettner Blvd. Suite 620
San Diego, CA 92102

*P9. Date Recorded: 02/07/1996

*P10. Survey Type: (Describe)
Intensive Survey
CEQA Compliance

*P11. Report Citation: (Cite survey report/other sources or "none") General Dynamics Facility Demolition Project Environmental Impact Report, KEA Environmental, San Diego, 1996.

*Attachments: ☐ NONE ■ Location Map ☐ Sketch Map ■ Continuation Sheet ■ Building, Structure and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record
☐ Photograph Record ☐ Other: (List)

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

Primary # 015538
HRI #

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 4 *NRHP Status Code 6Z

Resource Name or #: Building 1

B1. Historic Name: Manufacturing Building, Consolidated Aircraft Plant No. 1.

B2. Common Name: Building 1

B3. Original Use: Industrial B4. Present Use: V--Vacant

*B5. Architectural Style: Industrial Manufacturing Plant

*B6. Construction History: (Construction date, alterations, and date of alterations.)

The building was the first facility constructed at Consolidated Aircraft's Plant No.1. It was built in 1935. Considerable expansion took place in 1982.

*B7. Moved? ■ No ☐ Yes ☐ Unknown Date: _____ Original Location: _____

*B8. Related Features:

A crane monorail connects this building with Buildings 2, 3, and 5. Steel framed trestles span the distances between the buildings.

B9a. Architect: Taylor and Taylor b. Builder: National Iron Works

*B10. Significance: Theme World War II Aircraft Production Area San Diego

Period of Significance 1935-1945 Property Type Factory Applicable Criteria None

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

During its period of significance, 1935-1945, Consolidated Plant 1 achieved both local and national significance. Consolidated's reputation and innovations established it, and San Diego, as a national leader in the rapidly expanding aerospace industry of the mid-20th century. Its national significance is specifically related to the role it played during the defense industry expansion prior to, and during World War II. However, alterations to this building have impacted its historic fabric to a degree that it no longer has the integrity required to qualify for the California Resgister of Historic Resources.

B11. Additional Resource Attributes: (List attributes and codes) HP8. Industrial Building

*B12. References:

Brown and Caldwell Phase I Baseline Assessment,Part II, General Dynamics 1994

B13. Remarks:

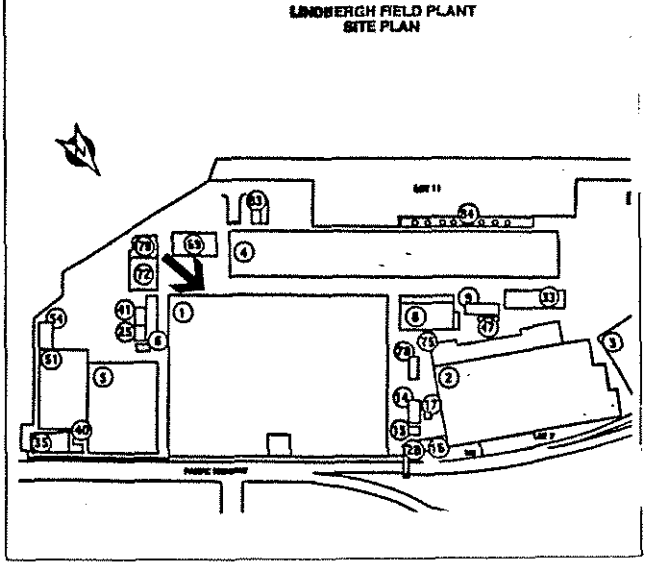
Original plans by Taylor and Taylor and National Iron Works will be archived at the San Diego Aerospace Museum. Threats: Demoliton

*B14. Evaluator: Stephen R. Van Wormer

Date of Evaluation: 01/22/1996

(This space reserved for official comments.)

(Sketch Map with north arrow required)



*Required information

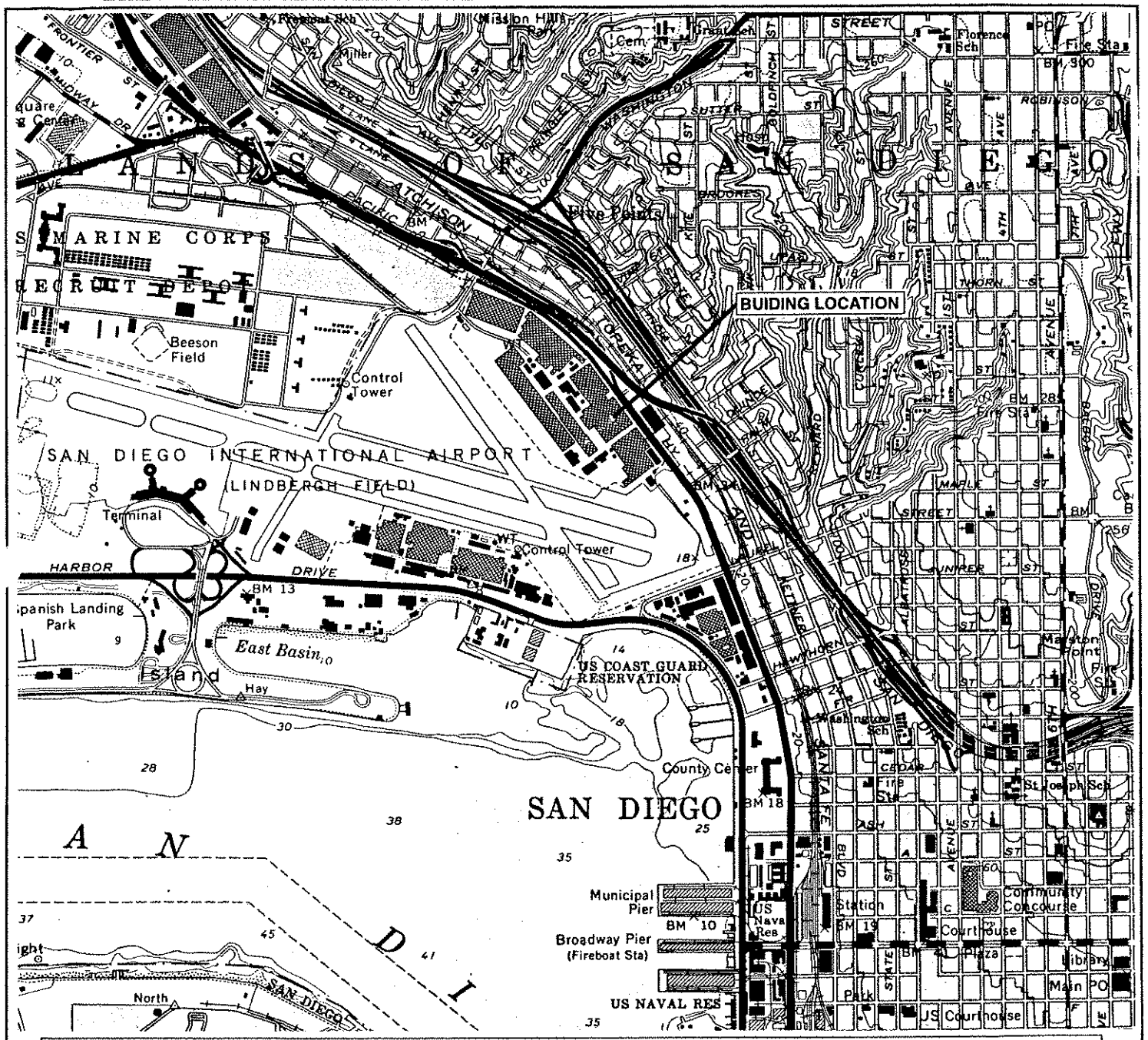
State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary # P-37 015538
HRI#
Trinomial

Page 3 of 4 *Resource Name or # (Assigned by recorder) Building 1

*Map Name: Point Loma, Calif. *Scale: 1:24,000 *Date of Map: 1967



1 1/2 0 1 MILE

1000 0 1000 2000 3000 4000 5000 6000 7000 FEET

1 .5 0 1 KILOMETER

CONTOUR INTERVAL 20 FEET

SOURCE: U.S.G.S. 7.5 QUADRANGLE - POINT LOMA, CALIF.
PHOTOREVISED 1975



QUADRANGLE LOCATION



DPR 523J (1/95)

*Required Information

P3a. Description of Resource

"General Dynamics Convair" mounted on it with International style metal letters. There are no windows on the north facade west of this projection. A monorail crane connects Building 1 with Buildings 2, 3, and 5.

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

PRIMARY RECORD

Primary # r 015539
HRI #
Trinomial
NRHP Status Code 6Z
Other Listings
Review Code Reviewer Date / /

Page 1 of 4

*Resource Name or #: Building 5

P1. Other Identifier: Experimental Building, Consolidated Aircraft Plant No. 1

*P2. Location: ☐ Not for Publication ■ Unrestricted a. County San Diego

b. USGS 7.5' Quad Point Loma Date 1967 T ____; R ____; ____ 1/4 of ____ 1/4 of Sec ____; ____ B.M.

c. Address 3302 Pacific Highway City San Diego Zip 92112

d. UTM: (Give more than one for large and/or linear feature) Zone 11, 483440 mE/ 3621700 mN

e. Other Locational Data: (e.g. parcel #, legal description, directions to resource, elevation, additional UTMs, etc. as appropriate)

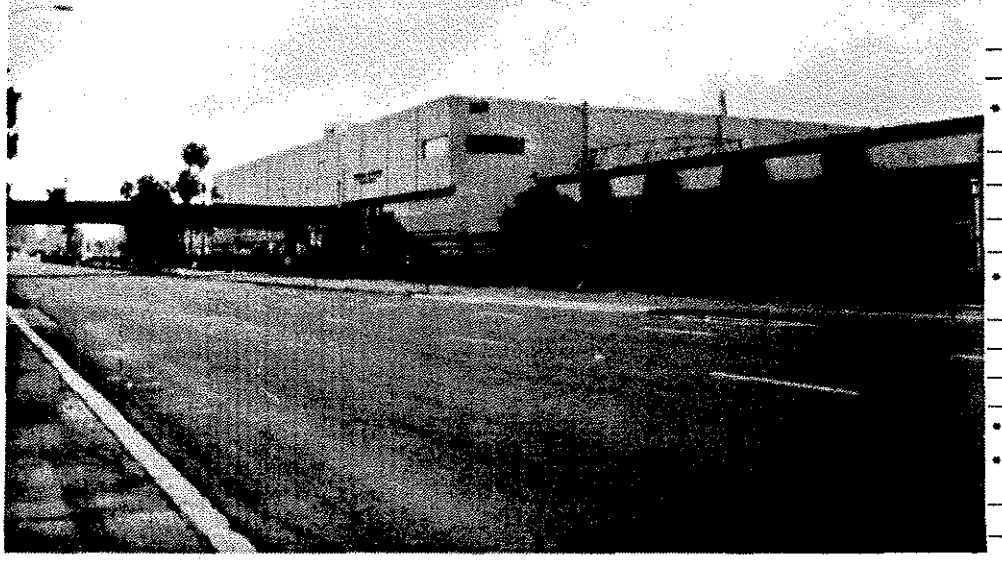
General Dynaimics, Convair Division, Linbergh Field Plant. Consolidated Aircraft Plant No. 1. Additional UTM: B:483495mE/3621620mN; C:483400mE/3621540mN; D:483340mE/3621620mN

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

This rectangular industrial building measures 325 by 405 feet and is approximately 40 feet in height. It is supported by a steel "I" beam frame. Each "I" beam is mounted in an individual concrete footing and a concrete slab floor has been poured around the footings. Eleven sliding hanger doors enclose the east half of the south facade. They exhibit three parallel rows of steel framed multi-pane industrial windows singly placed at regular intervals. Central panels in these windows pivot to allow ventilation. A solid steel single entry door located at the second floor level is reached by a steel staircase with steel pipe railings. Three solid steel single entry doors and a large roll-up metal shop door have been installed into the hanger door facade at ground level. The west half of the south facade and the west facade are covered with corrugated sheet iron. A section of continuous multi-pane industrial windows is located on the west side, but has been painted over. Single and double entry steel doors as well as sliding shop doors and swinging plywood forklift doors are located at irregular intervals along the west facade. The northen facade consists of a composite of materials. (see continuation sheet)

*P3b. Resources Attributes: (List attributes and codes) HP8. Industrial Building

*P4. Resources Present: ■ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)



P5b. Description of Photo: (View, date, etc.)
GD-96-3, exp 6
looking southeast

*P6. Date Constructed/Age and Sources:
☐ Prehistoric ■ Historic ☐ Both
1939 Factual

*P7. Owner and Address:
San Diego Unified Port District
3165 Pacific Highway
San Diego, CA 92112
M--Municipal

*P8. Recorded by:(Name, affiliation, address)
Stephen R. Van Wormer
KEA Environmental
3165 Pacific Highway
San Diego, CA 92112

*P9. Date Recorded: 02/07/1996

*P10. Survey Type: (Describe)
Intensive Survey
CEQA Compliance

*P11. Report Citation: (Cite survey report/other sources or "none") General Dynamics Facility Demolition Project Environmental Impact Report. KEA Environmental, San Diego. 1996

*Attachments: ☐ NONE ■ Location Map ☐ Sketch Map ■ Continuation Sheet ■ Building, Structure and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record
☐ Photograph Record ☐ Other: (List)

State of California -- The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
Primary # 015571
HRI #
BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 4 *NRHP Status Code 6Z

Resource Name or #: Building 5

B1. Historic Name: Experimental Building, Consolidated Aircraft Plant No. 1.

B2. Common Name: Building 5

B3. Original Use: Industrial B4. Present Use: V--Vacant

*B5. Architectural Style: Industrial factory

*B6. Construction History: (Construction date, alterations, and date of alterations.)

The building was constructed in 1939 and expanded in 1941. The northern facade was altered in the 1980s.

*B7. Moved? ☒ No ☐ Yes ☐ Unknown Date: _____ Original Location: _____

*B8. Related Features:

A concrete bridge, known as the South Overpass, leads from the second floor entrance on the north facade of this building to parking lots on the north side of Pacific Highway.

B9a. Architect: Taylor and Taylor b. Builder: National Iron Works

*B10. Significance: Theme World War II Aircraft Production Area San Diego

Period of Significance 1935-1945 Property Type Factory building Applicable Criteria None

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

During its period of significance, 1935-1945, Consolidated Plant 1 achieved both local and national significance. Consolidated's reputation and innovations established it, and San Diego, as a national leader in the rapidly expanding aerospace industry of the mid-20th century. Its significance is specifically related to the role it played during the defense industry expansion prior to, and during World War II. However, alterations to this building have impacted its historic fabric and integrity to such a degree that it will not qualify as eligible for the California Register of Historic Resources.

B11. Additional Resource Attributes: (List attributes and codes) HP8. Industrial Building

*B12. References:

Brown and Caldwell Phase I Baseline Assessment, Part II
General Dynamics 1994

B13. Remarks:

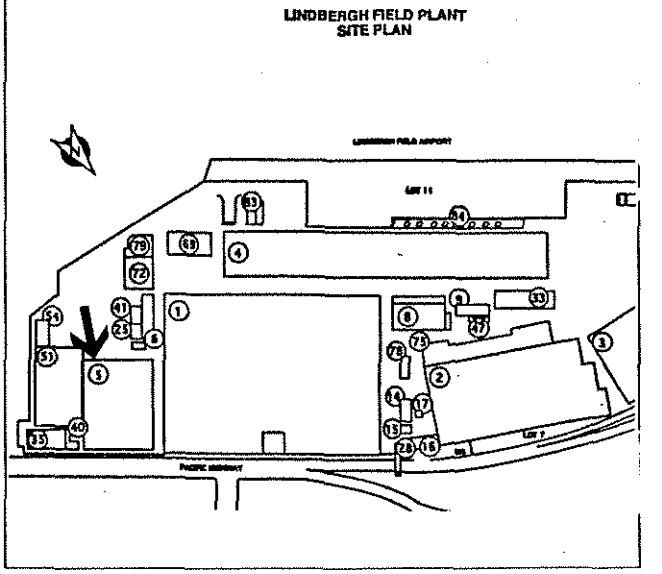
Original plans by Taylor and Taylor and National Iron Works are to be archived at the San Diego Aerospace Museum. Threats: Demolition

*B14. Evaluator: Stephen R. Van Wormer

Date of Evaluation: 01/22/1996

(This space reserved for official comments.)

(Sketch Map with north arrow required)



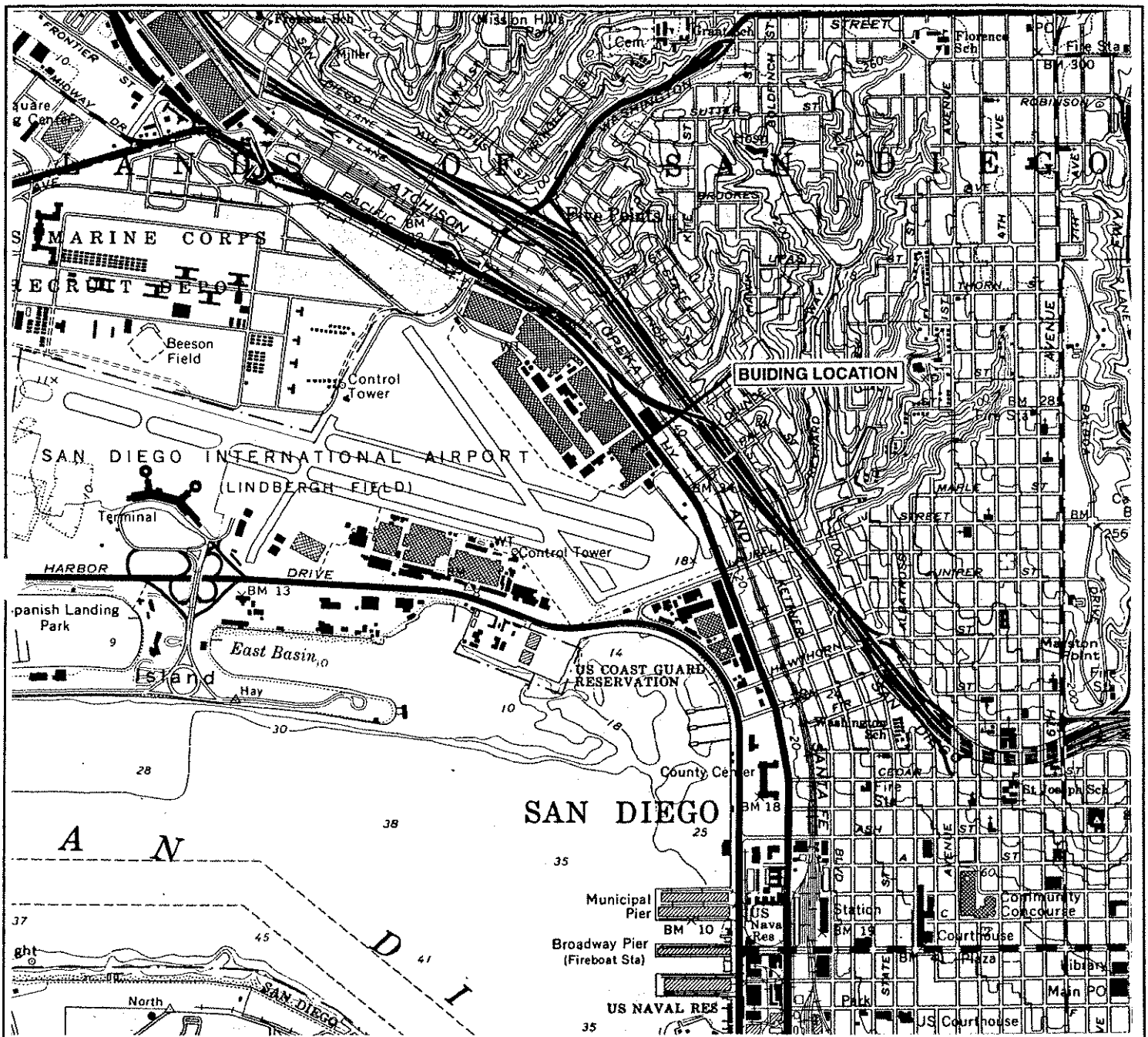
State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary # P-37 015539
HRI#
Trinomial

*Resource Name or # (Assigned by recorder) Building 5

*Map Name: Point Loma, Calif. *Scale: 1:24,000 *Date of Map: 1967



1 1/2 0 1 MILE
1000 0 1000 2000 3000 4000 5000 6000 7000 FEET
1 .5 0 1 KILOMETER

CONTOUR INTERVAL 20 FEET

SOURCE: U.S.G.S. 7.5 QUADRANGLE - POINT LOMA, CALIF.
PHOTOREVISED 1975



QUADRANGLE LOCATION

*Required Information

P3a. Description of Resource
Corrugated sheet iron covers the ground floor. The middle section is stuccoed, and the top portion is covered with modern metal flashing. A concrete bridge crossing Pacific Highway enters onto a large concrete landing at the west end of the north side. Three sets of aluminum framed glass double entry doors provide access to the second floor from this landing. Steps on the east and west side of the landing lead to the first floor level. On the east end of this facade are two additional aluminum framed glass entry doors. They open onto a concrete porch covered with an International style stuccoed awning supported by steel posts. The sawtooth style roof is covered with corrugated sheet iron and has long multi-pane monitor windows on the vertical side of each toothed segment to admit northern light. The east side of the building is largely covered by Building 51.

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

PRIMARY RECORD

Primary # P-37 015540
HRI #
Trinomial
NRHP Status Code 6Z
Other Listings
Review Code _____ Reviewer _____ Date / /

*Resource Name or #: Building 6

P1. Other Identifier: Woodmill, Consolidated Aircraft Plant No. 1

*P2. Location: ☐Not for Publication ■Unrestricted a. County San Diego

b. USGS 7.5' Quad Point Loma Date 1967 T ____; R ____; ____1/4 of ____1/4 of Sec ____; ____ B.M.

c. Address 3302 Pacific Highway City San Diego Zip 92112

d. UTM: (Give more than one for large and/or linear feature) Zone 11, 483315 mE/ 3621600 mN

e. Other Locational Data: (e.g. parcel #, legal description, directions to resource, elevation, additional UTMs, etc. as appropriate)

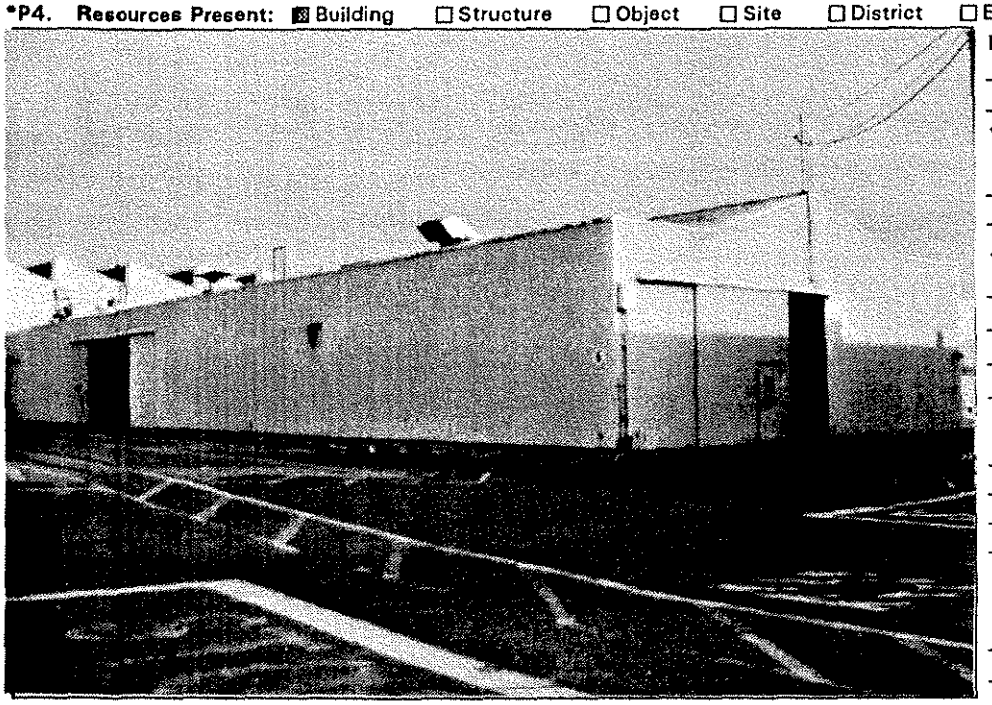
General Dynamics, Convair Division, Lindbergh Field Plant. Consolidated Aircraft Plant No. 1. Additional UTM: B:483325mE/3621585mN; C:483280mE/3621550mN; D:483265mE/3621565mN

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

This single story steel framed shop measures 50 by 120 feet. It has a moderately pitched end gabled roof and is supported by a concrete slab. The roof and exterior are covered with corrugated sheet iron. There are no windows. The east side is largely covered by adjoining Buildings 41 and 25. A large sliding shop door is off-set on the south facade. A pair of the same type of doors is located on the north end of the west facade. Single entry steel " pilot doors" have been installed in the south end of the door on the south side and in the northern door on the west side. Single and double corrugated entry doors are located on the south end of the east side where the wall is not covered by Buildings 41 and 25. A poured concrete fire wall approximately 20 feet from the north end separates this section from the rest of the building.

*P3b. Resources Attributes: (List attributes and codes) HP8. Industrial Building

*P4. Resources Present: ■Building ☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other (Isolates, etc.)



P5b. Description of Photo: (View, date, etc.)
GD-96-3, exp 12
looking northeast

*P6. Date Constructed/Age and Sources:
☐Prehistoric ■Historic ☐Both
1944 Factual

*P7. Owner and Address:
San Diego Unified Port District
3165 Pacific Highway
San Diego, CA 92112
M--Municipal

*P8. Recorded by:(Name, affiliation, address)
Stephen R. Van Wormer
KEA Environmental
1420 Kettner Blvd. Suite 620
San Diego, CA 92101

*P9. Date Recorded: 02/07/1996

*P10. Survey Type: (Describe)
Intensive Survey
CEQA Compliance

P11. Report Citation: (Cite survey report/other sources or "none") General Dynamics Facility Demolition Project Environmental Impact Report, KEA Environmental, San Diego, 1996

*Attachments: ☐NONE ■Location Map ☐Sketch Map ☐Continuation Sheet ■Building, Structure and Object Record
☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record
☐Photograph Record ☐Other: (List) _____

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

Primary # 015940
HRI #

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 3 *NRHP Status Code 6Z

Resource Name or #: Building 6

B1. Historic Name: Woodmill, Consolidated Aircraft Plant No. 1.

B2. Common Name: Building 6

B3. Original Use: Industrial B4. Present Use: V--Vacant

*B5. Architectural Style: Industrial shop

*B6. Construction History: (Construction date, alterations, and date of alterations.)

The building was constructed in 1944. It originally had continuous rows of multi-light windows which have been eliminated.

*B7. Moved? ■ No ☐ Yes ☐ Unknown Date: _____ Original Location: _____

*B8. Related Features:

B9a. Architect: Consolidated Vultee Aircraft b. Builder: Consolidated Vultee Aircraft

*B10. Significance: Theme World War II Aircraft Production Area San Diego

Period of Significance 1935-1945 Property Type Shop Applicable Criteria None

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

During its period of significance, 1935-1945, Consolidated Plant 1 achieved both local and national significance. Consolidated's reputation and innovations established it, and San Diego, as a national leader in the rapidly expanding aerospace industry of the mid-20th century. Its significance is specifically related to the role it played during the defense industry prior to, and during World War II. However, this building lacks the specific historical associations or architectural or engineering distinction necessary to qualify for the California Register of Historic Resources.

B11. Additional Resource Attributes: (List attributes and codes) HP8. Industrial Building

*B12. References:

Consolidated Vultee Aircraft Original Plans for Building 6 1944

Brown and Caldwell Phase I Baseline Assessment, Part II General Dynamics 1994

B13. Remarks:

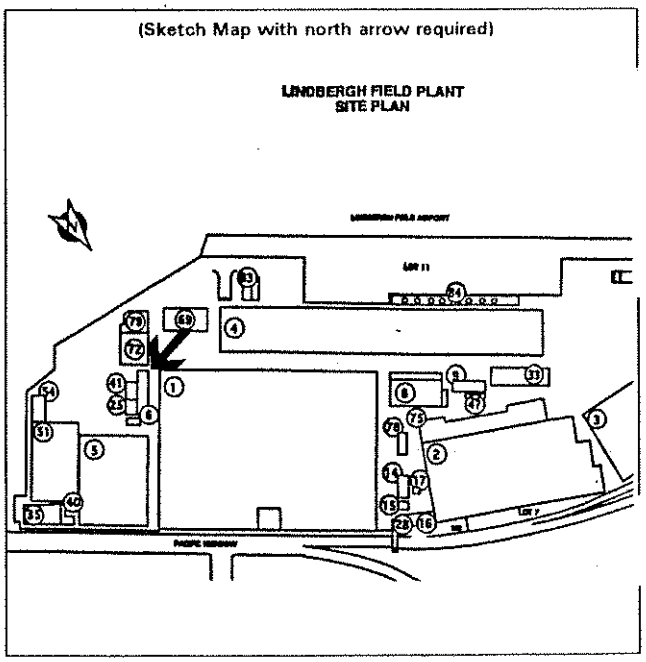
Original plans by Consolidated Vultee Aircraft will be archived at the San Diego Aerospace Museum. Threats: Demolition

*B14. Evaluator: Stephen R. Van Wormer

Date of Evaluation: 01/22/1996

(This space reserved for official comments.)

(Sketch Map with north arrow required)



*Required information

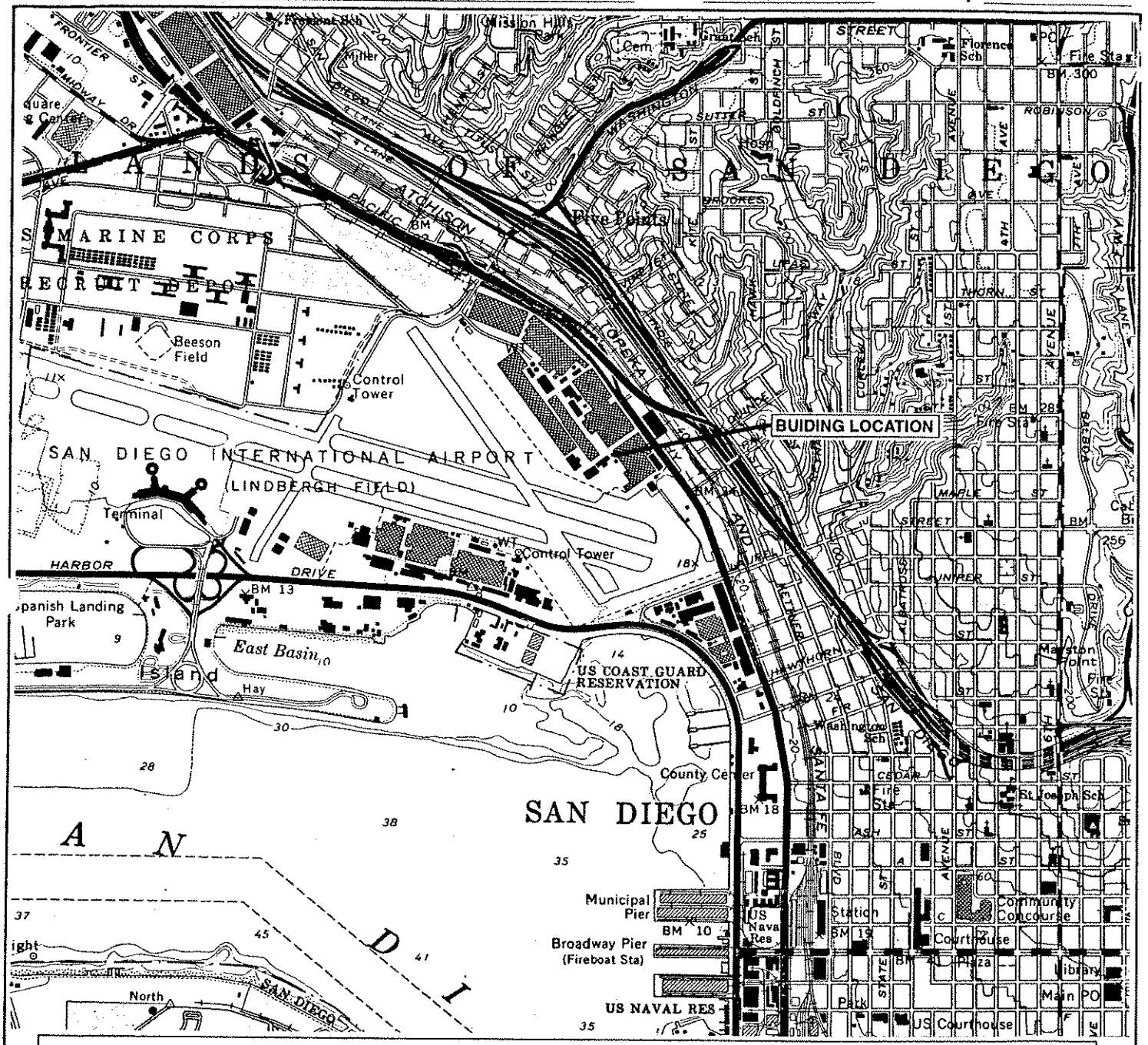
State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary # P-37 015540
HRI#
Trinomial

Page 3 of 3 *Resource Name or # (Assigned by recorder) Building 6

Map Name: Point Loma, Calif. *Scale: 1:24,000 *Date of Map: 1967



CONTOUR INTERVAL 20 FEET

SOURCE: U.S.G.S. 7.5 QUADRANGLE - POINT LOMA, CALIF.
PHOTOREVISED 1975

DPR 523J (1/95)

*Required Information

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

PRIMARY RECORD

Primary # P-37 015541
HRI #
Trinomial
NRHP Status Code 6Z
Other Listings
Review Code _____ Reviewer _____ Date / /

Page 1 of 3

*Resource Name or #: Building 14

P1. Other Identifier: Office Building, Consolidated Aircraft Plant No. 1

*P2. Location: ☐ Not for Publication ■ Unrestricted a. County San Diego

b. USGS 7.5' Quad Point Loma Date 1967 T ____; R ____; ____1/4 of ____1/4 of Sec ____; _____B.M.

c. Address 3302 Pacific Highway City San Diego Zip 92112

d. UTM: (Give more than one for large and/or linear feature) Zone 11 , 483200 mE/ 3621955 mN

e. Other Locational Data: (e.g. parcel #, legal description, directions to resource, elevation, additional UTMs, etc. as appropriate)

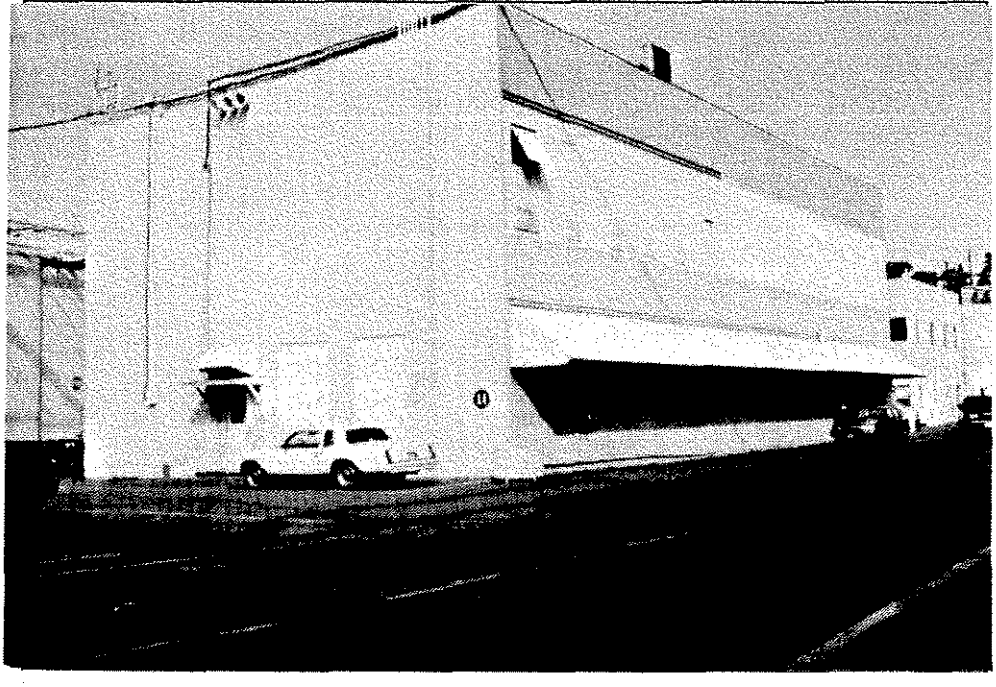
General Dynamics, Convair Division, Lindbergh Field Plant. Consolidated Aircraft Plant No. 1. Additional UTM: B:483210mE/3621940mN; C:483180mE/3621920mN; D:483175mE/3621935mN

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

This two and a half story, steel "I" beam framed, rectangular office building measures 50 by 100 feet. It is supported by a concrete slab and footings. The exterior is stucco covered. The flat roof is covered with composite asphalt roofing material and has a narrow sheet metal flashing around the edges. Two continuous rows of steel framed multiple light windows are located along the west, north, and south facades. Central panels on the windows pivot to allow ventilaton. On the east side, corrugated sheet iron awnings cover the first floor windows and several windows on the second floor have been covered with the same material. Solid steel single entry doors with square lights are located on all sides of the building. Those that provide access to the second floor are reached by steel stair cases on the west and north sides. The stairs on the north side also connect with the second story of Building 15. A steel caged safety ladder provides access to the roof at the southeast corner of the building.

*P3b. Resources Attributes: (List attributes and codes) HP8. Industrial Building

*P4. Resources Present: ■ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)



P5b. Description of Photo: (View, date, etc.)
GD-96-2, exp 20
looking north

*P6. Date Constructed/Age and Sources:
☐ Prehistoric ■ Historic ☐ Both
1940 Factual

*P7. Owner and Address:
San Diego Unified Port District
3165 Pacific Highway
San Diego, CA 92112
M--Municipal

*P8. Recorded by:(Name, affiliation, address)
Stephen Van Wormer
KEA Environmental
1420 Kettner, Blvd., Suite 620
San Diego, CA 92101

*P9. Date Recorded: 02/07/1996

*P10. Survey Type: (Describe)
Intensive Survey
CEQA Compliance

*P11. Report Citation: (Cite survey report/other sources or "none") General Dynamics Facility Demolition Project Environmental Impact Report. KEA Environmental, San Diego, 1996.

*Attachments: ☐ NONE ■ Location Map ☐ Sketch Map ☐ Continuation Sheet ■ Building, Structure and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record
☐ Photograph Record ☐ Other: (List) _____

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

Primary # 015541
HRI #

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code 6Z

Resource Name or #: Building 14

B1. Historic Name: Office Building, Consolidated Aircraft Plant No. 1.

B2. Common Name: Building 14

B3. Original Use: Office Building B4. Present Use: V--Vacant

*B5. Architectural Style: Industrial Office Building

*B6. Construction History: (Construction date, alterations, and date of alterations.)

This building was constructed in 1940 to provide office space for Consolidated Aircraft's Plant No. 1.

*B7. Moved? ■ No ☐ Yes ☐ Unknown Date: _____ Original Location: _____

*B8. Related Features:

Building 15, located directly to the north, is connected to this building by a steel staircase spanning the space between both buildings at the second story level.

B9a. Architect: Unknown see remarks b. Builder: Unknown see remarks

*B10. Significance: Theme World War II Aircraft Production Area San Diego

Period of Significance 1935-1945 Property Type Office Building Applicable Criteria None

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

During its period of significance, 1935-1945, Consolidated Plant 1 achieved both local and national significance. Consolidated's reputation and innovations established it, and San Diego, as a national leader in the rapidly expanding aerospace industry of the mid-20th century. Its signficance is specifically related to the role it played during the defense industry expansion prior to, and during World War II. However, this building lacks specific historical associations, or architectural or engineering distinction to qualify for the California Register of Historic Resources.

B11. Additional Resource Attributes: (List attributes and codes) HP8. Industrial Building

*B12. References:

Brown and Caldwell Phase I Baseline Assessment, Part II, General Dynamics 1994

B13. Remarks:

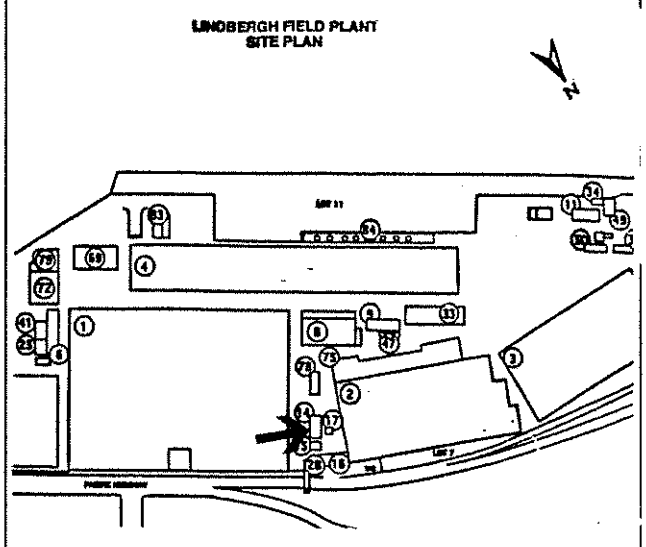
Information on the architect and builder are available on original plans that are to be curated at the San Diego Aerospace Museum. Threats: Demoliton

*B14. Evaluator: Stephen R. Van Wormer

Date of Evaluation: 01/17/1996

(This space reserved for official comments.)

(Sketch Map with north arrow required)



*Required information

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

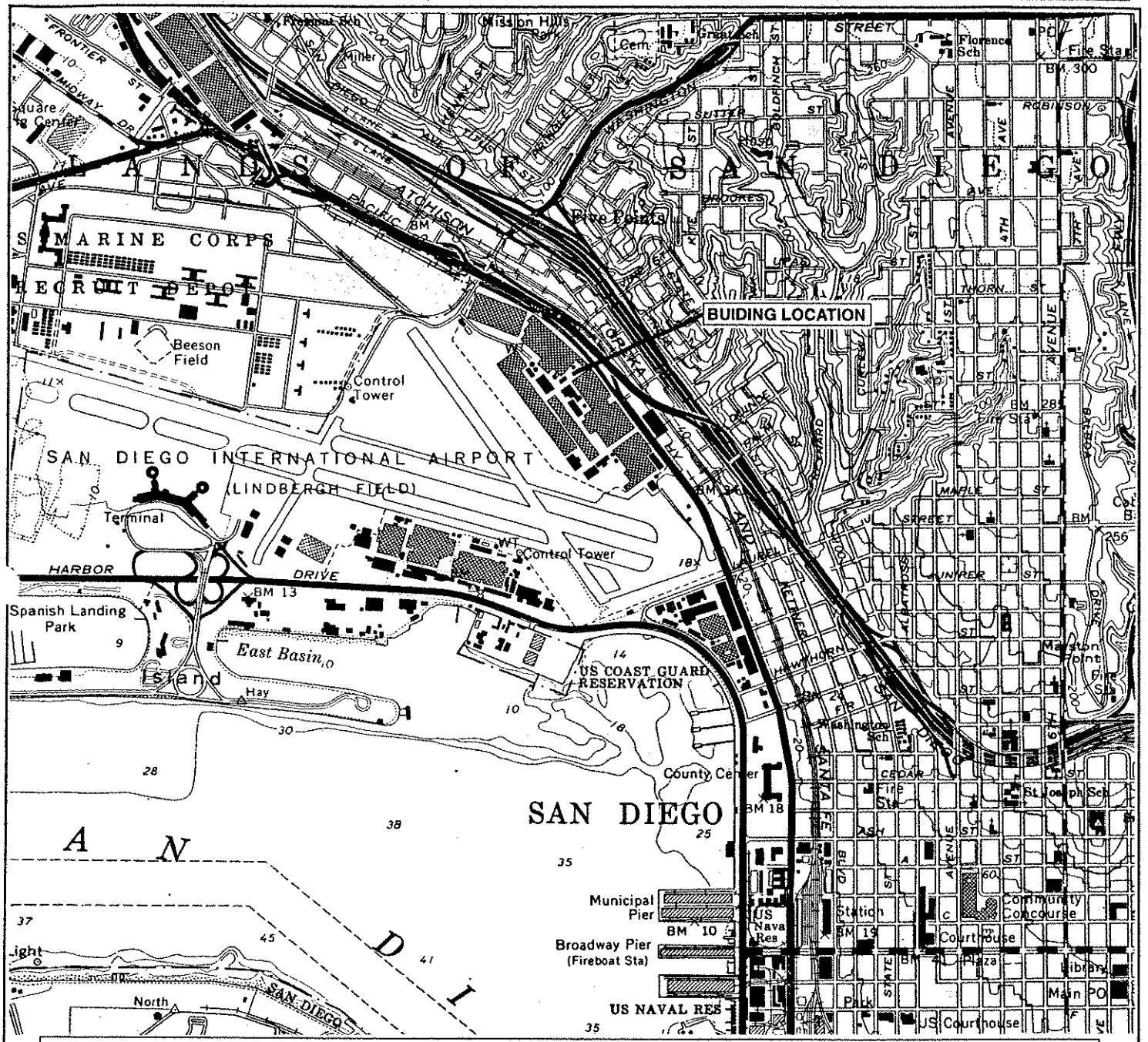
LOCATION MAP

Primary # P-37 013241
HRI#
Trinomial

Page 3 of 3

*Resource Name or # (Assigned by recorder) Building 14

*Map Name: Point Loma, Calif. *Scale: 1:24,000 *Date of Map: 1967



1 1/2 0 1 MILE
1000 0 1000 2000 3000 4000 5000 6000 7000 FEET
1 .5 0 1 KILOMETER

CONTOUR INTERVAL 20 FEET

SOURCE: U.S.G.S. 7.5 QUADRANGLE - POINT LOMA, CALIF.
PHOTOREVISED 1975

DPR 523J (1/95)

*Required Information

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

PRIMARY RECORD

Primary # P-37 015542
HRI #
Trinomial
NRHP Status Code 6Z
Other Listings
Review Code _____ Reviewer _____ Date / /

Page 1 of 3
*Resource Name or #: Building 15
P1. Other Identifier: First Aid Facilities, Consolidated Aircraft Plant No. 1
*P2. Location: ☐ Not for Publication ■ Unrestricted a. County San Diego
b. USGS 7.5' Quad Point Loma Date 1967 T ____; R ____; ____1/4 of ____1/4 of Sec ____; ____B.M.
c. Address 3302 Pacific Highway City San Diego Zip 92112
d. UTM: (Give more than one for large and/or linear feature) Zone 11, 483220 mE/ 3621950 mN
e. Other Locational Data: (e.g. parcel #, legal description, directions to resource, elevation, additional UTMs, etc. as appropriate)
General Dynamics, Convair Division, Lindbergh Field Plant. Consolidated Aircraft Plant No 1.

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)
This two story, steel "I" beam framed, rectangualr building measures 37 by 50 feet. It is supported by a concrete slab and footings. The exterior is stucco covered. The flat roof is covered with composite asphalt roofing material and exhibits a sheet metal flashing around the edge. The modern aluminum framed windows have a single fixed plate glass pane. They are located on all sides of the building. However, their size and placement varies. A large steel single entry door is centered on the southern facade at ground level. Other steel single entry doors are located on the north and west sides. A door to the second floor on the center of the norhern facade is reached by a steel stairway with steel pipe railings.

*P3b. Resources Attributes: (List attributes and codes) HP8. Industrial Building
*P4. Resources Present: ■ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)



P5b. Description of Photo: (View, date, etc.)
GD-96-2, exp 22
looking southwest

*P6. Date Constructed/Age and Sources:
☐ Prehistoric ■ Historic ☐ Both
1940 Factual

*P7. Owner and Address:
San Diego Unified Port District
3165 Pacific Highway
San Diego, CA 92112
M--Municipal

*P8. Recorded by:(Name, affiliation, address)
Stephen R. Van Wormer
KEA Environmental
1420 Kettner Blvd., Suite 620
San Diego, CA 92101

*P9. Date Recorded: 02/07/1996

*P10. Survey Type: (Describe)
Intensive Survey
CEQA Compliance

P11. Report Citation: (Cite survey report/other sources or "none") General Dynamics Facility Demolition Project Environmental Impact Report, KEA Environmental, San Diego, 1996

*Attachments: ☐ NONE ■ Location Map ☐ Sketch Map ☐ Continuation Sheet ■ Building, Structure and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record
☐ Photograph Record ☐ Other: (List)

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

Primary # 015542
HRI #

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code 6Z

esource Name or #: Building 15

B1. Historic Name: First Aid Facilities, Consolidated Aircraft Plant No. 1.

B2. Common Name: Building 15

B3. Original Use: Industrial Plant First Aid B4. Present Use: V--Vacant

*B5. Architectural Style: Vernacular Office Building

*B6. Construction History: (Construction date, alterations, and date of alterations.)

This building was constructed in 1940 to provide a first aid facility at Consolidated Aircraft's Plant No. 1.

*B7. Moved? ■No □Yes □Unknown Date: _____ Original Location: _____

*B8. Related Features:

The building is connected to Building 14, located directly to the south, by a second story stairway on the south side that spans the space between both buildings.

B9a. Architect: Unknown, see remarks b. Builder: Unknown, see remarks

*B10. Significance: Theme World War II Aircraft production Area San Diego

Period of Significance 1935-1945 Property Type Office Applicable Criteria None

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

During its period of significance, 1935-1935, Consolidated Plant 1 achieved both local and national significance. Consolidated's reputation and innovations established it, and San Diego, as a national leader in the rapidly expanding aerospace industry of the mid-20th century. Its significance is specifically related to the role it played during the defense industry expansion prior to, and during World War II. However, this building does not have sufficient specific historical associations or the architectural or engineering distinction to qualify for the California Register of Historic Resources.

B11. Additional Resource Attributes: (List attributes and codes) HP8. Industrial Building

*B12. References:

Brown and Caldwell Phase I Baseline Assessment, Part II
General Dynamics 1994

B13. Remarks:

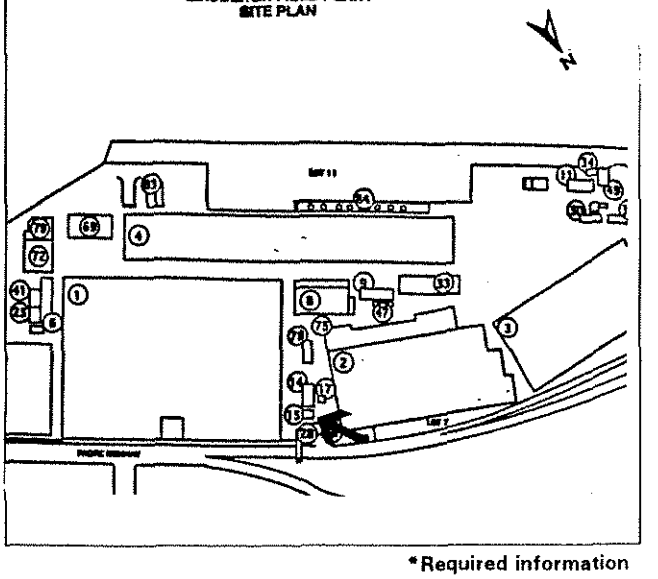
Information on the Architect and builder is avaliable on original plans to be archived at the San Diego Aerospace Museum. Threats: Demoliton

*B14. Evaluator: Stephen R. Van Wormer

Date of Evaluation: 01/21/1996

(This space reserved for official comments.)

(Sketch Map with north arrow required)



*Required information

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

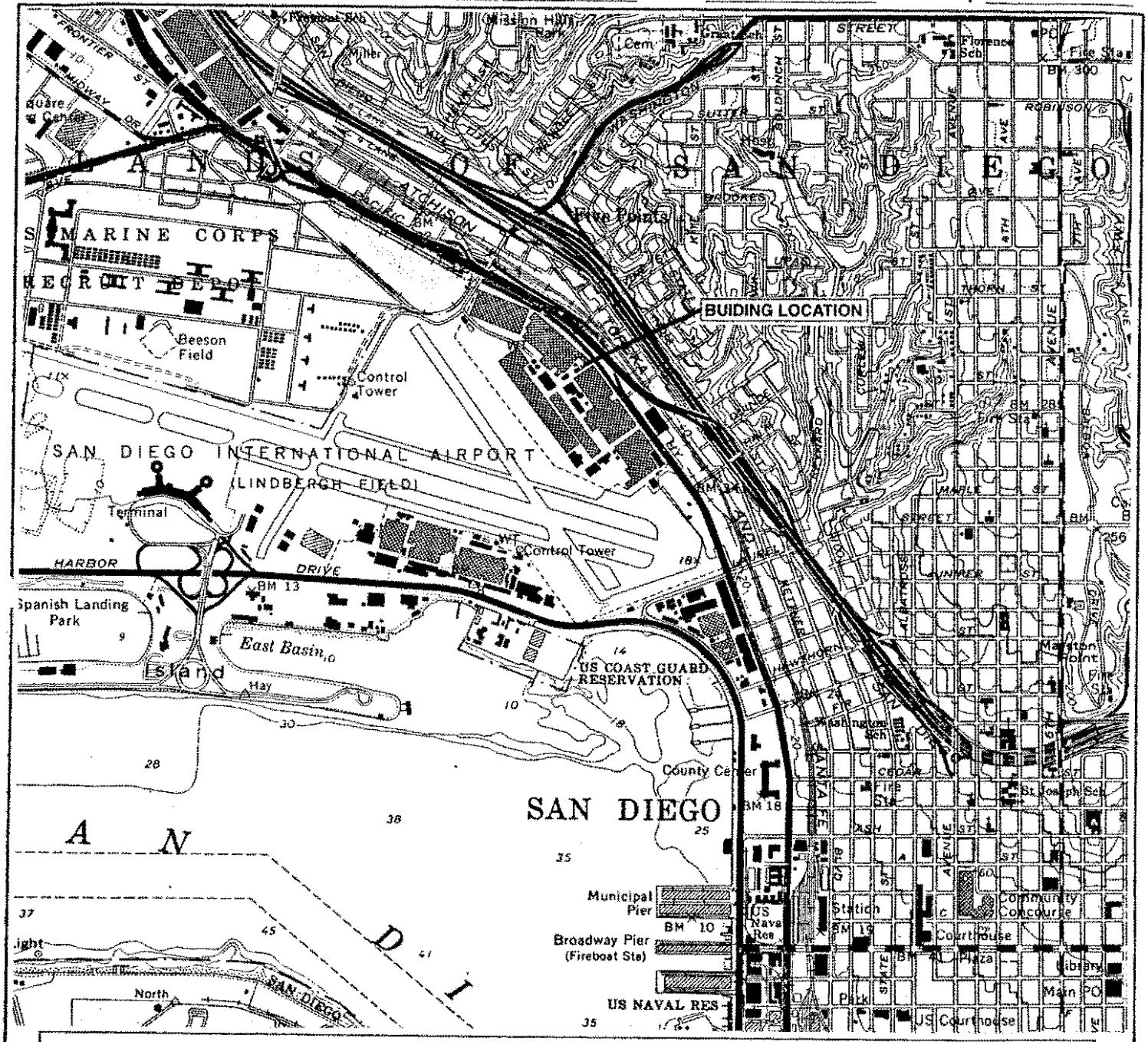
LOCATION MAP

Primary # P-37 015542
HRI#
Trinomial

Page 3 of 3

*Resource Name or # (Assigned by recorder) Building 15

*Map Name: Point Loma, Calif. *Scale: 1:24,000 *Date of Map: 1967



SOURCE: U.S.G.S. 7.5 QUADRANGLE - POINT LOMA, CALIF.
PHOTOREVISED 1975

DPR 523J (1/95)

*Required Information

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

PRIMARY RECORD

Primary # 1 P-37 015543
HRI #
Trinomial
NRHP Status Code 6Z
Other Listings
Review Code Reviewer Date / /

Page 1 of 3

*Resource Name or #: Building 16

P1. Other Identifier: Office Building, Consolidated Aircraft Plant No. 1

*P2. Location: ☐ Not for Publication ■ Unrestricted a. County San Diego

b. USGS 7.5' Quad Point Loma Date 1967 T ___; R ___; ___ 1/4 of ___ 1/4 of Sec ___; ___ B.M.

c. Address 3302 Pacific Highway City San Diego Zip 92112

d. UTM: (Give more than one for large and/or linear feature) Zone 11, 483200 mE/ 362100 mN

e. Other Locational Data: (e.g. parcel #, legal description, directions to resource, elevation, additional UTMs, etc. as appropriate)

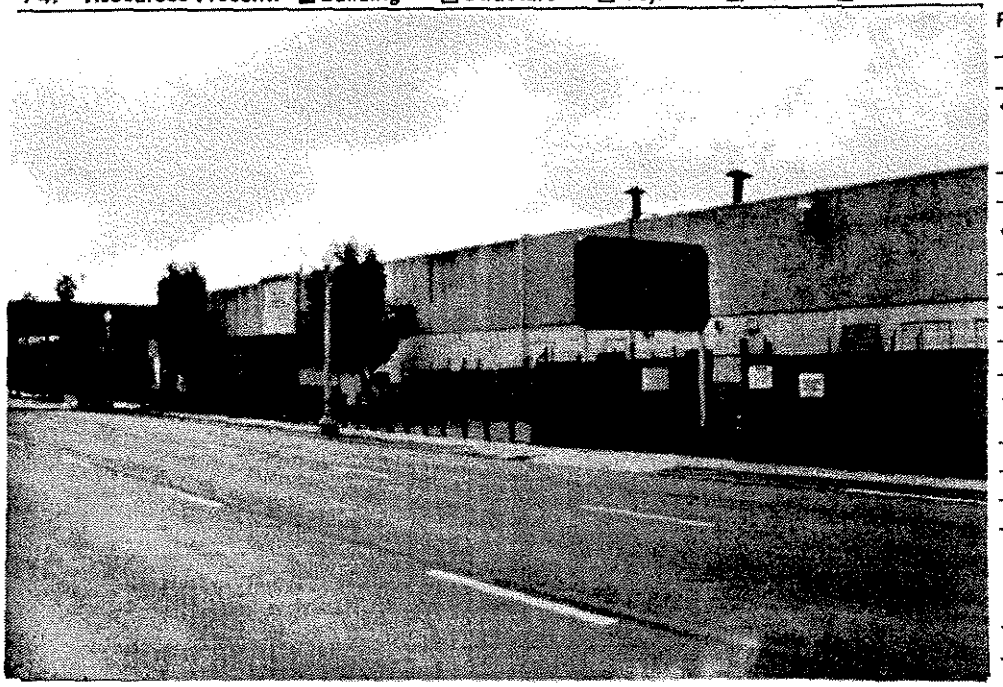
General Dynamics, Convair Division, Lindbergh Field Plant. Consolidated Aircraft Plant No. 1. Additional UTM: B:48325mE/362975mN; C:483220mE/3621960mN; D:483190mE/3621980mN

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

This two story rectangular office building is constructed adjacent to the east side of Building 2. With the exception of a narrow portion at the south end, most of the eastern facade is covered by Building 28. The building measures approximately 60 by 170 feet. The steel "I" beam frame is supported by a concrete slab and footings. The exterior is stucco covered. The flat roof is covered with composite asphalt roofing material and has a narrow sheet metal flashing along the edge. Continuous rows of steel framed multiple light shop windows are located at the first floor levels on the north and south sides, and on the small portion of the east side that is exposed. These windows have central panels that pivot to allow ventilation. Five steel single entry doors, each with a square light, are placed at regular intervals along the south side with an additional pair near the east end of the facade. A main entry is located on the east end of the north side. It consists of four large plate glass doors that open onto a concrete porch covered by a modern International style awning. A brick pillar and decorative steel posts support the awning. A sign in a rectangular framed relief protrudes from the main facade and reads "General Dynamics, Convair Division, Employment Office."

*P3b. Resources Attributes: (List attributes and codes) HP8. Industrial Building

*P4. Resources Present: ■ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)



P5b. Description of Photo: (View, date, etc.)
GD-96-4, exp 13
looking south

*P6. Date Constructed/Age and Sources:
☐ Prehistoric ■ Historic ☐ Both
1940 Factual

*P7. Owner and Address:
San Diego Unified Port District
3165 Pacific Highway
San Diego, CA 92112
M--Municipal

*P8. Recorded by:(Name, affiliation, address)
Stephen R. Van Wormer
Kea Environmental
1420 Kettner Blvd., Suite 620
San Diego CA 92101

*P9. Date Recorded: 02/07/1996

*P10. Survey Type: (Describe)
Intensive Survey
CEQA Compliance

P11. Report Citation: (Cite survey report/other sources or "none") General Dynamics Facility Demolition Project Environmental Impact Report. KEA Environmental, San Diego 1996

*Attachments: ☐ NONE ■ Location Map ☐ Sketch Map ☐ Continuation Sheet ■ Building, Structure and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record
☐ Photograph Record ☐ Other: (List)

*Required information

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

Primary # 015543
HRI #

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 3 *NRHP Status Code 6Z

*Resource Name or #: Building 16

B1. Historic Name: Office Building Consolidated Aircraft Plant No. 1.

B2. Common Name: Building 16

B3. Original Use: Offices B4. Present Use: V--Vacant

*B5. Architectural Style: Vernacular Industrial Office

*B6. Construction History: (Construction date, alterations, and date of alterations.)

This building was constructed in 1940 to provide office space for Consolidated Aircraft's Plant No. 1.

*B7. Moved? ☒No ☐Yes ☐Unknown Date: _____ Original Location: _____

*B8. Related Features:

B9a. Architect: Unknown see remarks b. Builder: Unknown, see remarks

*B10. Significance: Theme World War II Aircraft Production Area San Diego

Period of Significance 1935-1945 Property Type Office Building Applicable Criteria None

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

During its period of significance, 1935-1945, Consolidated Plant 1 achieved both local and national significance. Consolidated's reputation and innovations established it, and San Diego, as a national leader in the rapidly expanding aerospace industry of the mid-20th century. Its significance is specifically related to the role it play during the defense industry expansion prior to, and during World War II. However, this building does not have the specific historical associations or architectural or engineering distinction to qualify for the California Register of Historic Resources.

B11. Additional Resource Attributes: (List attributes and codes) HP8. Industrial Building

*B12. References:

Brown and Caldwell Phase I Baseline Assessment, Part II, General Dynamics 1994

B13. Remarks:

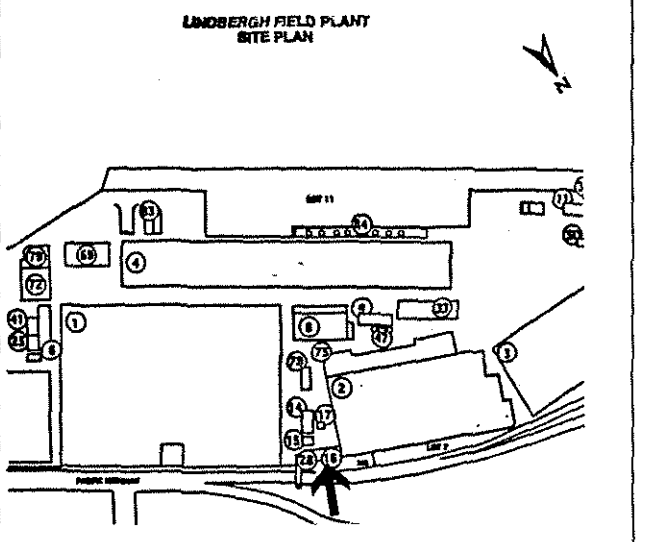
Information on the architect and builder is avaliable on original plans to be archived at the San Diego Aerospace Museum. Threats: Demolition

*B14. Evaluator: Stephen R. Van Wormer

Date of Evaluation: 01/21/1996

(This space reserved for official comments.)

(Sketch Map with north arrow required)



*Required information

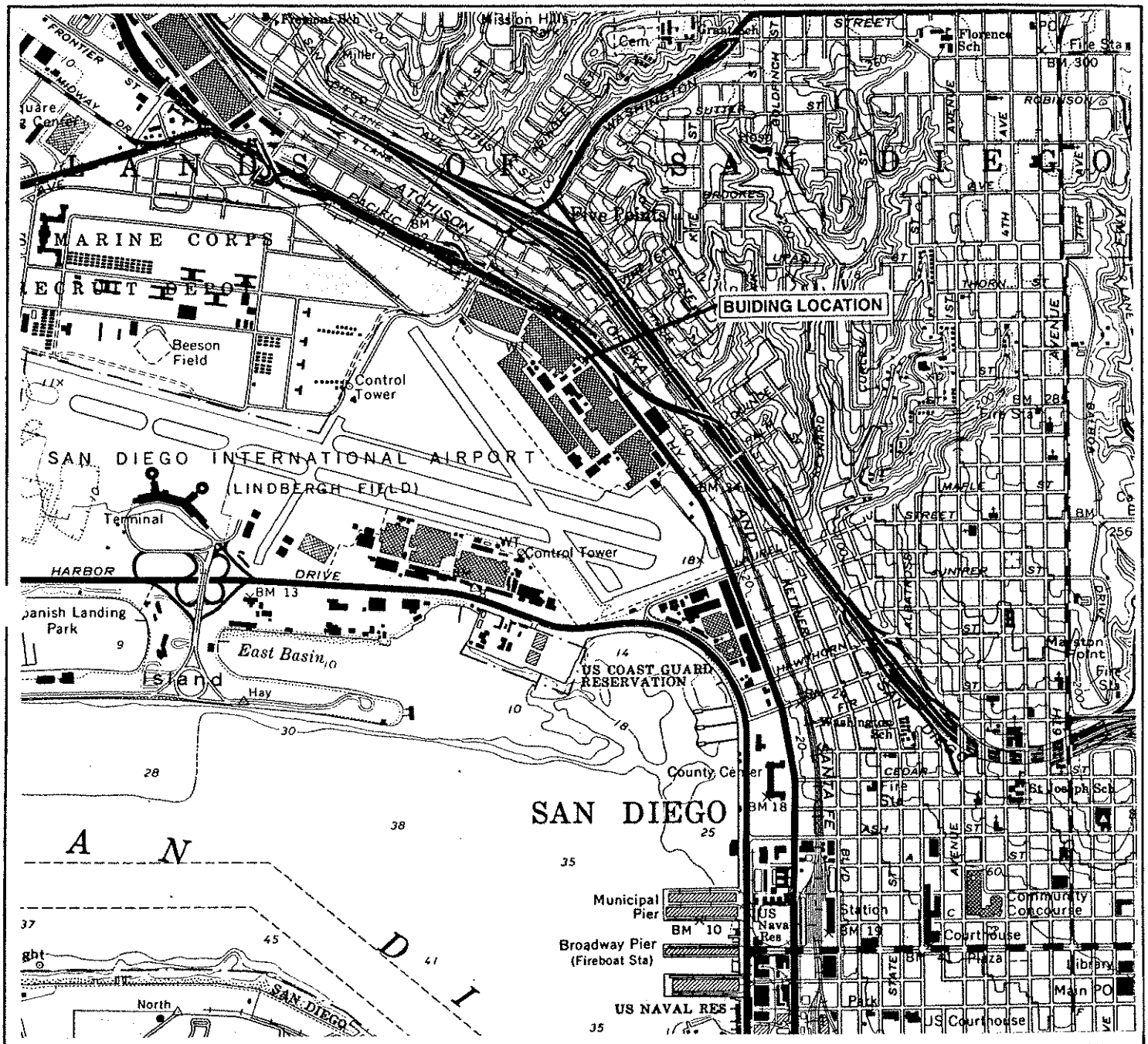
State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary # 1 P-37 015543
HRI#
Trinomial

*Resource Name or # (Assigned by recorder) Building 16

Map Name: Point Loma, Calif. *Scale: 1:24,000 *Date of Map: 1967



1 1/2 0 1 MILE
1000 0 1000 2000 3000 4000 5000 6000 7000 FEET
1 .5 0 1 KILOMETER

CONTOUR INTERVAL 20 FEET

SOURCE: U.S.G.S. 7.5 QUADRANGLE - POINT LOMA, CALIF.
PHOTOREVISED 1975



*Required Information

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

PRIMARY RECORD

Primary # 1 P-37 015543
HRI #
Trinomial
NRHP Status Code 6Z
Other Listings
Review Code Reviewer Date / /

Page 1 of 3

*Resource Name or #: Building 16

P1. Other Identifier: Office Building, Consolidated Aircraft Plant No. 1

*P2. Location: ☐ Not for Publication ■ Unrestricted a. County San Diego

b. USGS 7.5' Quad Point Loma Date 1967 T ___; R ___; ___ 1/4 of ___ 1/4 of Sec ___; ___ B.M.

c. Address 3302 Pacific Highway City San Diego Zip 92112

d. UTM: (Give more than one for large and/or linear feature) Zone 11, 483200 mE/ 362100 mN

e. Other Locational Data: (e.g. parcel #, legal description, directions to resource, elevation, additional UTMs, etc. as appropriate)

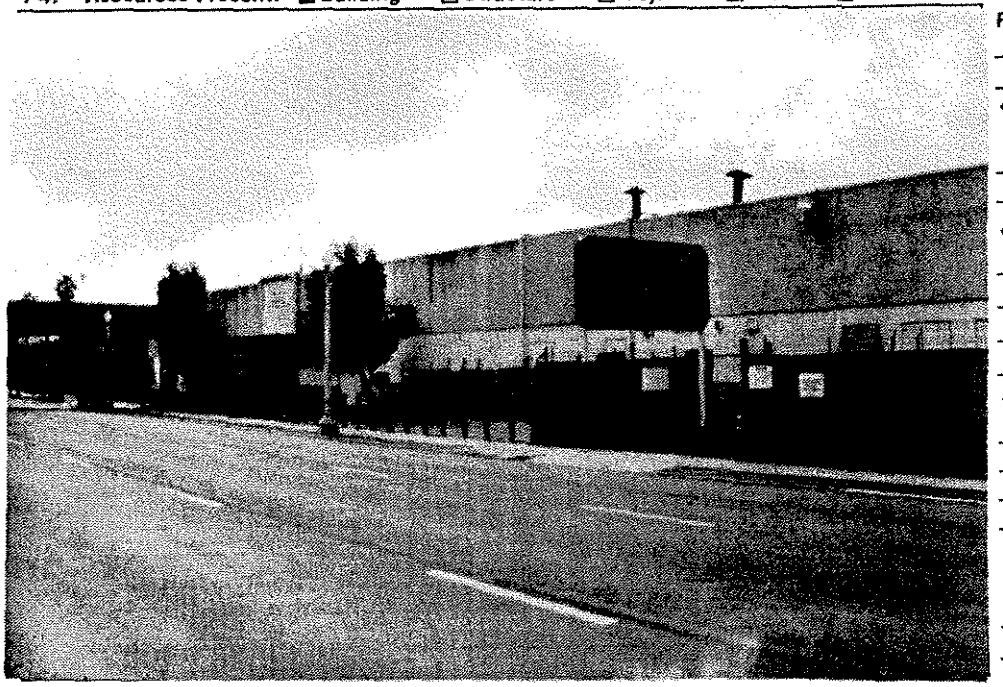
General Dynamics, Convair Division, Lindbergh Field Plant. Consolidated Aircraft Plant No. 1. Additional UTM: B:48325mE/362975mN; C:483220mE/3621960mN; D:483190mE/3621980mN

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

This two story rectangular office building is constructed adjacent to the east side of Building 2. With the exception of a narrow portion at the south end, most of the eastern facade is covered by Building 28. The building measures approximately 60 by 170 feet. The steel "I" beam frame is supported by a concrete slab and footings. The exterior is stucco covered. The flat roof is covered with composite asphalt roofing material and has a narrow sheet metal flashing along the edge. Continuous rows of steel framed multiple light shop windows are located at the first floor levels on the north and south sides, and on the small portion of the east side that is exposed. These windows have central panels that pivot to allow ventilation. Five steel single entry doors, each with a square light, are placed at regular intervals along the south side with an additional pair near the east end of the facade. A main entry is located on the east end of the north side. It consists of four large plate glass doors that open onto a concrete porch covered by a modern International style awning. A brick pillar and decorative steel posts support the awning. A sign in a rectangular framed relief protrudes from the main facade and reads "General Dynamics, Convair Division, Employment Office."

*P3b. Resources Attributes: (List attributes and codes) HP8. Industrial Building

*P4. Resources Present: ■ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)



P5b. Description of Photo: (View, date, etc.)
GD-96-4, exp 13
looking south

*P6. Date Constructed/Age and Sources:
☐ Prehistoric ■ Historic ☐ Both
1940 Factual

*P7. Owner and Address:
San Diego Unified Port District
3165 Pacific Highway
San Diego, CA 92112
M--Municipal

*P8. Recorded by:(Name, affiliation, address)
Stephen R. Van Wormer
Kea Environmental
1420 Kettner Blvd., Suite 620
San Diego CA 92101

*P9. Date Recorded: 02/07/1996

*P10. Survey Type: (Describe)
Intensive Survey
CEQA Compliance

P11. Report Citation: (Cite survey report/other sources or "none") General Dynamics Facility Demolition Project Environmental Impact Report. KEA Environmental, San Diego 1996

*Attachments: ☐ NONE ■ Location Map ☐ Sketch Map ☐ Continuation Sheet ■ Building, Structure and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record
☐ Photograph Record ☐ Other: (List)

*Required information

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

Primary # 015543
HRI #

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 3 *NRHP Status Code 6Z

*Resource Name or #: Building 16

B1. Historic Name: Office Building Consolidated Aircraft Plant No. 1.

B2. Common Name: Building 16

B3. Original Use: Offices B4. Present Use: V--Vacant

*B5. Architectural Style: Vernacular Industrial Office

*B6. Construction History: (Construction date, alterations, and date of alterations.)

This building was constructed in 1940 to provide office space for Consolidated Aircraft's Plant No. 1.

*B7. Moved? ☒No ☐Yes ☐Unknown Date: _____ Original Location: _____

*B8. Related Features:

B9a. Architect: Unknown see remarks b. Builder: Unknown, see remarks

*B10. Significance: Theme World War II Aircraft Production Area San Diego

Period of Significance 1935-1945 Property Type Office Building Applicable Criteria None

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

During its period of significance, 1935-1945, Consolidated Plant 1 achieved both local and national significance. Consolidated's reputation and innovations established it, and San Diego, as a national leader in the rapidly expanding aerospace industry of the mid-20th century. Its significance is specifically related to the role it play during the defense industry expansion prior to, and during World War II. However, this building does not have the specific historical associations or architectural or engineering distinction to qualify for the California Register of Historic Resources.

B11. Additional Resource Attributes: (List attributes and codes) HP8. Industrial Building

*B12. References:

Brown and Caldwell Phase I Baseline Assessment, Part II, General Dynamics 1994

B13. Remarks:

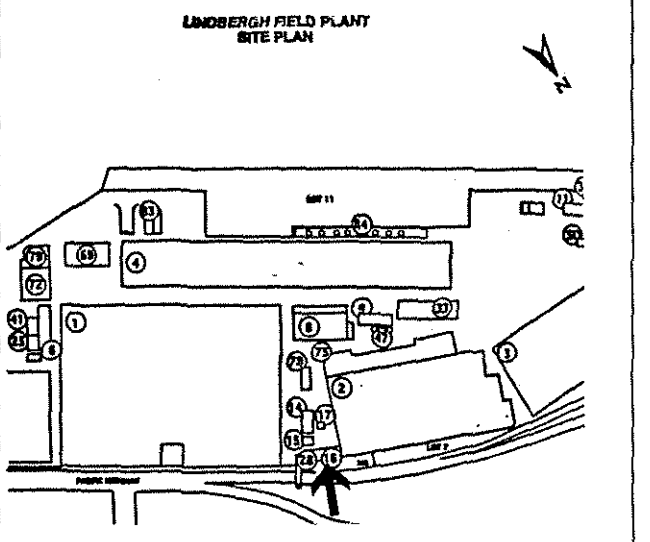
Information on the architect and builder is avaliable on original plans to be archived at the San Diego Aerospace Museum. Threats: Demolition

*B14. Evaluator: Stephen R. Van Wormer

Date of Evaluation: 01/21/1996

(This space reserved for official comments.)

(Sketch Map with north arrow required)



*Required information

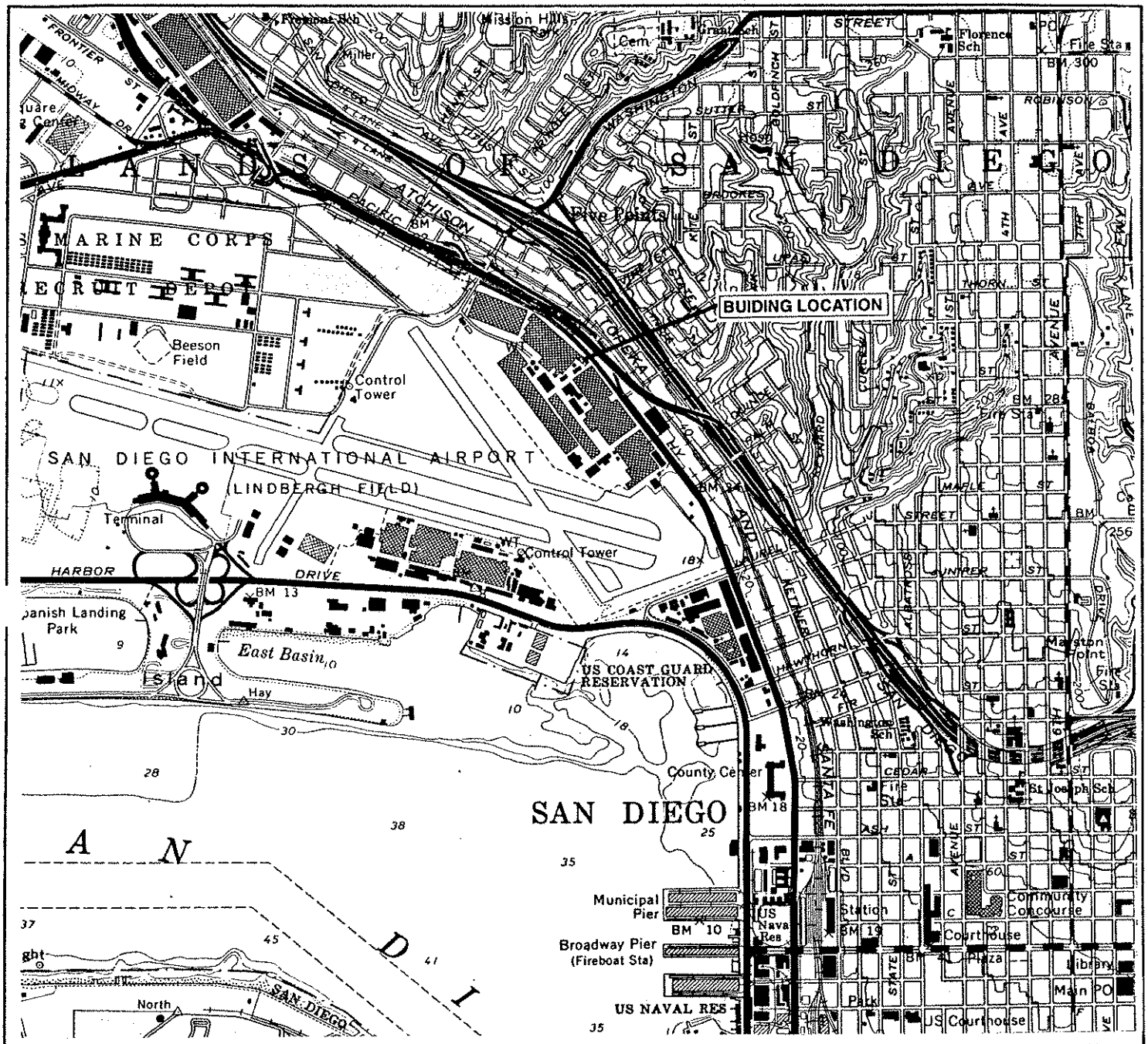
State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary # 1 P-37 015543
HRI#
Trinomial

*Resource Name or # (Assigned by recorder) Building 16

Map Name: Point Loma, Calif. *Scale: 1:24,000 *Date of Map: 1967



1 1/2 0 1 MILE
1000 0 1000 2000 3000 4000 5000 6000 7000 FEET
1 .5 0 1 KILOMETER

CONTOUR INTERVAL 20 FEET

SOURCE: U.S.G.S. 7.5 QUADRANGLE - POINT LOMA, CALIF.
PHOTOREVISED 1975



*Required Information

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

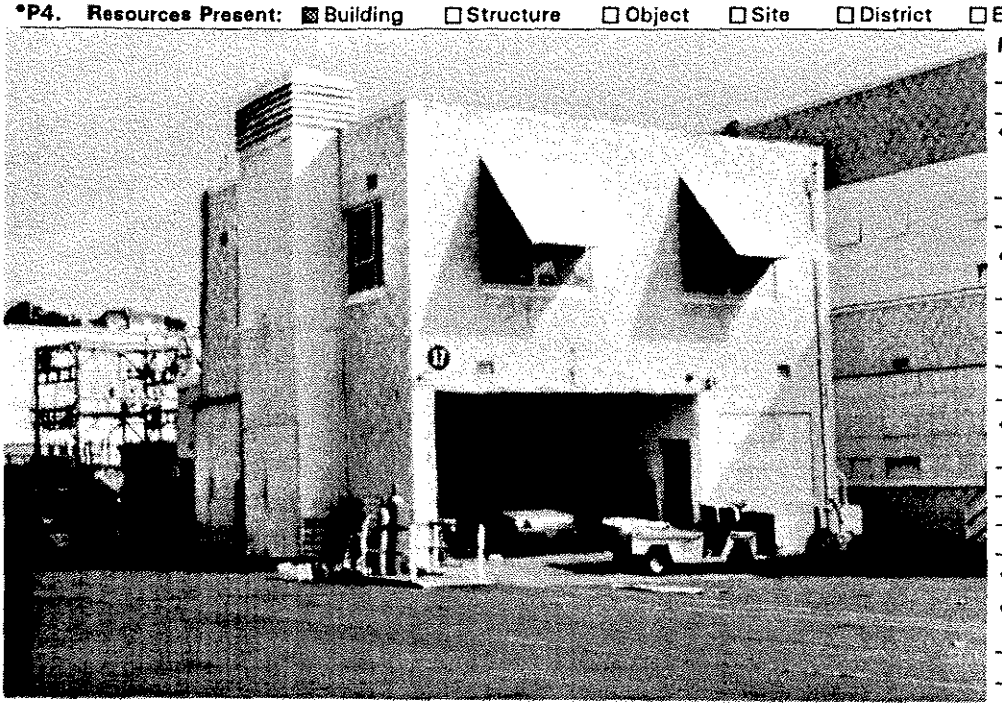
PRIMARY RECORD

Primary # 1 P-37 015544
HRI #
Trinomial
NRHP Status Code 6Z
Other Listings
Review Code ____ Reviewer ____ Date / /

*Resource Name or #: Building 17
P1. Other Identifier: Fire Station
*P2. Location: ☐Not for Publication ■Unrestricted a. County San Diego
b. USGS 7.5' Quad Point Loma Date 1967 T ____; R ____; ____1/4 of ____1/4 of Sec ____; ____ B.M.
c. Address 3302 Pacific Highway City San Diego Zip 92112
d. UTM: (Give more than one for large and/or linear feature) Zone 11, 483180 mE/ 3621955 mN
e. Other Locational Data: (e.g. parcel #, legal description, directions to resource, elevation, additional UTMs, etc. as appropriate)
General Dynamics Convair Division Lindbergh Field Plant. Consolidated Aircraft Plant No. 1

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)
This two story steel framed building measures 30 feet square. It is supported by a concrete slab and footings and the exterior is stucco covered. The flat roof is covered with composite asphalt roofing material and has a sheet metal flashing around the edges. A large steel framed garage bay is located at ground level on the south side. There are no doors covering this opening. A single steel entry door is located on the north end of the west facade. A steel stairway with steel pipe railings on the north side leads to a second story entry with a single steel door with four lights. Steel framed multipane shop windows are located on all sides of the building. Most have nine lights, however, some have as many as 12 and others as few as three. Most have central panels that pivot to allow ventilation. Corrugated metal awnings cover windows on the second floor of the south facade.

*P3b. Resources Attributes: (List attributes and codes) HP8. Industrial Building
*P4. Resources Present: ■Building ☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other (Isolates, etc.)



P5b. Description of Photo: (View, date, etc.)
GD-96-2, exp 18
looking east

*P6. Date Constructed/Age and Sources:
☐Prehistoric ■Historic ☐Both
1940 Factual

*P7. Owner and Address:
San Diego Unified Port District
3165 Pacific Highway
San Diego, CA 92112
M--Municipal

*P8. Recorded by:(Name, affiliation, address)
Stephen R. Van Wormer
KEA Environmental
1420 Kettner Blvd, Suite 620
San Diego, CA 92101

*P9. Date Recorded: 02/07/1996

*P10. Survey Type: (Describe)
Intensive Survey
CEQA Compliance

*P11. Report Citation: (Cite survey report/other sources or "none") General Dynamics Facility Demolition Project Environmental Impact Report, KEA Environmental 1996

*Attachments: ☐NONE ■Location Map ☐Sketch Map ☐Continuation Sheet ■Building, Structure and Object Record
☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record
☐Photograph Record ☐Other: (List)

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

Primary # 015544
HRI #

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 3 *NRHP Status Code 6Z

Resource Name or #: Building 17

B1. Historic Name: Consolidated Aircraft Plant No 1 Fire Station

B2. Common Name: Building 17

B3. Original Use: Fire Station B4. Present Use: V--Vacant

*B5. Architectural Style: Vernacular Fire Station

*B6. Construction History: (Construction date, alterations, and date of alterations.)

This building was constructed in 1940 as the Fire Station for Consolidated Aircraft's Plant No. 1.

*B7. Moved? ■ No ☐ Yes ☐ Unknown Date: _____ Original Location: _____

*B8. Related Features:

B9a. Architect: Unknown, see remarks b. Builder: Unknown, see remarks

*B10. Significance: Theme World War II Aircraft Production Area San Diego

Period of Significance 1935-1945 Property Type Fire Station Applicable Criteria None

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

During its period of significance, 1935-1945, Consolidated Plant 1 achieved both local and national significance. Consolidated's reputation and innovations established it, and San Diego, as a national leader in the rapidly expanding aerospace industry of the mid-20th century. Its significance is specifically related to the role it played during the defense industry expansion prior to, and during World War II. This building does not have the historic associations or architectural or engineering distinction to qualify for the California Register of Historic Resources.

B11. Additional Resource Attributes: (List attributes and codes) HP8. Industrial Building

*B12. References:

Brown and Caldwell Phase I Baseline Assessment, Part II
General Dynamics 1994

B13. Remarks:

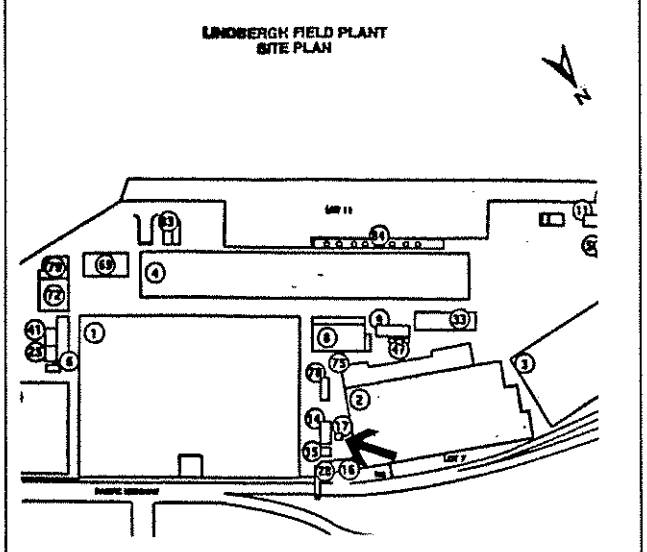
Architect and builder information are available on as built plans to be archived at the San Diego Aerospace Museum.
Threats: Demolition

*B14. Evaluator: Stephen R. Van Wormer

Date of Evaluation: 01/17/1996

(This space reserved for official comments.)

(Sketch Map with north arrow required)



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

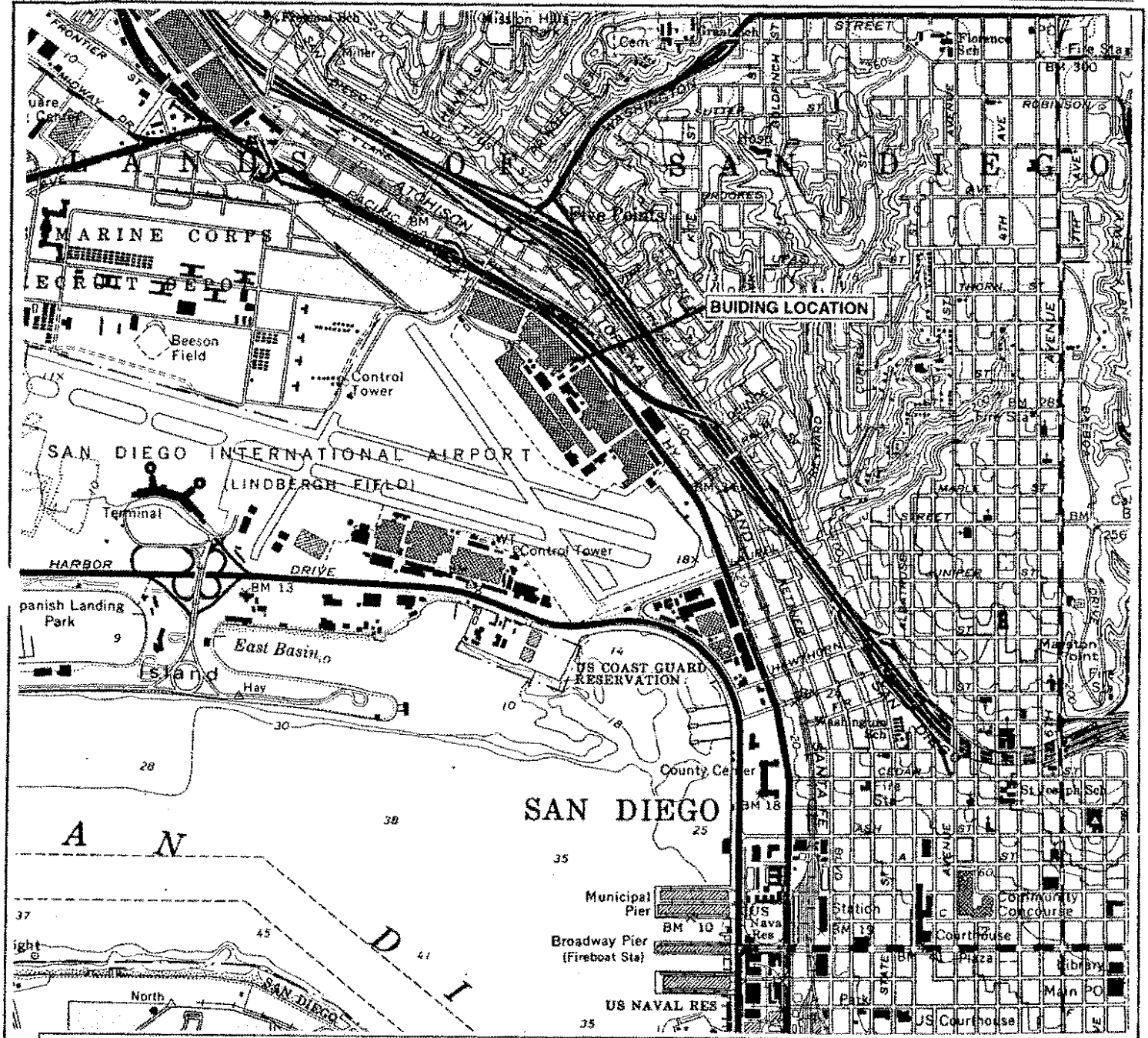
LOCATION MAP

Primary # P-37 015544
HRI#
Trinomial

Page 3 of 3

*Resource Name or # (Assigned by recorder) Building 17

*Map Name: Point Loma, Calif. *Scale: 1:24,000 *Date of Map: 1967



1 1/2 0 1 MILE
1000 0 1000 2000 3000 4000 5000 6000 7000 FEET
1 .5 0 1 KILOMETER

CONTOUR INTERVAL 20 FEET

SOURCE: U.S.G.S. 7.5 QUADRANGLE - POINT LOMA, CALIF.
PHOTOREVISED 1975

DPR 523J (1/95)

*Required Information

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

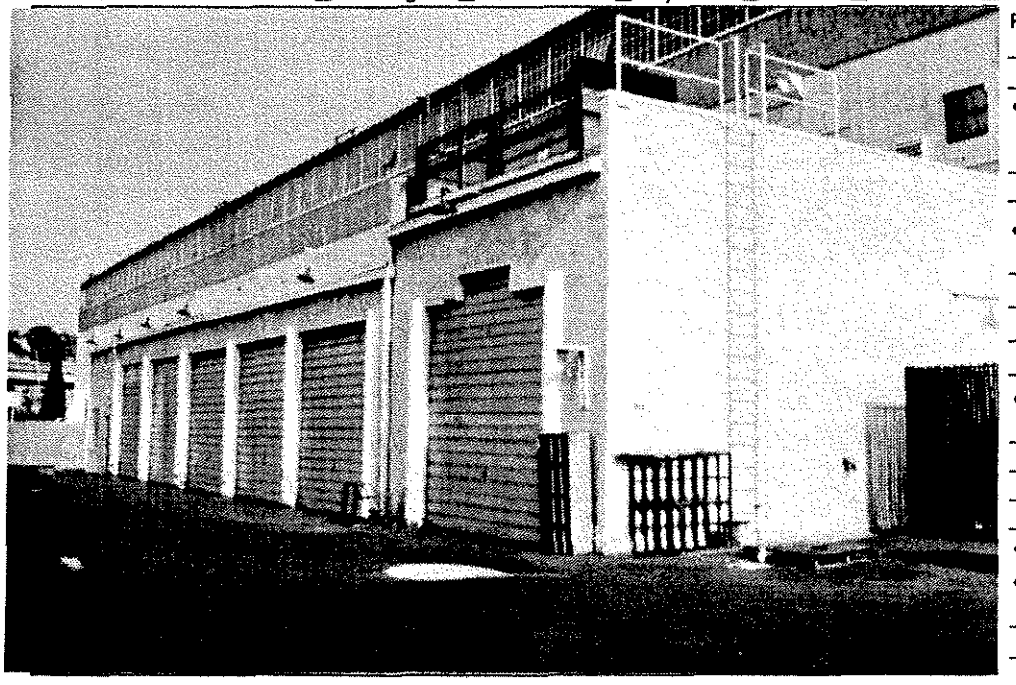
PRIMARY RECORD

Primary # P-37 015545
HRI #
Trinomial
NRHP Status Code 6Z
Other Listings
Review Code Reviewer Date / /

*Resource Name or #: Building 20
P1. Other Identifier: Automotive Service Garage, Consolidated Aircraft Plant No. 1
*P2. Location: ☐ Not for Publication ■ Unrestricted a. County San Diego
b. USGS 7.5' Quad Point Loma Date T ; R ; 1/4 of 1/4 of Sec ; B.M.
c. Address 3302 Pacific Highway City San Diego Zip 92112
d. UTM: (Give more than one for large and/or linear feature) Zone 11, 482750 mE/ 3622180 mN
e. Other Locational Data: (e.g. parcel #, legal description, directions to resource, elevation, additional UTMs, etc. as appropriate)
General Dynamics, Convair Division, Lindbergh Field Plant. Consolidated Aircraft Plant No. 1

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)
This single story, wood framed, rectangular building is built adjacent to the west wall of Building 3. It measures 30 by 120 feet and is supported by a concrete slab foundation. The flat roof is covered with composite asphalt roofing material and exhibits a sheet metal flashing around the edges. The exterior is stucco covered. Six roll-up fiber glass shop doors along the west side provide access to garage bays. Large flood lights project from the roof over each bay and over a solid wooden single entry door located at the north end of this facade. Single wooden sliding shop doors are located at the eastern ends of the north and south sides. Both have been blocked by instalation of ventilation and other equipment for Building 3. Three evenly spaced ninelight shop windows are located on the north side. These have central pannels that pivot to allow ventilation. Another one is located on the west side adjacent to the single entry door. The roof over the southern most garage bay is elevated approximately 4 feet above the rest of the building and supports a small work area enclosed by a steel framed guard rail. Roof access is provided by a steel ladder on the south side of the building.

*P3b. Resources Attributes: (List attributes and codes) HP8. Industrial Building
*P4. Resources Present: ■ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)



P5b. Description of Photo: (View, date, etc.)
GD-96-3, exp 7
looking northeast

*P6. Date Constructed/Age and Sources:
☐ Prehistoric ■ Historic ☐ Both
1941 Factual

*P7. Owner and Address:
San Diego Unified Port District
3165 Pacific Highway
San Diego, CA 92112
M--Municipal

*P8. Recorded by:(Name, affiliation, address)
Stephen R. Van Wormer
KEA Environmental
1420 Kettner Blvd, Suite 620
San Diego, CA 92101

*P9. Date Recorded: 02/07/1996

*P10. Survey Type: (Describe)
Intensive Survey
CEQA Compliance

*P11. Report Citation: (Cite survey report/other sources or "none") General Dynamics Facility Demolition Project Environmental Impact Report, KEA Environmental 1996

*Attachments: ☐ NONE ■ Location Map ☐ Sketch Map ☐ Continuation Sheet ■ Building, Structure and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record
☐ Photograph Record ☐ Other: (List)

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

Primary # 016545
HRI #

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code 6Z

Source Name or #: Building 20

B1. Historic Name: Automotive Service Garage, Consolidated Aircraft Plant No. 1

B2. Common Name: Building 20

B3. Original Use: Automotive Garage B4. Present Use: V--Vacant

*B5. Architectural Style: Vernacular auto maintaince garage

*B6. Construction History: (Construction date, alterations, and date of alterations.)

The building was constructed in 1941 as a maintenance facility for Consolidated Aircraft's Plant No. 1

*B7. Moved? ☒No ☐Yes ☐Unknown Date: _____ Original Location: _____

*B8. Related Features:

None

B9a. Architect: Unknown b. Builder: Unknown

*B10. Significance: Theme World War II Aircraft Production Area San Diego

Period of Significance 1935-1945 Property Type Automotive Garage Applicable Criteria None

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

During its period of significance, 1935-1945, Consolidated Plant 1 achieved both local and national significance. Consolidated's reputation and innovations established it, and San Diego, as a national leader in the rapidly expanding aerospace industry of the mid-20th century. Its significance is specifically related to the role it played during the defense industry expansion prior to, and during World War II. However, this building lacks specific historical associations or architectural or engineering distinction that are required to qualify it for the California Register of Historic Resources.

B11. Additional Resource Attributes: (List attributes and codes) HP8. Industrial Building

*B12. References:

Brown and Caldwell, Phase I Baseline Assessment, Part II, General Dynamics 1994

B13. Remarks:

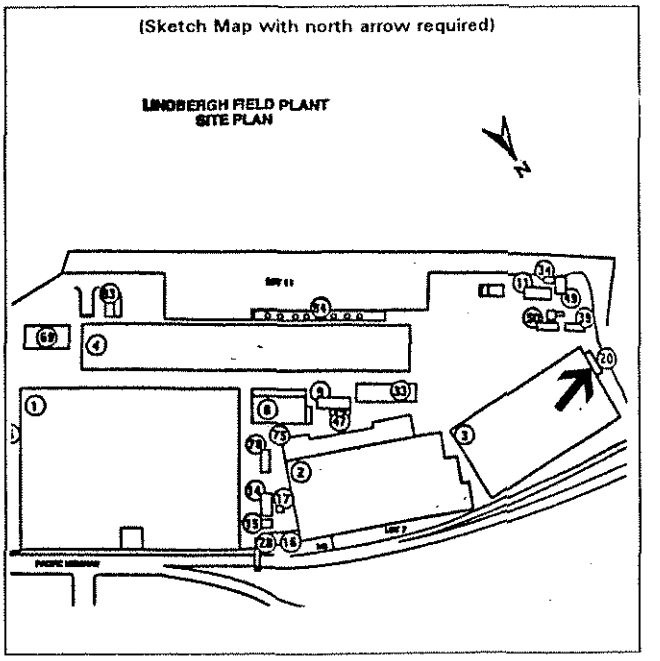
Information of the architect and builder are avaliable on original plans to be curated at the San Diego Aerospace Museum. Threats: Demolition

*B14. Evaluator: Stephen R. Van Wormer

Date of Evaluation: 01/16/1996

(This space reserved for official comments.)

(Sketch Map with north arrow required)



*Required information

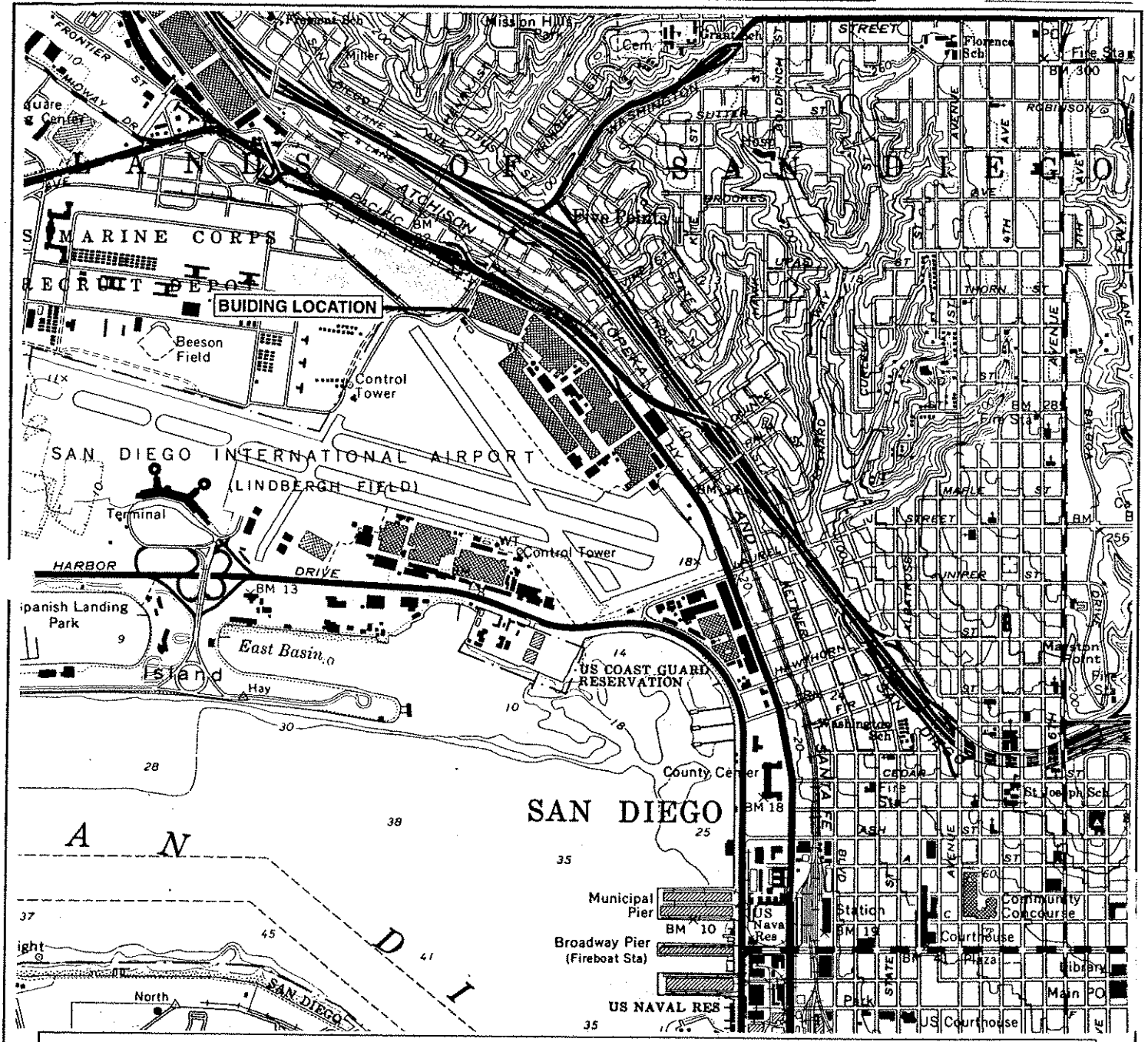
State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary # P-37 015545
HRI#
Trinomial

*Resource Name or # (Assigned by recorder) Building 20

*Map Name: Point Loma, Calif. *Scale: 1:24,000 *Date of Map: 1967



SOURCE: U.S.G.S. 7.5 QUADRANGLE - POINT LOMA, CALIF.
PHOTOREVISED 1975

DPR 523J (1/95)

*Required Information

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

PRIMARY RECORD

Primary # P-37 015546
HRI #
Trinomial
NRHP Status Code 6Z
Other Listings
Review Code ____ Reviewer ____ Date / /

Page 1 of 3

*Resource Name or #: Building 28

P1. Other Identifier: Security Building, Consolidated Aircraft Plant No. 1

*P2. Location: ☐ Not for Publication ■ Unrestricted a. County San Diego

b. USGS 7.5' Quad Point Loma Date 1967 T ____; R ____; ____ 1/4 of ____ 1/4 of Sec ____; ____ B.M.

c. Address 3302 Pacific Highway City San Diego Zip 91910

d. UTM: (Give more than one for large and/or linear feature) Zone 11, 483235 mE/ 3621970 mN

e. Other Locational Data: (e.g. parcel #, legal description, directions to resource, elevation, additional UTMs, etc. as appropriate)

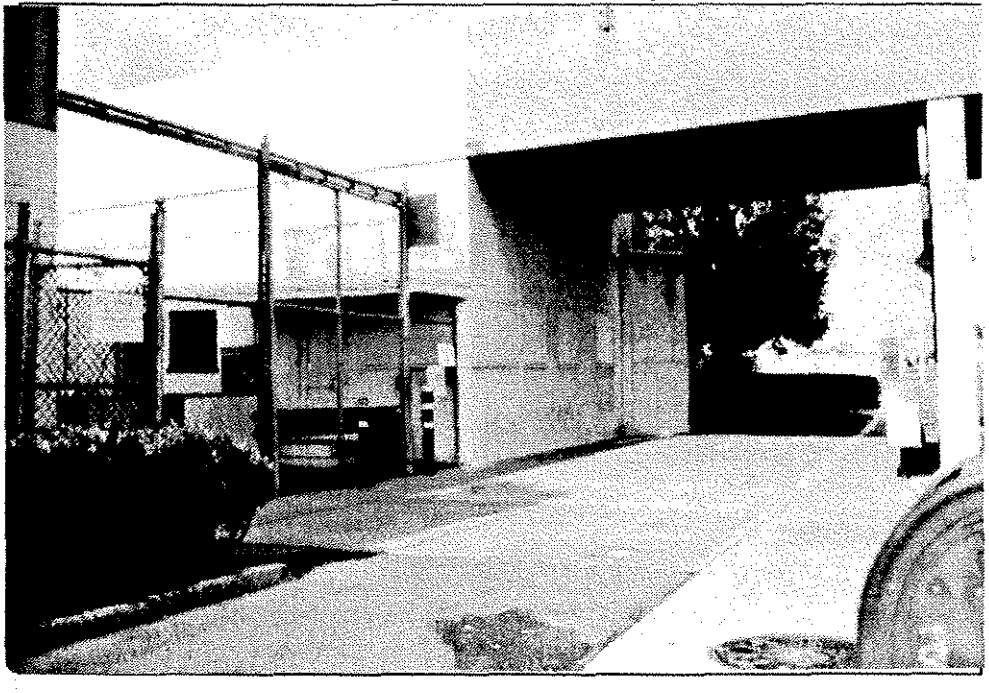
General Dynamics, Convair Division, Lindbergh Field Plant. Consolidated Aircraft Plant No. 1.

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

This single story rectangular building is constructed against the east side of Building 16. The roof and south side are covered by a concrete footbridge. The building measures approximately 20 by 20 feet. It has steel girder framing and is supported by a concrete slab and footing. The exterior is stucco covered. Two single wooden entry doors, each with four rectangular lights, are located on the east facade. Each doorway has a set of concrete steps. A rectangular, wood frame, 2/2 double hung sash window is located between the two doors. A rectangular window on the northeast corner is covered with plywood. A plywood awning shelters this window and the adjacent doorway. The north side of the building is under the concrete footbridge. It consists of a flat stucco covered facade with four plywood covered windows.

*P3b. Resources Attributes: (List attributes and codes) HP8. Industrial Building

*P4. Resources Present: ■ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)



P5b. Description of Photo: (View, date, etc.)
GD-96-4, exp 12
looking southwest

*P6. Date Constructed/Age and Sources:
☐ Prehistoric ■ Historic ☐ Both
1940 Factual

*P7. Owner and Address:
San Diego Unified Port District
3165 Pacific Highway
San Diego, CA 92112
M--Municipal

*P8. Recorded by: (Name, affiliation, address)
Stephen R. Van Wormer
KEA Environmental
1420 Kettner Blvd., Suite 620
San Diego, CA 92101

*P9. Date Recorded: 02/07/1996

*P10. Survey Type: (Describe)
Intensive Survey
CEQA Compliance

*P11. Report Citation: (Cite survey report/other sources or "none") General Dynamics Facility Demolition Project Environmental Impact Report. KEA Environmental 1996

*Attachments: ☐ NONE ■ Location Map ☐ Sketch Map ☐ Continuation Sheet ■ Building, Structure and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record
☐ Photograph Record ☐ Other: (List)

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

Primary # 015546
HRI #

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 3 *NRHP Status Code 6Z

Resource Name or #: Building 28

B1. Historic Name: Security Building, Consolidated Aircraft Plant No. 1.

B2. Common Name: Building 28

B3. Original Use: Factory Security B4. Present Use: V--Vacant

*B5. Architectural Style: Vernacular

*B6. Construction History: (Construction date, alterations, and date of alterations.)

The building was constructed in 1940. The footbridge covering its roof and south side was built in 1941.

*B7. Moved? ■No □Yes □Unknown Date: _____ Original Location: _____

*B8. Related Features:

A large footbridge known as the North Overpass leads from this location to a parking lot on the north side of Pacific Highway. It covers the roof and south side of Building 28.

B9a. Architect: Unknown see remarks b. Builder: Unknown see remarks

*B10. Significance: Theme World War II Aircraft Production Area San Diego

Period of Significance 1935-1945 Property Type Security Office Applicable Criteria None

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

During its period of significance, 1935-1945, Consolidated Plant 1 achieved both local and national significance. Consolidated's reputation and innovations established it, and San Diego, as a national leader in the rapidly expanding aerospace industry of the mid-20th century. Its signficance is specifically related to the role it played during the defense industry expansion prior to, and during World War II. However, this building lacks the specific historical associations or architectural or engineering distinction that are required to qualify it for The California Register of Historic Resources.

B11. Additional Resource Attributes: (List attributes and codes) HP4. Ancillary Building

*B12. References:

Brown and Caldwell Phase I Baseline Assessment, Part II, General Dynamics 1994

B13. Remarks:

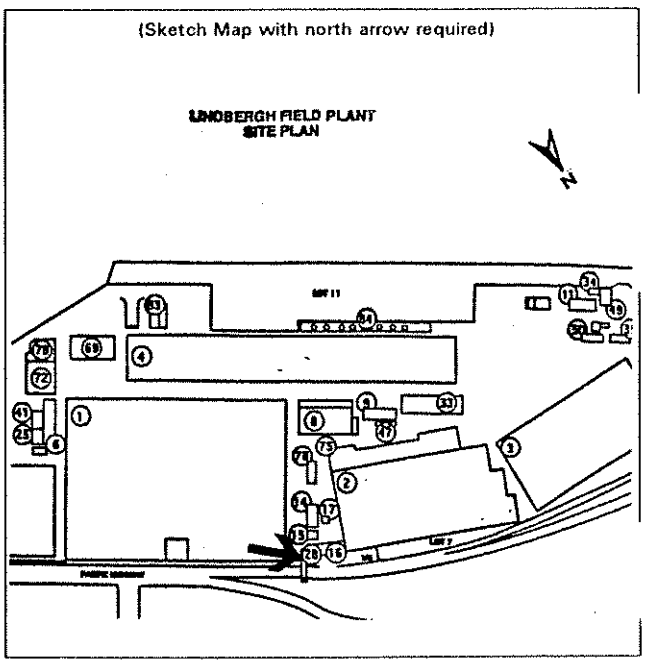
Information on the architect and builder are available on original plans to be archived at the San Diego Aerospace Museum. Threats: Demolition

*B14. Evaluator: Stephen R. Van Wormer

Date of Evaluation: 01/21/1996

(This space reserved for official comments.)

(Sketch Map with north arrow required)



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

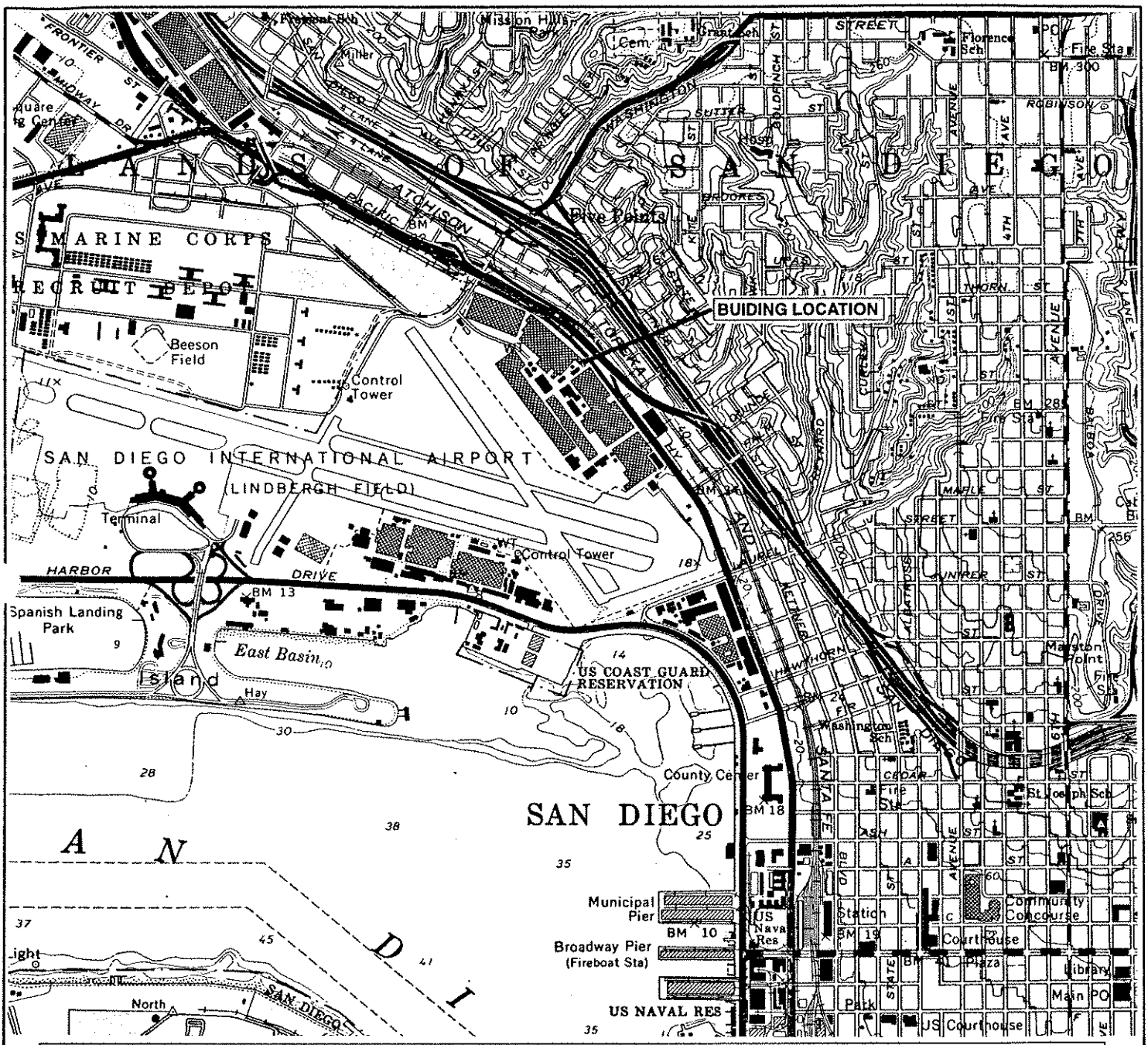
LOCATION MAP

Primary # P-37 015546
HRI#
Trinomial

Page 3 of 3

*Resource Name or # (Assigned by recorder) Building 28

*Map Name: Point Loma, Calif. *Scale: 1:24,000 *Date of Map: 1967



SOURCE: U.S.G.S. 7.5 QUADRANGLE - POINT LOMA, CALIF.
PHOTOREVISED 1975

*Required Information

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

PRIMARY RECORD

Primary # ! P-37 015547
HRI #
Trinomial
NRHP Status Code 6Z
Other Listings
Review Code _____ Reviewer _____ Date / /

Page 1 of 3

*Resource Name or #: Building 33

P1. Other Identifier: Cafeteria - classrooms, Consolidated Aircraft Plant No. 1

*P2. Location: ☐ Not for Publication ■ Unrestricted a. County San Diego

b. USGS 7.5' Quad Point Loma Date 1967 T ____; R ____; ____ 1/4 of ____ 1/4 of Sec ____; ____ B.M.

c. Address 3302 Pacific Highway City San Diego Zip 92112

d. UTM: (Give more than one for large and/or linear feature) Zone 11, 482945 mE/ 3622020 mN

e. Other Locational Data: (e.g. parcel #, legal description, directions to resource, elevation, additional UTMs, etc. as appropriate)

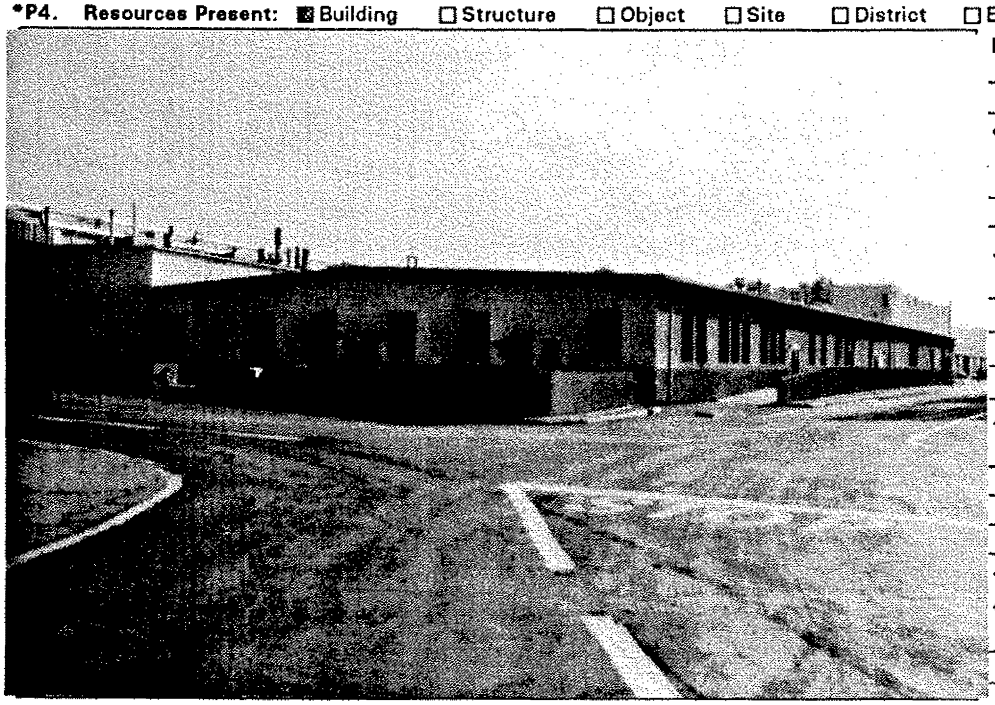
General Dynamics, Convair Division, Lindbergh Field Plant. Consolidated Aircraft Plant No.1 Additional UTM: B:482990mE/3621960mN; C:482980mE/3621955mN; D:482940mE/3622010mN

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

This rectagular, single story, wood framed building measures 81 by 280 feet. It is supported on a concrete slab foundation. The moderately pitched roof is covered with composite asphalt roofing material and there is a narrow metal strip flashing around the edge. Wooden rafters are exposed under a narrow overhang. The building has modern steel framed double hung sash windows with 12/12 lights. They are placed singly and in sets of two and three along all sides of the building. The building has numerous doorways. Four sets of double entry doors are located along the south side and two sets are on the north facade. In additon, there are three more formal entrances. Two single entry doors on the north and south ends respectively of the east facade are reached by a set of concrete steps and a ramp. On the west side, a large concrete patio that is reached by concrte steps on the north, south, and west sides leads to double entry doors in the center of the facade and single entries on the north and south ends. On the north side, a central entrance projects approximately ten feet from the center of the facade. It has double entry doors that are accessed by concrete steps and a ramp. Both have steel pipe railings. All doors are made of steel and have rectangular or square lights.

*P3b. Resources Attributes: (List attributes and codes) HP8. Industrial Building

*P4. Resources Present: ■ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)



P5b. Description of Photo: (View, date, etc.)
GD-96-1, exp 15
looking northeast

*P6. Date Constructed/Age and Sources:
☐ Prehistoric ■ Historic ☐ Both
1944 Factual

*P7. Owner and Address:
San Diego Unified Port Ditrict
3165 Pacific Highway
San Diego, CA 92112
M--Municipal

*P8. Recorded by:(Name, affiliation, address)
Stephen R. Van Wormer
KEA Environmental
1420 Kettner Blvd., Suite 620
San Diego, CA 92101

*P9. Date Recorded: 02/07/1996

*P10. Survey Type: (Describe)
Intensive Survey
CEQA Compliance

*P11. Report Citation: (Cite survey report/other sources or "none") General Dynamics Facility Demolition Project Environmental Impact Report, KEA Environmental, San Diego, 1996

*Attachments: ☐ NONE ■ Location Map ☐ Sketch Map ☐ Continuation Sheet ■ Building, Structure and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record
☐ Photograph Record ☐ Other: (List)

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

Primary # 013547
HRI #

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code 6Z

Resource Name or #: Building 33

B1. Historic Name: Cafeteria, Consolidated Aircraft Plant No. 1

B2. Common Name: Building 33

B3. Original Use: Cafeteria - Classrooms B4. Present Use: V--Vacant

*B5. Architectural Style: Vernacular

*B6. Construction History: (Construction date, alterations, and date of alterations.)

The building was constructed in 1944 to provide cafeteria facilities at Consolidated Aircraft's Plant No. 1.

*B7. Moved? ■ No ☐ Yes ☐ Unknown Date: _____ Original Location: _____

*B8. Related Features:

B9a. Architect: Unknown, see remarks b. Builder: Unknown, see remarks

*B10. Significance: Theme World War II Aircraft Production Area San Diego

Period of Significance 1935-1945 Property Type Cafeteria Applicable Criteria None

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

During its period of significance, 1935-1945, Consolidated Plant 1 achieved both local and national significance. Consolidated's reputation and innovations established it, and San Diego, as a national leader in the rapidly expanding aerospace industry of the mid-20th century. Its significance is specifically related to the role it played during the defense industry expansion prior to, and during World War II. The building does not have the historical associations or the architectural or engineering distinction to qualify for the California Register of Historic Resources.

B11. Additional Resource Attributes: (List attributes and codes) HP8. Industrial Building

*B12. References:

Brown and Caldwell Phase I Baseline Assessment, Part II, General Dynamics 1944

B13. Remarks:

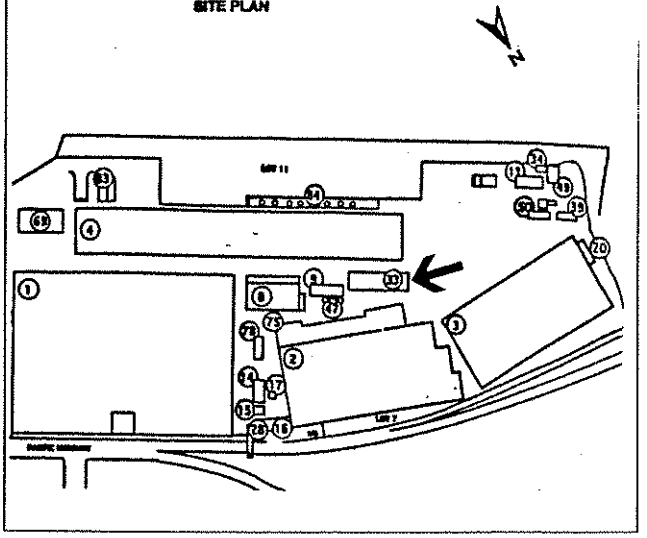
Information on the architect and builder are avaliable on original plans to be archived at the San Diego Aerospace Museum. Threats: Demolition

*B14. Evaluator: Stephen R. Van Wormer

Date of Evaluation: 01/21/1996

(This space reserved for official comments.)

(Sketch Map with north arrow required)



*Required information

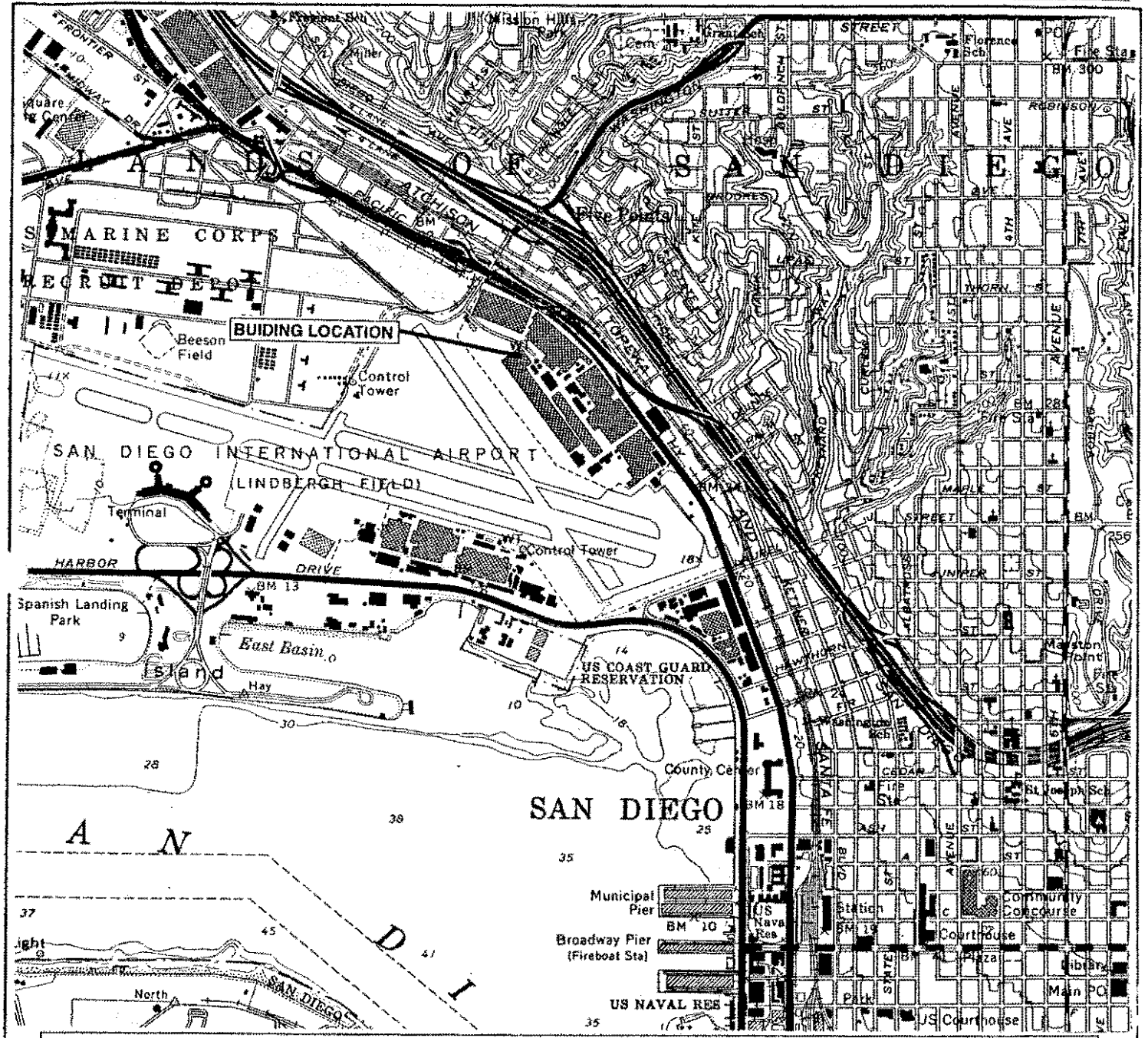
State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary # P-37 015547
HRI#
Trinomial

Page 3 of 3 *Resource Name or # (Assigned by recorder) Building 33

*Map Name: Point Loma, Calif. *Scale: 1:24,000 *Date of Map: 1967



1 1/2 0 1 MILE
1000 0 1000 2000 3000 4000 5000 6000 7000 FEET
1 .5 0 1 KILOMETER

CONTOUR INTERVAL 20 FEET

SOURCE: U.S.G.S. 7.5 QUADRANGLE - POINT LOMA, CALIF.
PHOTOREVISED 1975

DPR 523J (1/95) *Required Information

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

PRIMARY RECORD

Primary # P-37 015548
HRI #
Trinomial
NRHP Status Code 7
Other Listings
Review Code _____ Reviewer _____ Date / /

*Resource Name or #: Building 35

P1. Other Identifier: Wind Tunnel, Consolidated Aircraft Plant No. 1

*P2. Location: ☐ Not for Publication ■ Unrestricted a. County San Diego

b. USGS 7.5' Quad Point Loma Date 1967 T ____; R ____; ____1/4 of ____1/4 of Sec ____; ____ B.M.

c. Address 3050 Pacific Highway City San Diego Zip 92112

d. UTM: (Give more than one for large and/or linear feature) Zone 11, 483500 mE/ 3621790 mN

e. Other Locational Data: (e.g. parcel #, legal description, directions to resource, elevation, additional UTMs, etc. as appropriate)

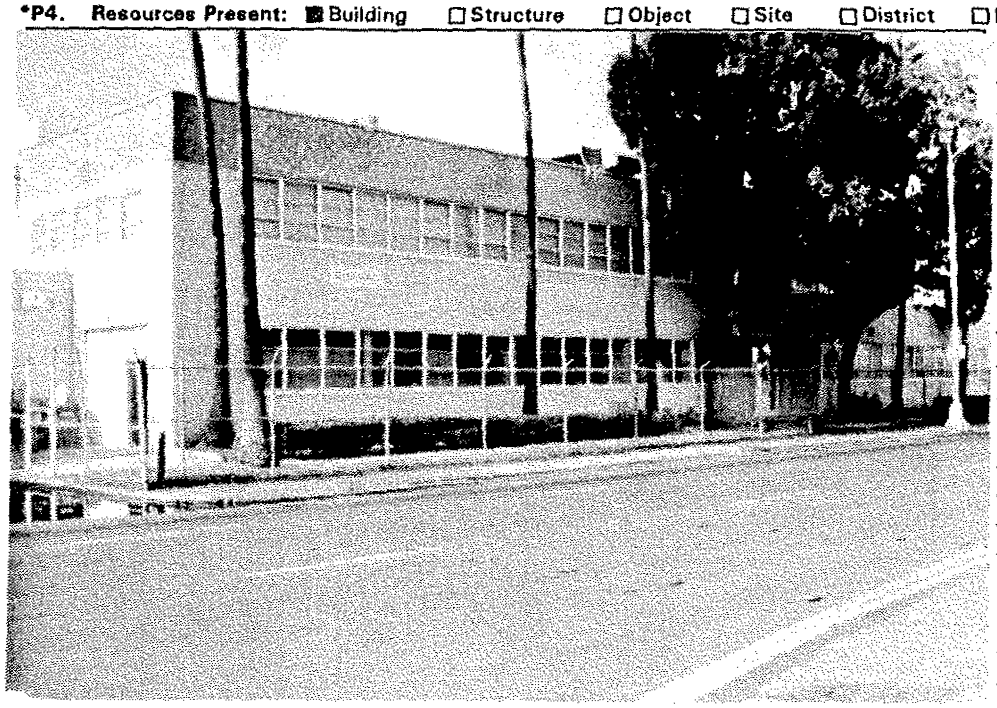
General Dynamics, Convair Division, Lindbergh Field Plant. Consolidated Aircraft Plant No. 1. Additional UTM: B:483540mE/3621560mN; C:483520mE/3621540mN; D:483500mE/3621580mN

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

This two story rectangular building with a partial basement measures 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. Each window has three horizontal lights 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. The remainder of the east side and the south facade consists of poured concrete walls with no windows. The main entrance is centered on the northern side and projects from the main facade. Relief vertical moldings cast in cement on either side of the doorway separate the entry space from the main facade. The doorway consists of a single steel entry door with a rectangular light. It is framed by single pane side light 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. This is now blocked by a chain link fence. (see continuation sheet)

*P3b. Resources Attributes: (List attributes and codes) HP8. Industrial Building

*P4. Resources Present: ■ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)



P5b. Description of Photo: (View, date, etc.)
GD-96-4, exp 18
looking southwest

*P6. Date Constructed/Age and Sources:
☐ Prehistoric ■ Historic ☐ Both
1945 Factual

*P7. Owner and Address:
San Diego Unified Port District
3165 Pacific Highway
San Diego, CA 92112
M--Municipal

*P8. Recorded by:(Name, affiliation, address)
Stephen R. Van Wormer
KEA Environmental
1420 Kettner Blvd. Suite 620
San Diego, CA 92101

*P9. Date Recorded: 02/07/1996

*P10. Survey Type: (Describe)
Intensive Survey
CEQA Compliance

*P11. Report Citation: (Cite survey report/other sources or "none") General Dynamics Facility Demolition Project Environmental Impact Report, KEA Environmental, San Diego, 1996

*Attachments: ☐ NONE ■ Location Map ☐ Sketch Map ■ Continuation Sheet ■ Building, Structure and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record
☐ Photograph Record ☐ Other: (List) _____

State of California -- The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
Primary # 037548
HRI #

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 4 *NRHP Status Code 7

*Resource Name or #: Building 35

B1. Historic Name: Wind Tunnel, Consolidated Aircraft Plant No. 1.

B2. Common Name: Building 35

B3. Original Use: Industrial B4. Present Use: Industrial

*B5. Architectural Style: Industrial offices and shops

*B6. Construction History: (Construction date, alterations, and date of alterations.)

The building was constructed in 1945.

*B7. Moved? ■ No ☐ Yes ☐ Unknown Date: _____ Original Location: _____

*B8. Related Features:

B9a. Architect: Unknown see remarks b. Builder: Unknown see remarks

*B10. Significance: Theme World War II Aircraft Production Area San Diego

Period of Significance 1935-1945 Property Type Industrial Applicable Criteria Undetermined

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

During its period of significance, 1935-1945, Consolidated Plant 1 achieved bloth local and national significance. Consolidated's reputation and innovations established it, and San Diego, as a national leader in the rapdily expanding aerospace industry of the mid-20th century. Its significance is specifically related to the role it played during the defense industry expansion prior to, and during World War II. More research is required to determine this building's relation to the overall historic context, and if this building qualifies for the California Register of Historic Resources. At the time of recordation, interior spaces were not accessible, so that integrity of all building components could not be determined.

B11. Additional Resource Attributes: (List attributes and codes) HP8. Industrial Building

*B12. References:

Brown and Caldwell Phase I Baseline Assessment, Part II, General Dynamics 1994

B13. Remarks:

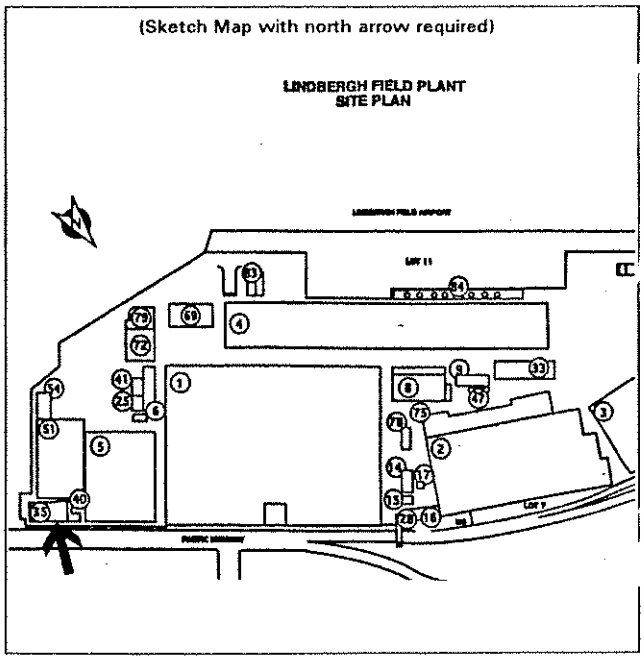
Information on the builder and architect are avaliable on original plans to be curated at the San Diego Aerospace Museum. Threats: None

*B14. Evaluator: Stephen R. Van Wormer

Date of Evaluation: 01/29/1996

(This space reserved for official comments.)

(Sketch Map with north arrow required)



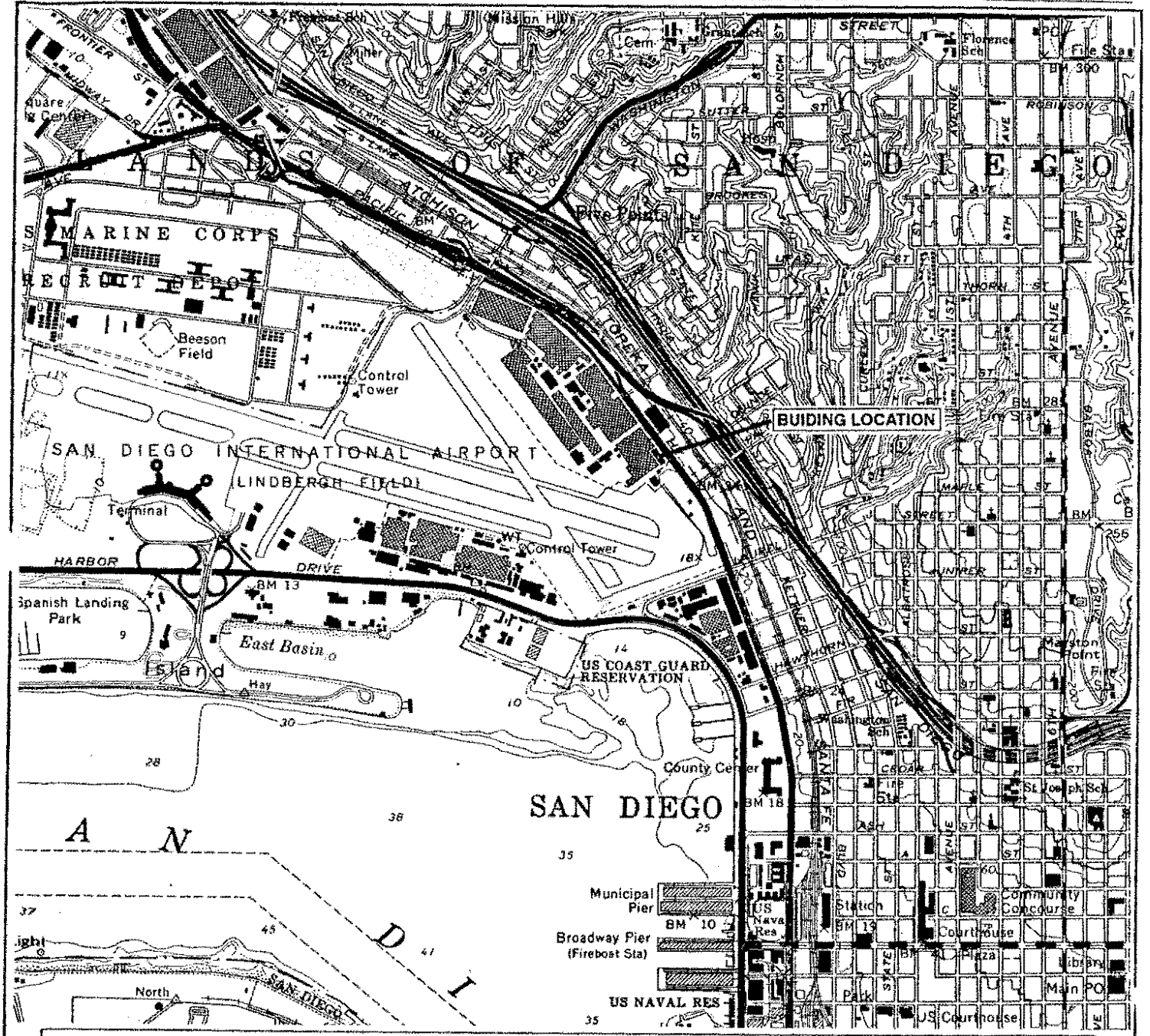
State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary # P-37 015548
HRI#
Trinomial

*Resource Name or # (Assigned by recorder) Building 35

*Map Name: Point Loma, Calif. *Scale: 1:24,000 *Date of Map: 1967



1 1/2 0 1 MILE
1000 0 1000 2000 3000 4000 5000 6000 7000 FEET
1 .5 0 1 KILOMETER

CONTOUR INTERVAL 20 FEET

SOURCE: U.S.G.S. 7.5 QUADRANGLE - POINT LOMA, CALIF.
PHOTOREVISED 1975



QUADRANGLE LOCATION

*Required Information

P3a Description
A large sliding shop door is located at the north end of the east facade 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. Several louvered vents at ground level extend eastward along the facade from this entrance. On the west end are sets of double wooden doors enclosing storage areas. A single story power house has been built onto the west end of the building. A set of large double sliding shop doors are centered on its west facade. 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. A set of six identical windows is centered on the east side and a set of nine on the south facade. One window on the south side has been replaced with louvered vents. The west facade south of the power house is covered by a three story shop addition. It is constructed of steel "I" beams supported by concrete footings with a concrete slab floor. The addition is covered with vertical ribbed sheet metal on the sides and roof.

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

PRIMARY RECORD

Primary # P-37 015549
HRI #
Trinomial
NRHP Status Code 6Z
Other Listings
Review Code ____ Reviewer ____ Date / /

Page 1 of 3

*Resource Name or #: Building 39

P1. Other Identifier: Salvage Warehouse, Consolidated Aircraft Plant No. 1

*P2. Location: ☐ Not for Publication ■ Unrestricted a. County San Diego

b. USGS 7.5' Quad Point Loma Date 1967 T ____; R ____; ____ 1/4 of ____ 1/4 of Sec ____; ____ B.M.

c. Address 3302 Pacific Highway City San Diego Zip 92112

d. UTM: (Give more than one for large and/or linear feature) Zone 11, 482730 mE/ 3622150 mN

e. Other Locational Data: (e.g. parcel #, legal description, directions to resource, elevation, additional UTMs, etc. as appropriate)

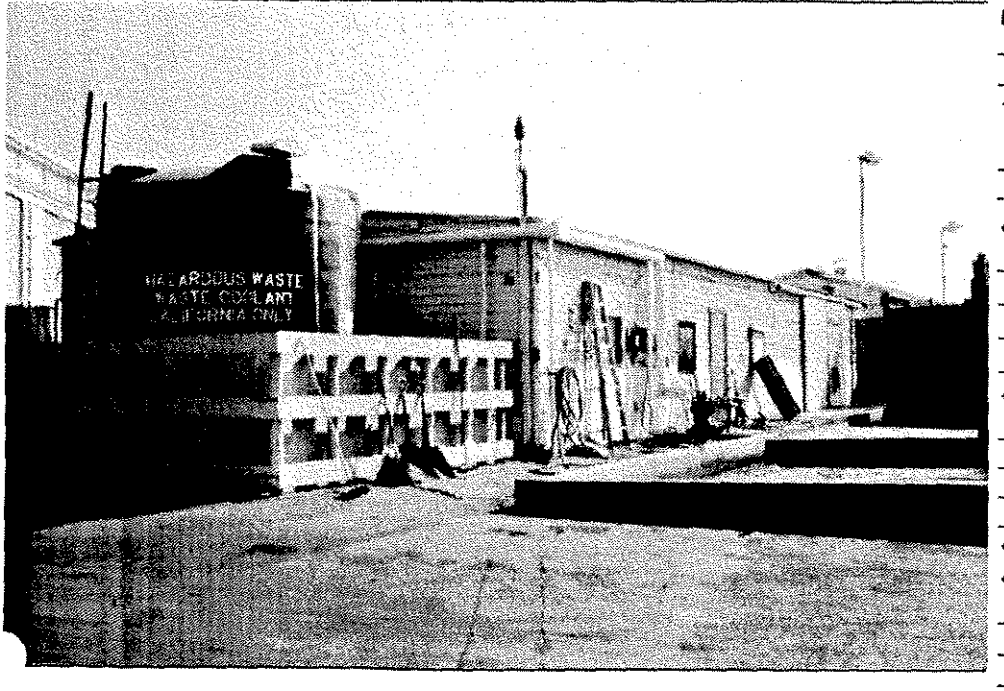
General Dynamics, Convair Division, Lindbergh Field Plant. Consolidated Aircraft Plant No. 1. Additional UTM: B:482750mE/3622130mN; C:482740mE/3622120mN; D:482720mE/3622140mN

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

This single story wood framed building measures 30 by 80 feet. It is built on a concrete slab. The slightly pitched end gable roof is covered with composite asphalt roofing material. The exterior walls exhibit lapped horizontal board siding. Three small square windows covered with plywood are located on the south side and a small square window with no glass is on the north side. A sliding shop door is located on the west end of the south facade and a solid wood single entry door is at the north end. A utility shed attatched to the north side houses electrical breaker panels.

*P3b. Resources Attributes: (List attributes and codes) HP8. Industrial Building

*P4. Resources Present: ■ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)



P5b. Description of Photo: (View, date, etc.)
GD-96-1, exp 19
looking northeast

*P6. Date Constructed/Age and Sources:
☐ Prehistoric ■ Historic ☐ Both
1947 Factual

*P7. Owner and Address:
San Diego Unified Port District
3165 Pacific Highway
San Diego, CA 92112

*P8. Recorded by: (Name, affiliation, address)
Stephen R. Van Wormer
KEA Environmental
1420 Kettner Blvd., Suite 620
San Diego, CA 92101

*P9. Date Recorded: 02/08/1996

*P10. Survey Type: (Describe)
Intensive Survey
CEQA Compliance

*P11. Report Citation: (Cite survey report/other sources or "none") General Dynamics Facility Demolition Project Environmental Impact Report. KEA Environmental, San Diego. 1996

*Attachments: ☐ NONE ■ Location Map ☐ Sketch Map ☐ Continuation Sheet ■ Building, Structure and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record
☐ Photograph Record ☐ Other: (List) ____

State of California -- The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
Primary # 015549
HRI #

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 3 *NRHP Status Code 6Z

Resource Name or #: Building 39

B1. Historic Name: Salvage Warehouse, Consolidated Aircraft Plant No. 1

B2. Common Name: Building 39

B3. Original Use: Industrial B4. Present Use: V--Vacant

*B5. Architectural Style: Vernacular

*B6. Construction History: (Construction date, alterations, and date of alterations.)

The building was constructed in 1947.

*B7. Moved? ☒ No ☐ Yes ☐ Unknown Date: _____ Original Location: _____

*B8. Related Features:

B9a. Architect: Unknown b. Builder: Unknown

*B10. Significance: Theme World War II Aircraft Production Area San Diego

Period of Significance 1935-1945 Property Type Warehouse Applicable Criteria None

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

During its period significance, 1935-1945, Consolidated Plant 1 achieved both local and national significance. Consolidated's reputation and innovations established it, and San Diego, as a national leader in the rapidly expanding aerospace industry of the mid-20th century. Its significance is specifically related to the role it played during the defense industry prior to, and during World War II. However, this building does not have the specific historical associations or architectural and engineering distinction necessary to qualify it for the California Register of Historic Resources.

B11. Additional Resource Attributes: (List attributes and codes) HP8. Industrial Building

*B12. References:

Brown and Caldwell Phase I Baseline Assessment, Part II, General Dynamics 1994

B13. Remarks:

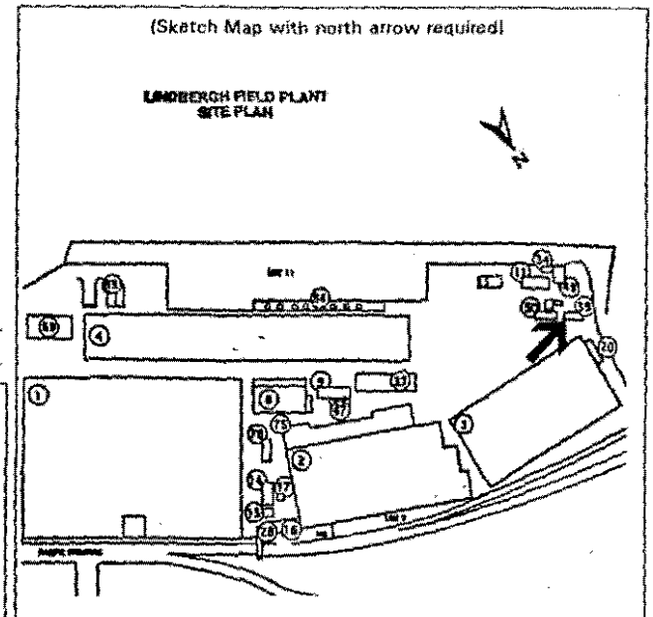
Threats: Demolition

*B14. Evaluator: Stephen R. Van Wormer

Date of Evaluation: 01/22/1996

(This space reserved for official comments.)

(Sketch Map with north arrow required)



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

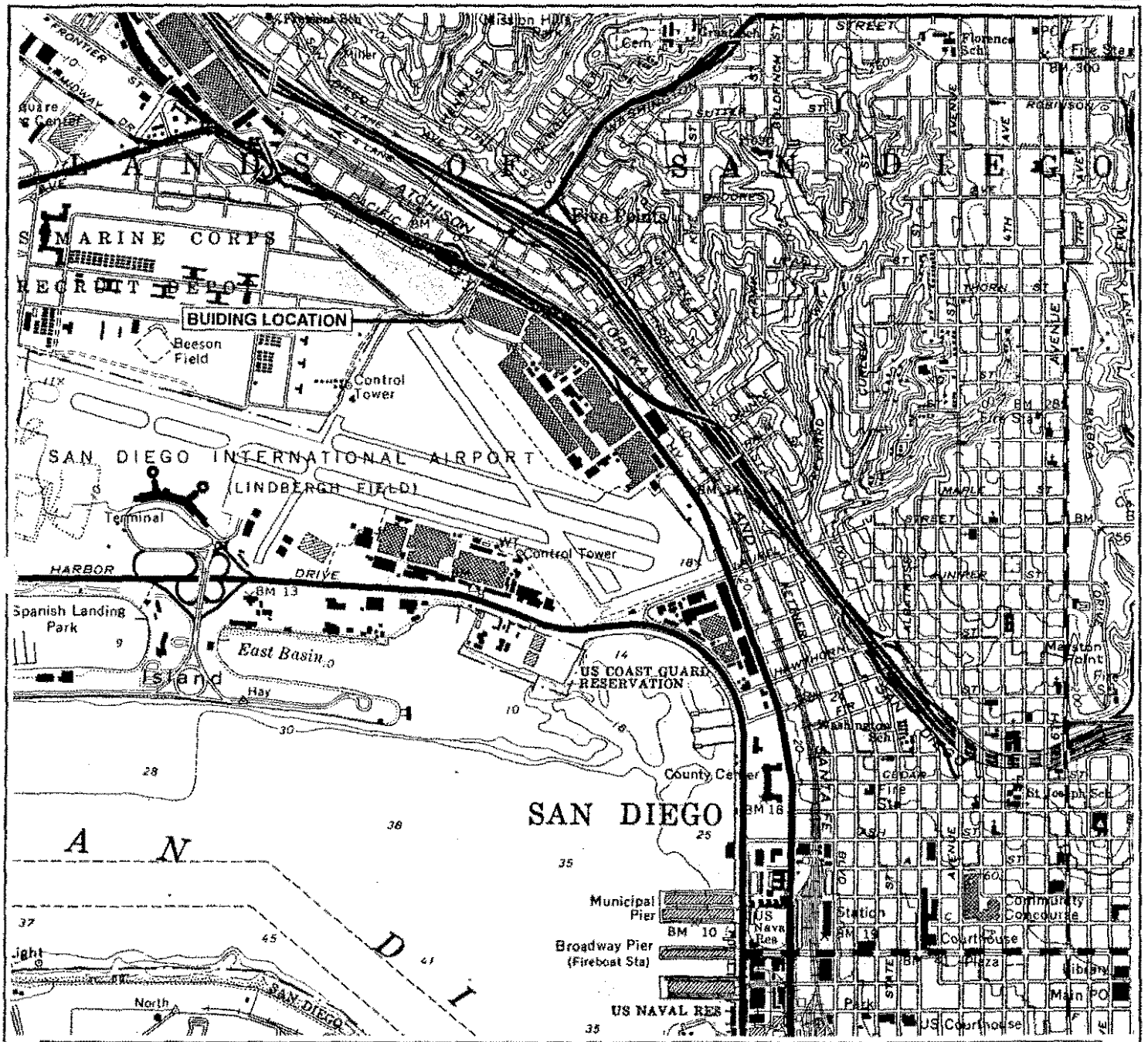
LOCATION MAP

Primary # P-37 015549
HRI#
Trinomial

Page 3 of 3

*Resource Name or # (Assigned by recorder) Building 39

*Map Name: Point Loma, Calif. *Scale: 1:24,000 *Date of Map: 1967



SOURCE: U.S.G.S. 7.5 QUADRANGLE - POINT LOMA, CALIF.
PHOTOREVISED 1975

*Required Information

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

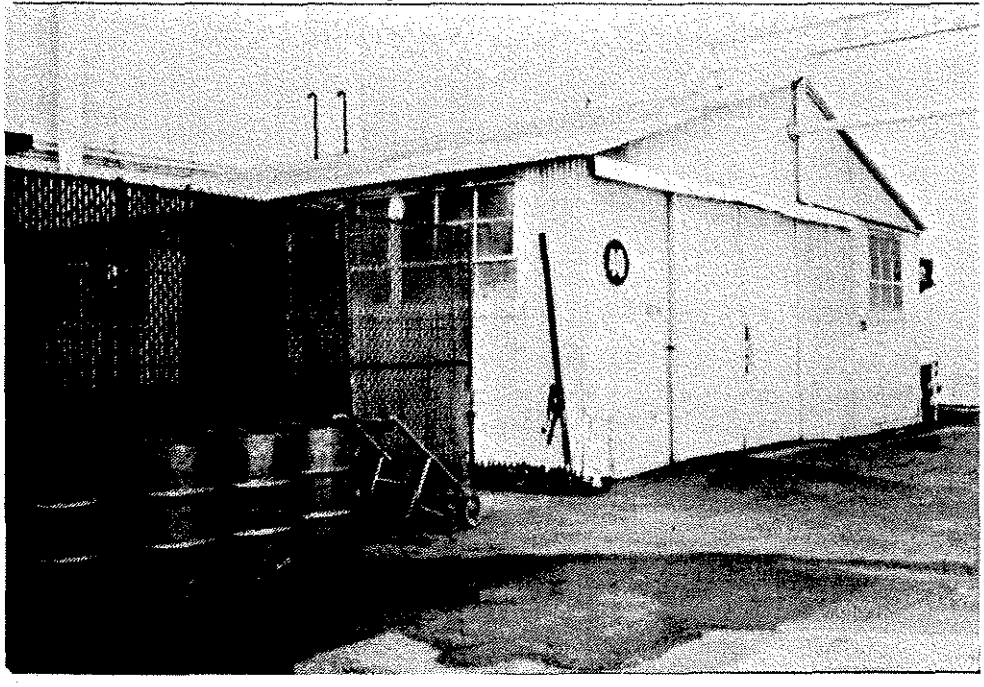
PRIMARY RECORD

Primary # c. 0155 (1)
HRI #
Trinomial
NRHP Status Code 7
Other Listings
Review Code _____ Reviewer _____ Date / /

*Resource Name or #: Building 40
P1. Other Identifier: Convair Prototype Test Shop
*P2. Location: ☐ Not for Publication ■ Unrestricted a. County San Diego
b. USGS 7.5' Quad Point Loma Date 1967 T ____; R ____; ____ 1/4 of ____ 1/4 of Sec ____; ____ B.M.
c. Address 3050 Pacific Highway City San Diego Zip 92112
d. UTM: (Give more than one for large and/or linear feature) Zone 11, 483490 mE/ 3621590 mN
e. Other Locational Data: (e.g. parcel #, legal description, directions to resource, elevation, additional UTMs, etc. as appropriate)
General Dynamics, Convair Division, Lindbergh Field Plant.

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)
This single story steel girder framed shop is supported by a concrete slab foundation. The moderately pitched end gable roof and sides are covered with corrugated sheet iron. A set of double sliding shop doors is located on the west side. A single entry steel door is located on the east end of the south side. It has a rectangular window with two horizontal lights. Continuous rows of multipane steel framed industrial shop windows are located on the north and south facades. These have central panels that pivot to allow ventilation. A single window of the same type is on the west side. A steel brace mounted on the crest of the roof spans the space between this building and Building 5. It supports pipes that run between both buildings.

*P3b. Resources Attributes: (List attributes and codes) HP8. Industrial Building
*P4. Resources Present: ■ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)



P5b. Description of Photo: (View, date, etc.)
GD-96-4, exp 23
looking southeast

*P6. Date Constructed/Age and Sources:
☐ Prehistoric ■ Historic ☐ Both
1949 Factual

*P7. Owner and Address:
San Diego Unified Port District
3165 Pacific Highway
San Diego, CA 92101
M--Municipal

*P8. Recorded by: (Name, affiliation, address)
Stephen R. Van Wormer
KEA Environmental
1420 Kettner Blvd., Suite 620
San Diego, CA 92101

*P9. Date Recorded: 02/08/1996

*P10. Survey Type: (Describe)
Intensive Survey
CEQA Compliance

*P11. Report Citation: (Cite survey report/other sources or "none") General Dynamics Facility Demolition Project Environmental Impact Report. KEA Environmental, San Diego. 1996

*Attachments: ☐ NONE ■ Location Map ☐ Sketch Map ☐ Continuation Sheet ■ Building, Structure and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record
☐ Photograph Record ☐ Other: (List) _____

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

Primary # 015550
HRI #

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 3 *NRHP Status Code 7

Resource Name or #: Building 40

B1. Historic Name: Convair Prototype Test Shop

B2. Common Name: Building 40

B3. Original Use: Industrial B4. Present Use: Industrial

*B5. Architectural Style: Vernacular shop

*B6. Construction History: (Construction date, alterations, and date of alterations.)

This building was constructed in 1949.

*B7. Moved? ☒ No ☐ Yes ☐ Unknown Date: _____ Original Location: _____

*B8. Related Features:

The building was constructed as a part of the wind tunnel test facility located in Building 35.

B9a. Architect: Unknown see remarks b. Builder: Unknown see remarks

*B10. Significance: Theme World War II Aircraft Production Area San Diego

Period of Significance 1935-1945 Property Type Shop Applicable Criteria None

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

During its period of significance, 1935-1945, Consolidated Plant 1 achieved both local and national significance. Consolidated's reputation and innovations established it, and San Diego, as a national leader in the rapidly expanding aerospace industry of the mid-20th century. Its significance is specifically related to the role it played during the defense industry expansion prior to, and during World War II. More research is required to determine the building's relation to the Plant's overall historic context, and if this building is eligible for the California Register of Historic Places. At the time of recordation, interior spaces were not accessible to determine integrity.

B11. Additional Resource Attributes: (List attributes and codes) HP8. Industrial Building

*B12. References:

Brown and Caldwell Phase I Baseline Assessment, Part II, General Dynamics 1994

B13. Remarks:

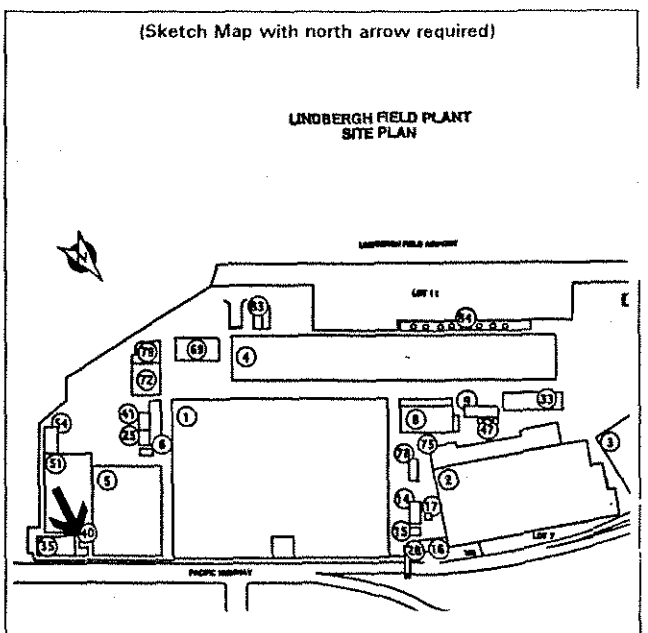
Information on the builder and architect are available on original plans to be curated at the San Diego Aerospace Museum. Threats: None

*B14. Evaluator: Stephen R. Van Wormer

Date of Evaluation: 01/29/1996

(This space reserved for official comments.)

(Sketch Map with north arrow required)



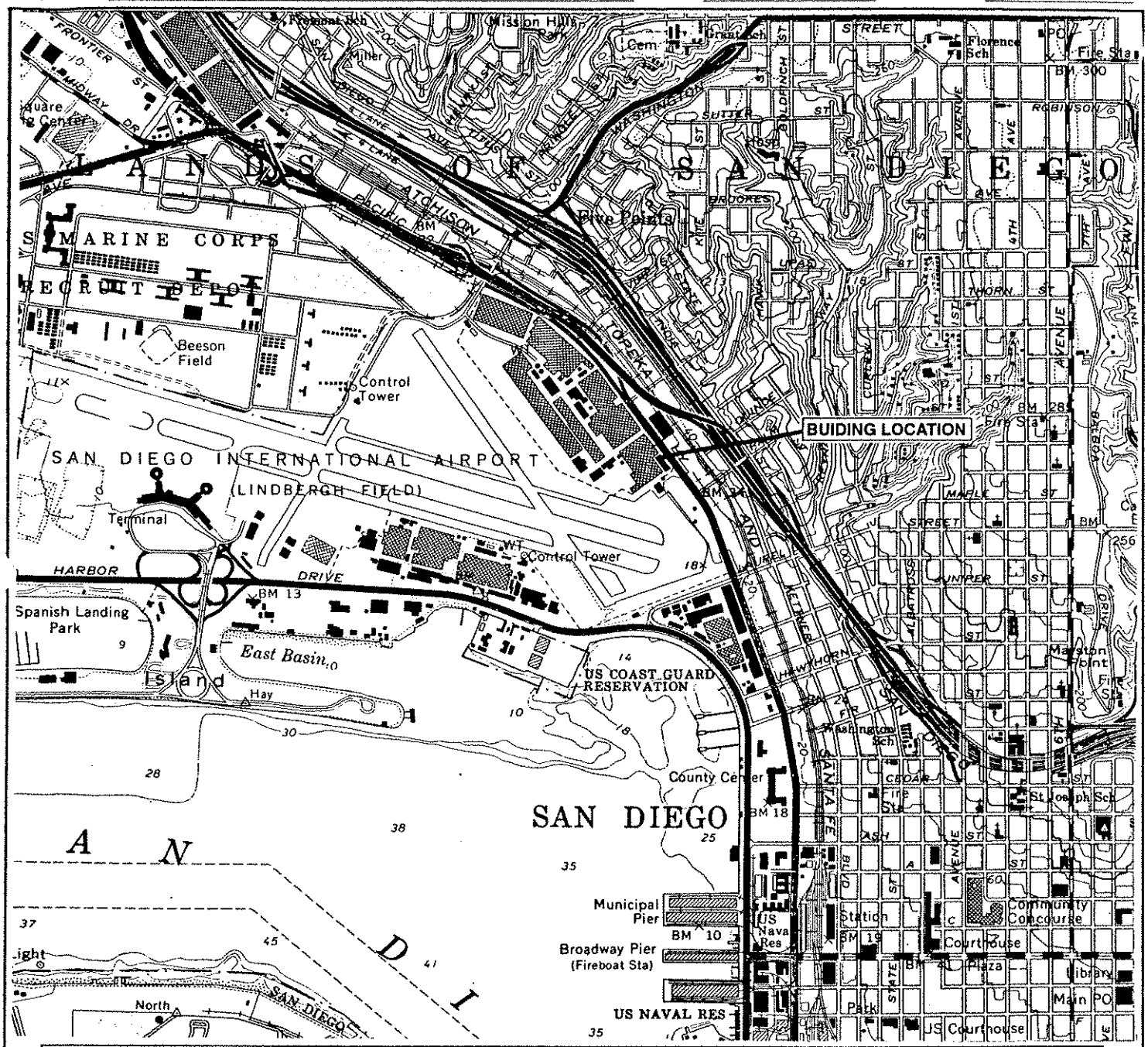
State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary # P-37 015550
HRI#
Trinomial

Page 3 of 3 *Resource Name or # (Assigned by recorder) Building 40

*Map Name: Point Loma, Calif. *Scale: 1:24,000 *Date of Map: 1967



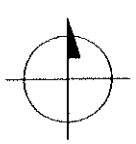
1 1/2 0 1 MILE
1000 0 1000 2000 3000 4000 5000 6000 7000 FEET
1 .5 0 1 KILOMETER

CONTOUR INTERVAL 20 FEET

SOURCE: U.S.G.S. 7.5 QUADRANGLE - POINT LOMA, CALIF.
PHOTOREVISED 1975



QUADRANGLE LOCATION



DPR 523J (1/95)

*Required Information

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

PRIMARY RECORD

Primary # P-37 015551
HRI #
Trinomial
NRHP Status Code 6Z
Other Listings
Review Code Reviewer Date / /

Page 1 of 3

*Resource Name or #: Building 42

P1. Other Identifier: Hydrodynamics Laboratory, Consolidated Aircraft Plant No. 1

*P2. Location: ☐ Not for Publication ■ Unrestricted a. County San Diego

b. USGS 7.5' Quad Point Loma Date 1967 T ___; R ___; ___1/4 of ___1/4 of Sec ___; ___B.M.

c. Address 2980 North Harbor Drive City San Diego Zip 92112

d. UTM: (Give more than one for large and/or linear feature) Zone 11, 482580 mE/ 3621000 mN

e. Other Locational Data: (e.g. parcel #, legal description, directions to resource, elevation, additional UTMs, etc. as appropriate)

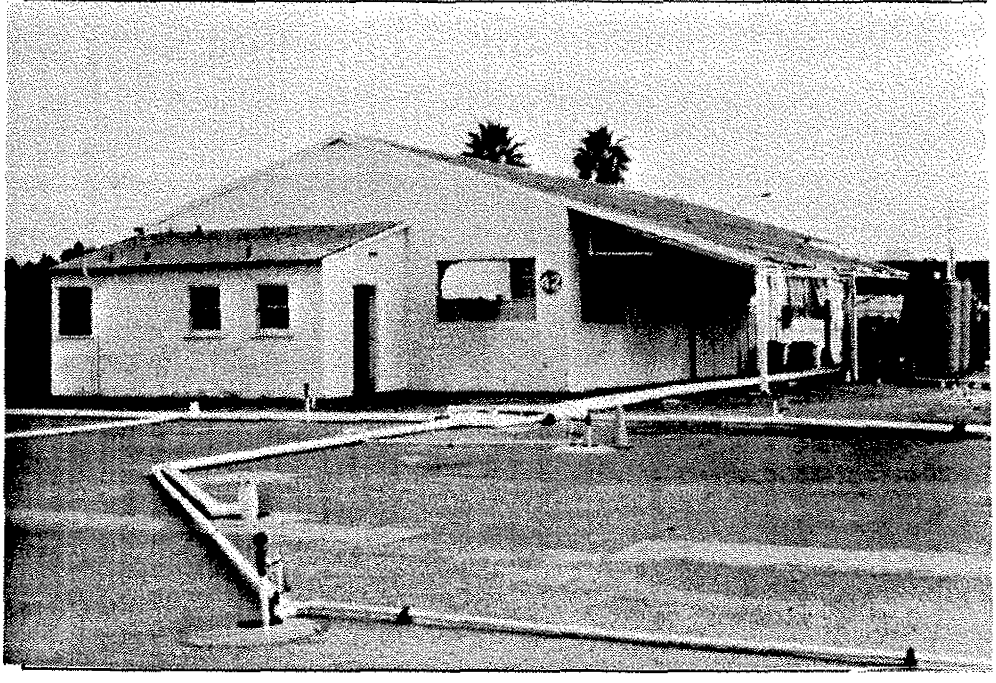
General Dynamics, Convair Division, Harbor Drive Test Facility. Consolidated Aircraft Plant No. 1.

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

This single story pre-fabricated shop building measures approximately 20 by 40 feet. Its moderately pitched side gable roof is covered with corrugated sheet metal. A steel framed awning that extends approximately 20 feet off the south side is covered with the same material to provide an exterior work area. The building is supported by a concrete slab foundation. It is framed with four sets of steel girders. Spaces between the girders are filled with 2 by 4 stud framed plywood covered panels. The exterior is covered with a stucco finish. Twelve light steel framed and sashed shop windows with steel sills are placed singly and in pairs on the north, south and west sides. Double sliding metal shop doors are centered on the south facade. A shed-roofed wood framed bathroom addition has been built against the building's west side. It exhibits the same type of stucco finish and sheet metal roof covering as the rest of the building. The addition has three wood frame and sash 2/2 double hung windows on its west side.

*P3b. Resources Attributes: (List attributes and codes) HP8. Industrial Building

*P4. Resources Present: ■ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)



P5b. Description of Photo: (View, date, etc.)
GD-96-1, exp 0
looking northeast

*P6. Date Constructed/Age and Sources:
☐ Prehistoric ■ Historic ☐ Both
1944 Factual

*P7. Owner and Address:
San Diego Unified Port District
3165 Pacific Highway
San Diego, CA 92119
M--Municipal

*P8. Recorded by: (Name, affiliation, address)
Stephen R. Van Wormer
KEA Environmental
1420 Kettner Blvd, Suite 620
San Diego, CA 92101

*P9. Date Recorded: 02/08/1996

*P10. Survey Type: (Describe)
Intensive Survey
CEQA Compliance

P11. Report Citation: (Cite survey report/other sources or "none") General Dynamics Facility Demolition Project Environmental Impact Report, KEA Environmental, San Diego, 1996

*Attachments: ☐ NONE ■ Location Map ☐ Sketch Map ☐ Continuation Sheet ■ Building, Structure and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record
☐ Photograph Record ☐ Other: (List)

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

Primary # 015551
HRI #

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code 6Z

Resource Name or #: Building 42

B1. Historic Name: Hydrodynamics Laboratory, Consolidated Aircraft Plant No. 1

B2. Common Name: Building 42

B3. Original Use: Industrial B4. Present Use: V--Vacant

*B5. Architectural Style: Vernacular industrial shop

*B6. Construction History: (Construction date, alterations, and date of alterations.)

The building was constructed by Consolidated Aircraft in 1944. The bathroom additions probably also date from this period.

*B7. Moved? ☒ No ☐ Yes ☐ Unknown Date: _____ Original Location: _____

*B8. Related Features:

B9a. Architect: Unknown b. Builder: Unknown

*B10. Significance: Theme World War II Aircraft Production Area San Diego

Period of Significance 1935-1945 Property Type Test Facility Applicable Criteria None

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

During its period of significance, 1935-1945, Consolidated Plant 1 achieved both local and national significance. Consolidated's reputation and innovations established it, and San Diego, as a national leader in the rapidly expanding aerospace industry of the mid-20th century. Its significance is specifically related to the role it played during the defense industry expansion prior to, and during World War II. As this building is located at the Harbor Drive Facility, it is physically removed from the central historic area at Lindbergh Field Plant, thereby losing significant association with plant production facilities. Further, this building lacks specific historical associations of its own or architectural or engineering distinction that would make it elgible for the California Register of Historic Resources.

B11. Additional Resource Attributes: (List attributes and codes) HP8. Industrial Building

*B12. References:

Brown and Caldwell, Phase I Baseline Assessment, Part II, General Dynamics 1994

B13. Remarks:

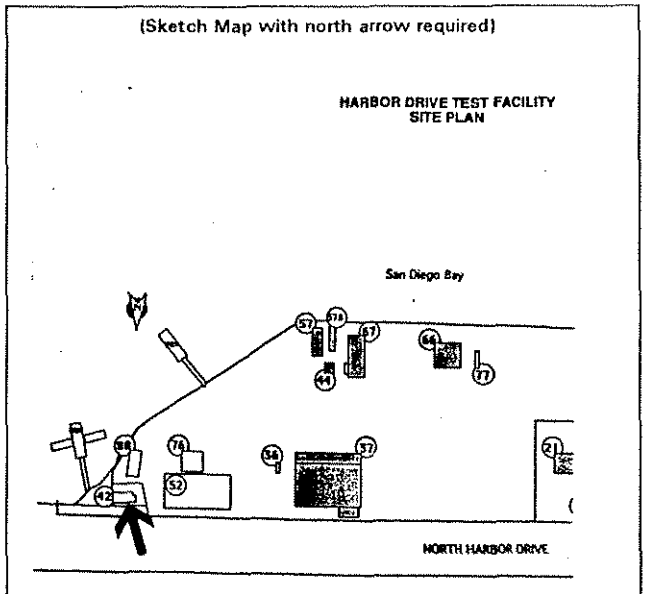
Threats: Demolition. With the closing of General Dynamics' Convair Division in 1996 this building will be torn down.

*B14. Evaluator: Stephen R. Van Wormer

Date of Evaluation: 01/16/1996

(This space reserved for official comments.)

(Sketch Map with north arrow required)



*Required information

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

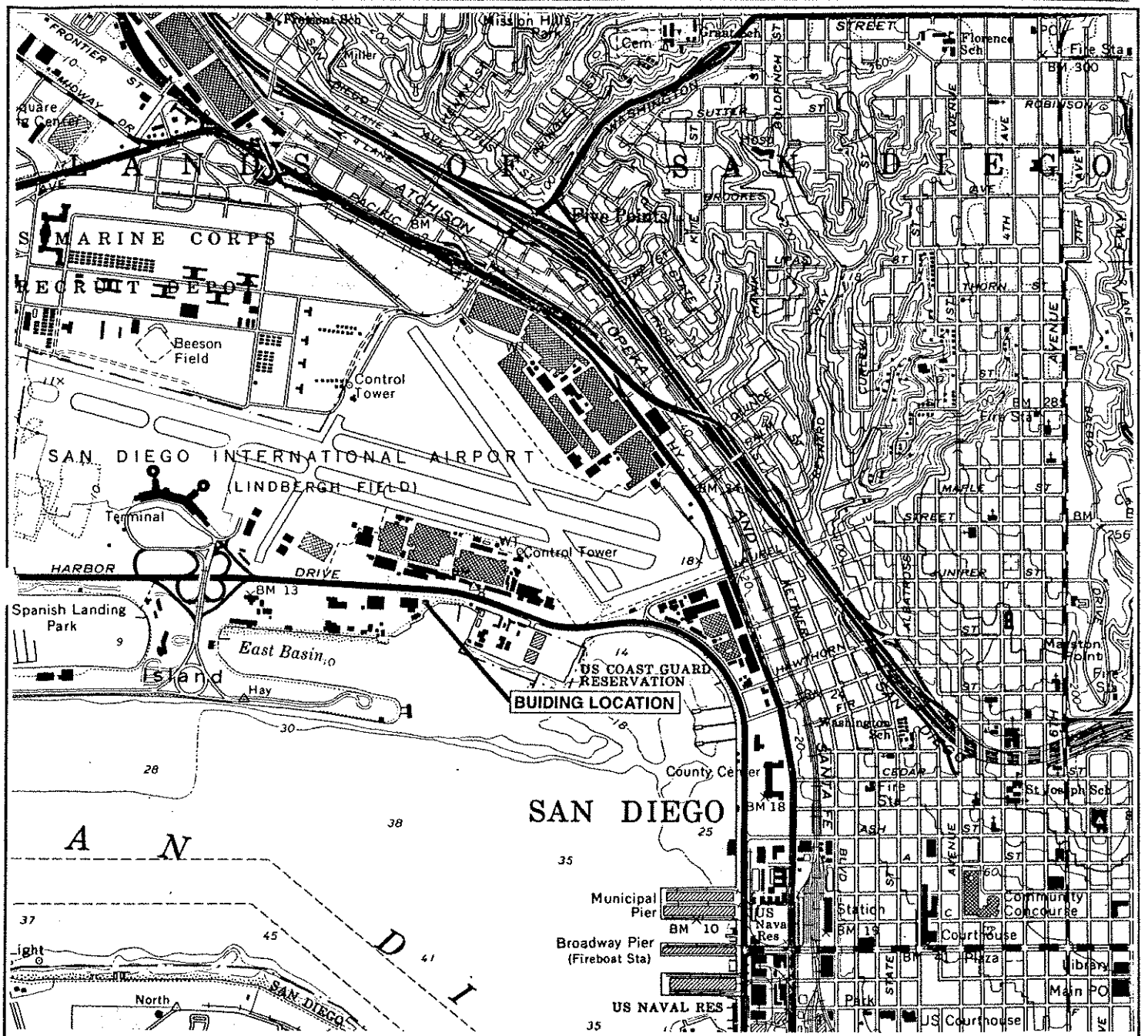
LOCATION MAP

Primary # P-37 015551
HRI#
Trinomial

Page 3 of 3

*Resource Name or # (Assigned by recorder) Building 42

*Map Name: Point Loma, Calif. *Scale: 1:24,000 *Date of Map: 1967



1 1/2 0 1 MILE
1000 0 1000 2000 3000 4000 5000 6000 7000 FEET
1 .5 0 1 KILOMETER

CONTOUR INTERVAL 20 FEET

SOURCE: U.S.G.S. 7.5 QUADRANGLE - POINT LOMA, CALIF.
PHOTOREVISED 1975



QUADRANGLE LOCATION



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

PRIMARY RECORD

Primary # 01552
HRI #
Trinomial
NRHP Status Code 6Z
Other Listings
Review Code ____ Reviewer ____ Date / /

Page 1 of 3

*Resource Name or #: Building 47

P1. Other Identifier: Fire Sprinkler System Pump House, Consolidated Aircraft Plant No. 1

*P2. Location: ☐Not for Publication ■Unrestricted a. County San Diego

b. USGS 7.5' Quad Point Loma Date 1967 T ____; R ____; ____1/4 of ____1/4 of Sec ____; ____B.M.

c. Address 3302 Pacific Highway City San Diego Zip 92112

d. UTM: (Give more than one for large and/or linear feature) Zone 11, 483010 mE/ 3621950 mN

e. Other Locational Data: (e.g. parcel #, legal description, directions to resource, elevation, additional UTMs, etc. as appropriate)

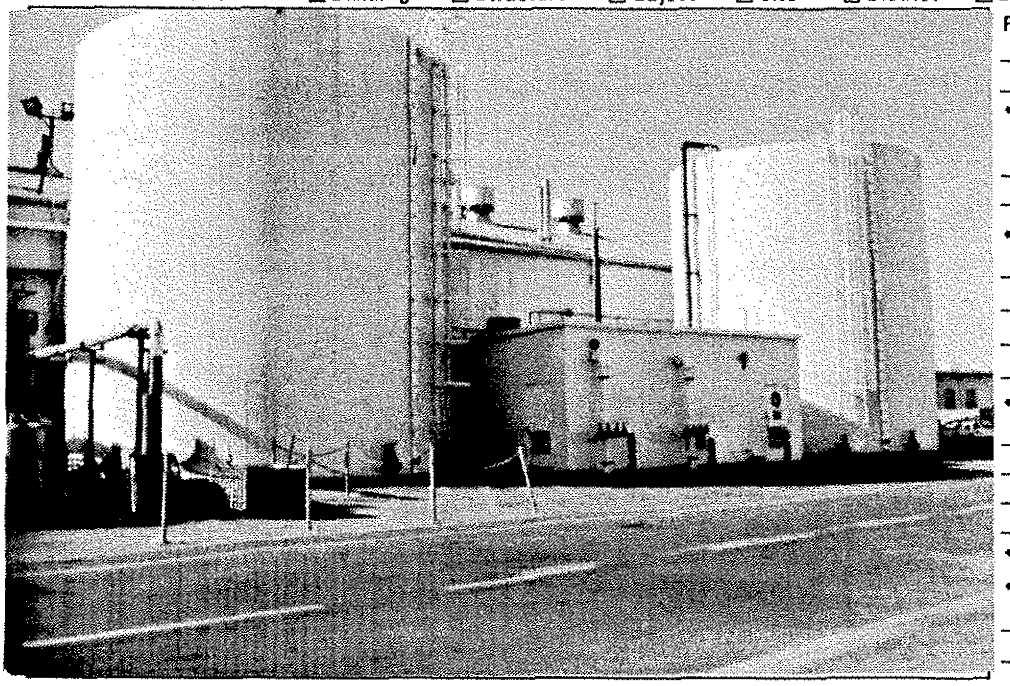
General Dynamics, Convair Division, Lindbergh Field Plant. Consolidated Aircraft Plant No. 1.

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

This single story, rectangular, poured concrete pump house measures 20 by 30 feet. It has a flat poured concrete roof and concrete slab foundation. Louvered steel single entry doors are located on the west end of the north facade and north end of the east facade. Both are reached by concrete steps. The building has no windows. It contains three 1,000 gallon per minute centrifugal pumps. Three large 8 inch diameter water valves protrude from the north side. Two large steel 180,000 gallon water tanks, that measure 40 feet in height and 30 feet in diameter, flank the building on the east and west sides.

*P3b. Resources Attributes: (List attributes and codes) HP8. Industrial Building

*P4. Resources Present: ■Building ☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other (Isolates, etc.)



P5b. Description of Photo: (View, date, etc.)
GD-96-1, exp 24
looking southwest

*P6. Date Constructed/Age and Sources:
☐Prehistoric ■Historic ☐Both
1940 Factual

*P7. Owner and Address:
San Diego Unified Port District
3165 Pacific Highway
San Diego, CA 92112
M--Municipal

*P8. Recorded by:(Name, affiliation, address)
Stephen R. Van Wormer
KEA Environmental
1420 Kettner Blvd., Suite 620
San Diego, CA 92101

*P9. Date Recorded: 02/08/1996

*P10. Survey Type: (Describe)
Intensive Survey
CEQA Compliance

*P11. Report Citation: (Cite survey report/other sources or "none") General Dynamics Facility Demolition Project Environmental Impact Report, KEA Environmental, San Diego. 1996

*Attachments: ☐NONE ■Location Map ☐Sketch Map ☐Continuation Sheet ■Building, Structure and Object Record
☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record
☐Photograph Record ☐Other: (List)

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

Primary # 015332
HRI #

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code 6Z

Resource Name or #: Building 47

B1. Historic Name: Fire Sprinkler System Pump House, Consolidated Aircraft Plant No. 1

B2. Common Name: Building 47

B3. Original Use: Industrial B4. Present Use: O--Other, Industrial

*B5. Architectural Style: Vernacular Pump House

*B6. Construction History: (Construction date, alterations, and date of alterations.)

The building and associated tanks were constructed in 1940 as a pump house for the entire fire protection sprinkler system for Consolidated Aircraft Plant No 1.

*B7. Moved? ■No ☐Yes ☐Unknown Date: _____ Original Location: _____

*B8. Related Features:

Large water tanks on the east and west sides

B9a. Architect: Barnard Engineering Co. Los Angeles b. Builder: Same

*B10. Significance: Theme World War II Aircraft Production Area San Diego

Period of Significance 1935-1945 Property Type Pump House Applicable Criteria None

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

During its period of significance, 1935-1945, Consolidated Plant 1 achieved both local and national significance. Consolidated's reputation and innovations established it, and San Diego, as a national leader in the rapidly expanding aerospace industry of the mid-20th century. Its significance is specifically related to the role it played during the defense industry expansion prior to, and during World War II. However, the building lacks sufficent specific historical associations or the architectural or engineering distinction to qualify it for the California Register of Historic Resources.

B11. Additional Resource Attributes: (List attributes and codes) HP8. Industrial Building

*B12. References:

Brown and Caldwell Phase I Baseline Assessment, Part II, General Dynamics 1944

Barnard Engineering Co. Plans for . . . Fire Sprinkler System. 1941

B13. Remarks:

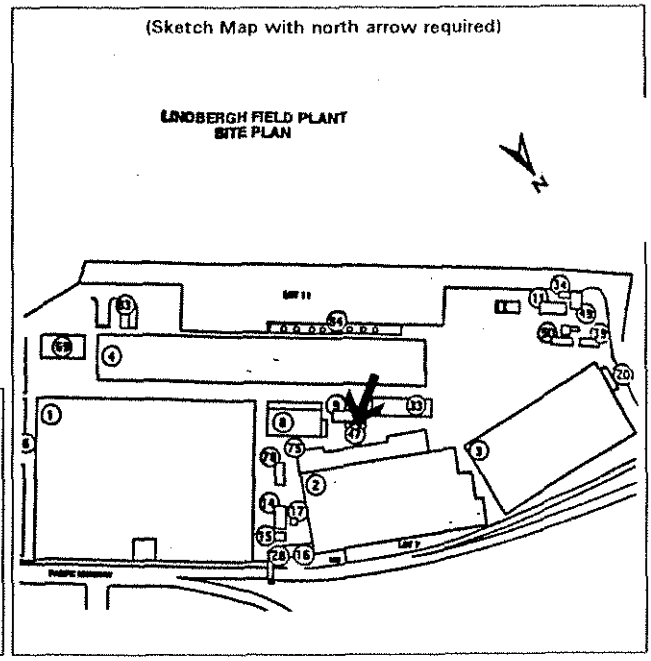
Threats: Demolition

*B14. Evaluator: Stephen R. Van Wormer

Date of Evaluation: 01/21/1996

(This space reserved for official comments.)

(Sketch Map with north arrow required)



*Required information

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

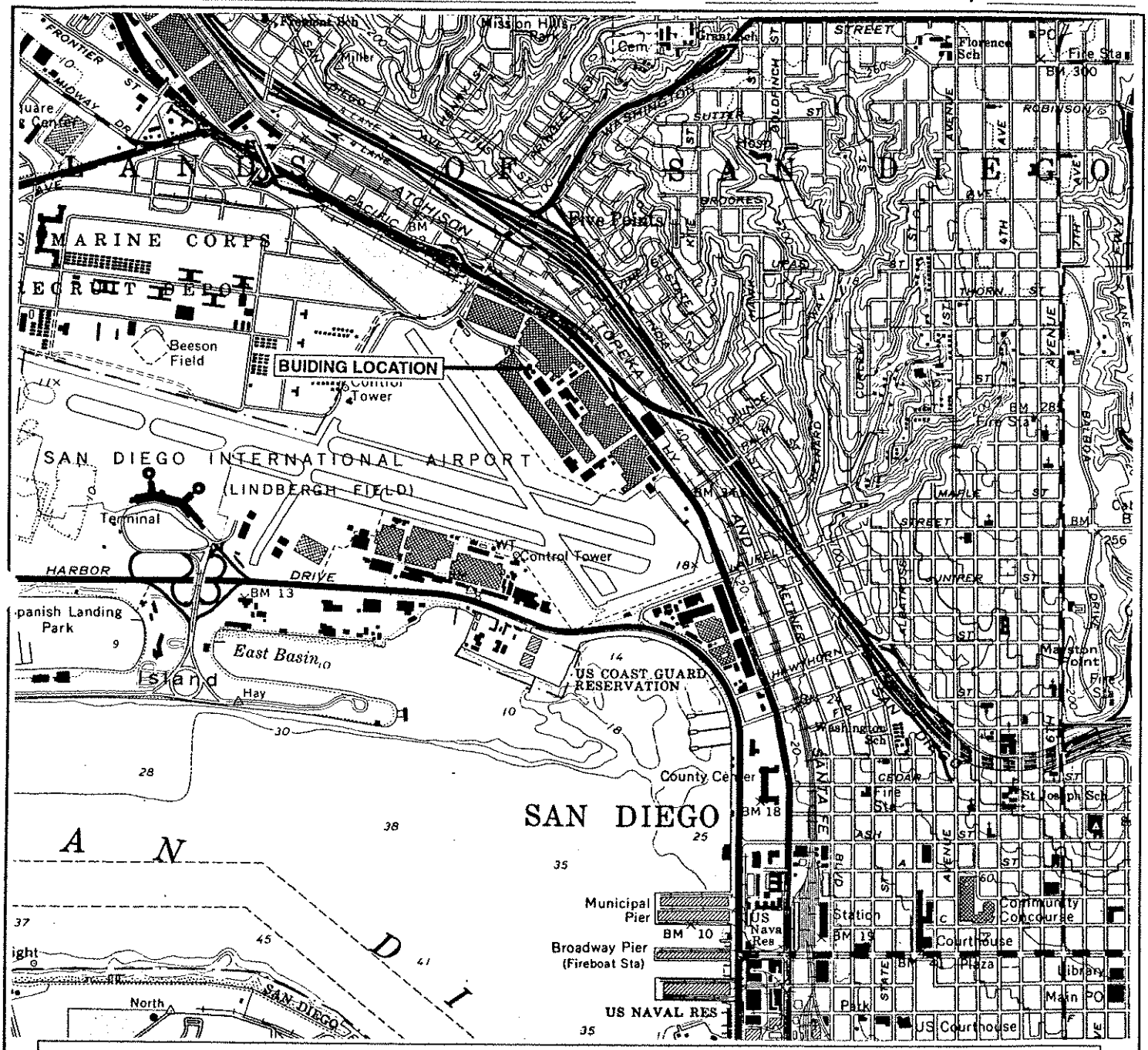
LOCATION MAP

Primary # P-37 015552
HRI#
Trinomial

Page 3 of 3

*Resource Name or # (Assigned by recorder) Building 47

*Map Name: Point Loma, Calif. *Scale: 1:24,000 *Date of Map: 1967



1 1/2 0 1 MILE

1000 0 1000 2000 3000 4000 5000 6000 7000 FEET

1 .5 0 1 KILOMETER

CONTOUR INTERVAL 20 FEET

SOURCE: U.S.G.S. 7.5 QUADRANGLE - POINT LOMA, CALIF.
PHOTOREVISED 1975

DPR 523J (1/95)

*Required Information

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

PRIMARY RECORD

P-37 015553

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 6Z
Other Listings _____
Review Code _____ Reviewer _____ Date / /

Page 1 of 3

*Resource Name or #: Scales

P1. Other Identifier: Scale Office and Salvage Scales, Consolidated Aircraft Plant No. 1

*P2. Location: ☐ Not for Publication ■ Unrestricted a. County San Diego

b. USGS 7.5' Quad Point Loma Date 1967 T ____; R ____; ____ 1/4 of ____ 1/4 of Sec ____; _____ B.M.

c. Address 3302 Pacific Highway City San Diego Zip 92101

d. UTM: (Give more than one for large and/or linear feature) Zone 11, 482680 mE/ 3622120 mN

e. Other Locational Data: (e.g. parcel #, legal description, directions to resource, elevation, additional UTMs, etc. as appropriate)

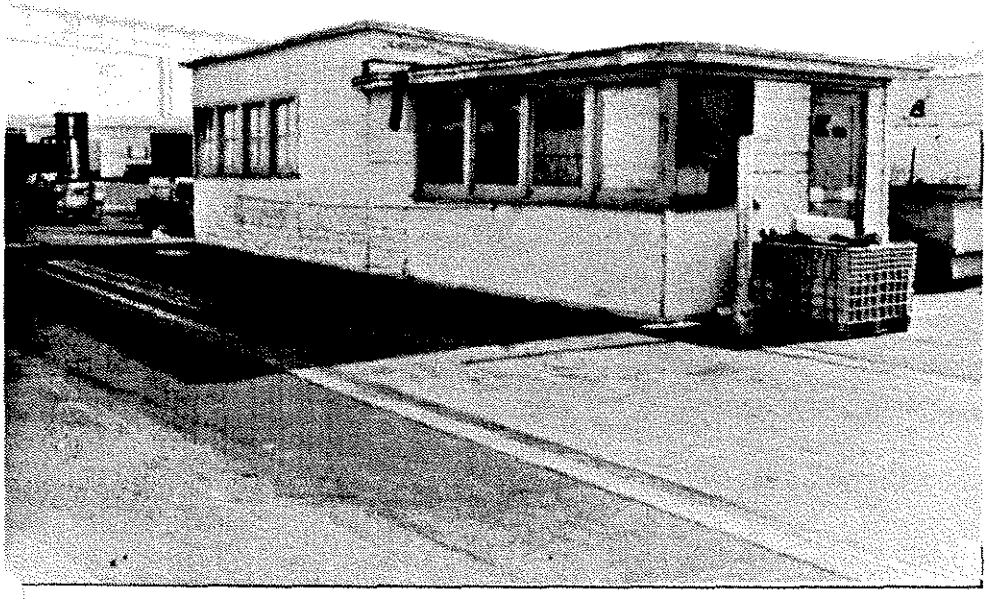
General Dynamics, Convair Division, Lindbergh Field Plant. Consolidated Aircraft Plant No. 1.

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

This one story wood framed shed roofed structure measures approximately 10 by 40 feet. It appears to be a composite of two different buildings. The southern portion sits on a concrete slab and the northern portion rests on the ground. Both sections are covered with horizontal tongue and groove wood siding. The flat wooden roofs are covered with composite asphalt roofing material. Four six light fixed wood framed windows are located on the east side of the northern section and one on the north side. On the west facade the northern section has four fixed wood framed ribbon windows with four lights each. The southern section has four fixed single pane wood framed ribbon windows. Solid wood single entry doors are located on the buildings north and south ends. A large salvage yard scale is adjacent to and parallel with the west side of the building.

*P3b. Resources Attributes: (List attributes and codes) HP8. Industrial Building

*P4. Resources Present: ■ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)



P5b. Description of Photo: (View, date, etc.)
GD-96-5, exp 2
looking northeast

*P6. Date Constructed/Age and Sources:
☐ Prehistoric ■ Historic ☐ Both
pre-1943 Factual
1935-1943 Estimated

*P7. Owner and Address:
United States Marine Corps
San Diego, CA
F--Federal

*P8. Recorded by:(Name, affiliation, address)
Stephen R. Van Wormer
KEA Environmental
1420 Kettner Blvd., Suite 620
San Diego, CA 92101

*P9. Date Recorded: 02/08/1996

*P10. Survey Type: (Describe)
Intensive Survey
CEQA Compliance

*P11. Report Citation: (Cite survey report/other sources or "none") General Dynamics Facility Demolition Project Environmental Impact Report, KEA Environmental, San Diego, 1996

*Attachments: ☐ NONE ■ Location Map ☐ Sketch Map ☐ Continuation Sheet ■ Building, Structure and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record
☐ Photograph Record ☐ Other: (List) _____

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

Primary # 015553
HRI #

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 3 *NRHP Status Code 6Z

*Resource Name or #: Scales

B1. Historic Name: Scale Office and Salvage Scales, Consolidated Aircraft Plant No. 1.

B2. Common Name: Scales

B3. Original Use: Industrial B4. Present Use: V--Vacant

*B5. Architectural Style: Verancular

*B6. Construction History: (Construction date, alterations, and date of alterations.)

These scales and scale office appear on a map of Plant No. 1 dated 1943 and were obviously built before then.

*B7. Moved? ■ No ☐ Yes ☐ Unknown Date: _____ Original Location: _____

*B8. Related Features:

A large set of salvage yard scales is adjacent to and parallel with the west side of the building.

B9a. Architect: Unknown b. Builder: Unknown

*B10. Significance: Theme World War II Aircraft Production Area San Diego

Period of Significance 1935-1945 Property Type Scale building Applicable Criteria None

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

During its period of significance, 1935-1945, Consolidated Plant 1 achieved both local and national significance. Consolidated's reputation and innovations established it, and San Diego, as a national leader in the rapidly expanding aerospace industry of the mid-20th century. Its significance is specifically related to the role it played during the defense industry expansion prior to, and during World War II. However, this building dose not have specific historical associations or architectural or engineering distinction to qualify it for the California Register of Historic Resources. Further, it is in poor repair and lacks integrity.

B11. Additional Resource Attributes: (List attributes and codes) HP8. Industrial Building

*B12. References:

Consolidated Aircraft San Diego Plant No. 1 Detail Plan. 1943

B13. Remarks:

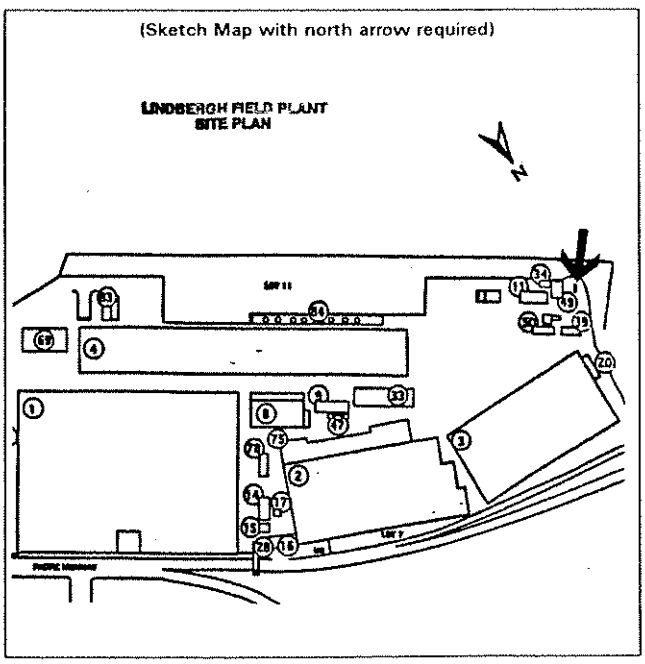
The 1943 Detail Plan will be curated at the San Diego Aerospace Museum. Threats: Demolition

*B14. Evaluator: Stephen R. Van Wormer

Date of Evaluation: 01/22/1996

(This space reserved for official comments.)

(Sketch Map with north arrow required)



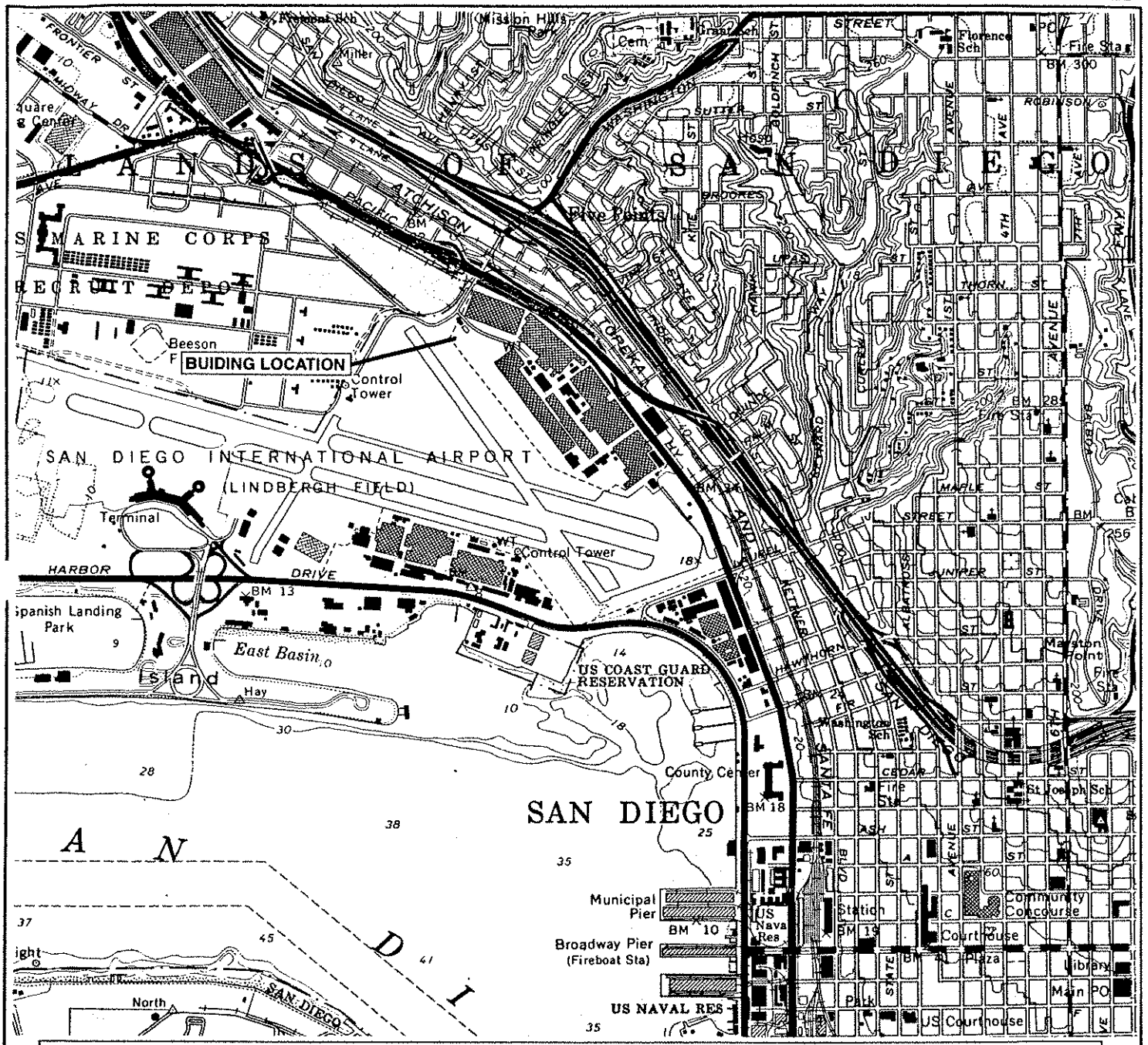
State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary # P-37 01555
HRI#
Trinomial

*Resource Name or # (Assigned by recorder) Scale Office

*Map Name: Point Loma, Calif. *Scale: 1:24,000 *Date of Map: 1967



SOURCE: U.S.G.S. 7.5 QUADRANGLE - POINT LOMA, CALIF.
PHOTOREVISED 1975

*Required Information

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

PRIMARY RECORD

Primary # P-37 015554
HRI #
Trinomial
NRHP Status Code 6Z
Other Listings
Review Code ____ Reviewer ____ Date / /

Page 1 of 4

*Resource Name or #: South Overpass

P1. Other Identifier: Southern Footbridge, Consolidated Aircraft Plant No. 1

*P2. Location: ☐ Not for Publication ■ Unrestricted a. County San Diego

b. USGS 7.5' Quad Point Loma Date 1967 T ____; R ____; ____1/4 of ____1/4 of Sec ____; ____ B.M.

c. Address ____ City San Diego Zip 92112

d. UTM: (Give more than one for large and/or linear feature) Zone 11, 483470 mE/ 3621640 mN

e. Other Locational Data: (e.g. parcel #, legal description, directions to resource, elevation, additional UTMs, etc. as appropriate)

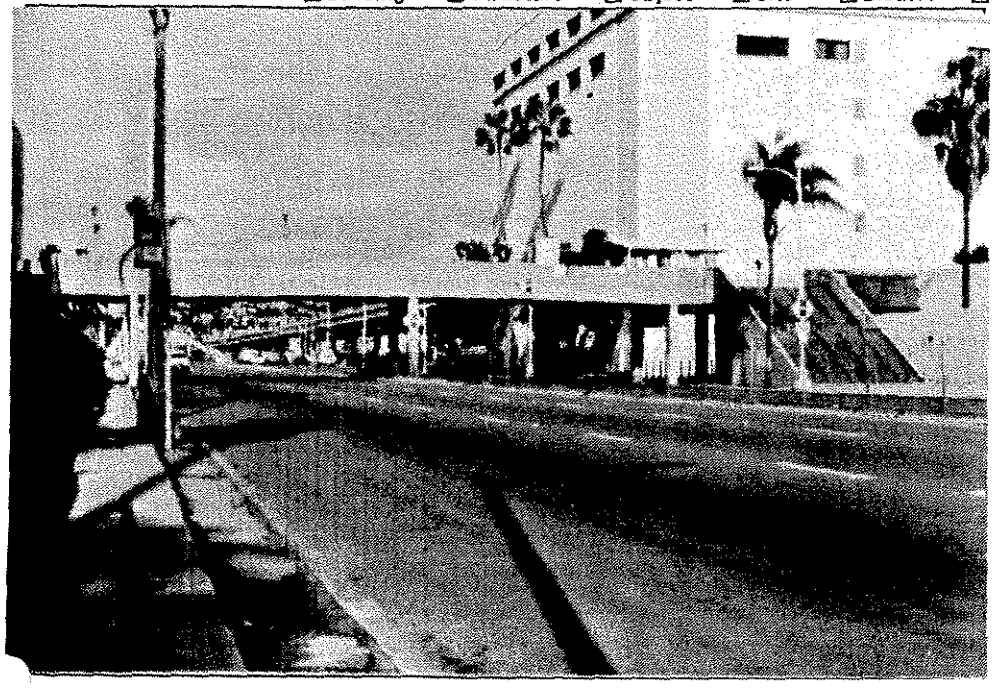
General Dynamics, Convair Division, Lindbergh Field Plant. Consolidated Aircraft Plant No. 1. Additional UTM: B:483520mE/3621670mN

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

This concrete footbridge spans Pacific Highway between the second floor entrance to Building 5 at the General Dynamics Lindbergh Field Plant and parking lots on the north side of Pacific Highway. A separate section leads to the present San Diego Unified Port District Building which was originally the General Administration Building of Consolidated Aircraft's Plant No. 1. The structure is approximately 200 feet long and 30 feet wide and 15 feet above the surface of Pacific Highway. The bridge is supported by three sets of double concrete pillars. Stairways on the north and south sides lead to the bridge. On the north side a set of stairs leads from the east side to a landing. It has five sets of steel pipe railings. From the landing, the main bridge continues south across Pacific Highway and a separate section extends in a northwesterly direction to the present Port District building. On the south end, the bridge opens into a wide landing leading to the main second story entry of Building 5. Stairs on the east and west side of the landing lead to ground level. Each set of stairs has five aisles defined by steel pipe railings. (see continuation sheet)

*P3b. Resources Attributes: (List attributes and codes) HP11. Engineering Structure

*P4. Resources Present: ☐ Building ■ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)



P5b. Description of Photo: (View, date, etc.)
GD-96-4, exp 22
looking northwest

*P6. Date Constructed/Age and Sources:
☐ Prehistoric ■ Historic ☐ Both
1941 Estimated

*P7. Owner and Address:
San Diego Unified Port District
3165 Pacific Highway
San Diego, CA 92112
M--Municipal

*P8. Recorded by:(Name, affiliation, address)
Stephen R. Van Wormer
KEA Environmental
1420 Kettner Blvd., Suite 620
San Diego, CA 92101

*P9. Date Recorded: 02/08/1996

*P10. Survey Type: (Describe)
Intensive Survey
CEQA Compliance

*P11. Report Citation: (Cite survey report/other sources or "none") General Dynamics Facility Demoliton Project Environmental Impact Report. KEA Environmental, San Diego. 1996

*Attachments: ☐ NONE ■ Location Map ☐ Sketch Map ■ Continuation Sheet ■ Building, Structure and Object Record
☐ Archaeological Record ■ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record
☐ Photograph Record ☐ Other: (List) ____

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

Primary # 015554
HRI #

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code 6Z

*Resource Name or #: South Overpass

B1. Historic Name: South Overpass, Consolidated Aircraft Plant No. 1.

B2. Common Name: South Footbridge

B3. Original Use: Industrial B4. Present Use: V--Vacant

*B5. Architectural Style: Factory footbridge

*B6. Construction History: (Construction date, alterations, and date of alterations.)

The structure was built in 1941.

*B7. Moved? ■No □Yes □Unknown Date: _____ Original Location: _____

*B8. Related Features:

The south footbridge is very similar in style and structure to the north footbridge.

B9a. Architect: Probably Richard Requa b. Builder: Consolidated Aircraft

*B10. Significance: Theme World War II Aircraft Production Area San Diego

Period of Significance 1935-1945 Property Type Foot bridge Applicable Criteria CA 1, 2, and 3

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

By itself, the footbridge lacks architectural or engineering qualities to make it eligible for the California Register of Historic Places. It is similar in construction to the North Overpass, which has been listed as eligible as contributing element of an historic district, which includes the footbridge and Buildings 2, 3, 4, 8, and 9. The South Overpass, however, is physically removed from the historic district, and therefore lacks the continuity to make it a contributing element.

B11. Additional Resource Attributes: (List attributes and codes) HP11. Engineering Structure

*B12. References:

Requa, Richard Plans for the North Overpass Home Plant. 1941

San Diego Evening Tribune 10-21-1985

Yenne, Bill Into the Sunset: The Convair Story. Greenwhich, Pub., Lyme, CN 1995

B13. Remarks:

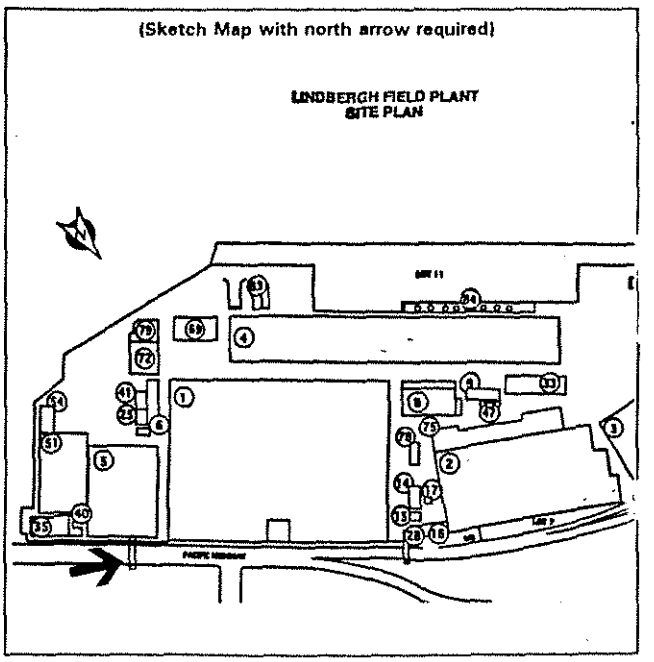
Assumptions on the year built and probable architect are based on existing plans of the North Overpass (see continuation sheet); Threats: None

*B14. Evaluator: Stephen R. Van Wormer

Date of Evaluation: 01/29/1996

(This space reserved for official comments.)

(Sketch Map with north arrow required)



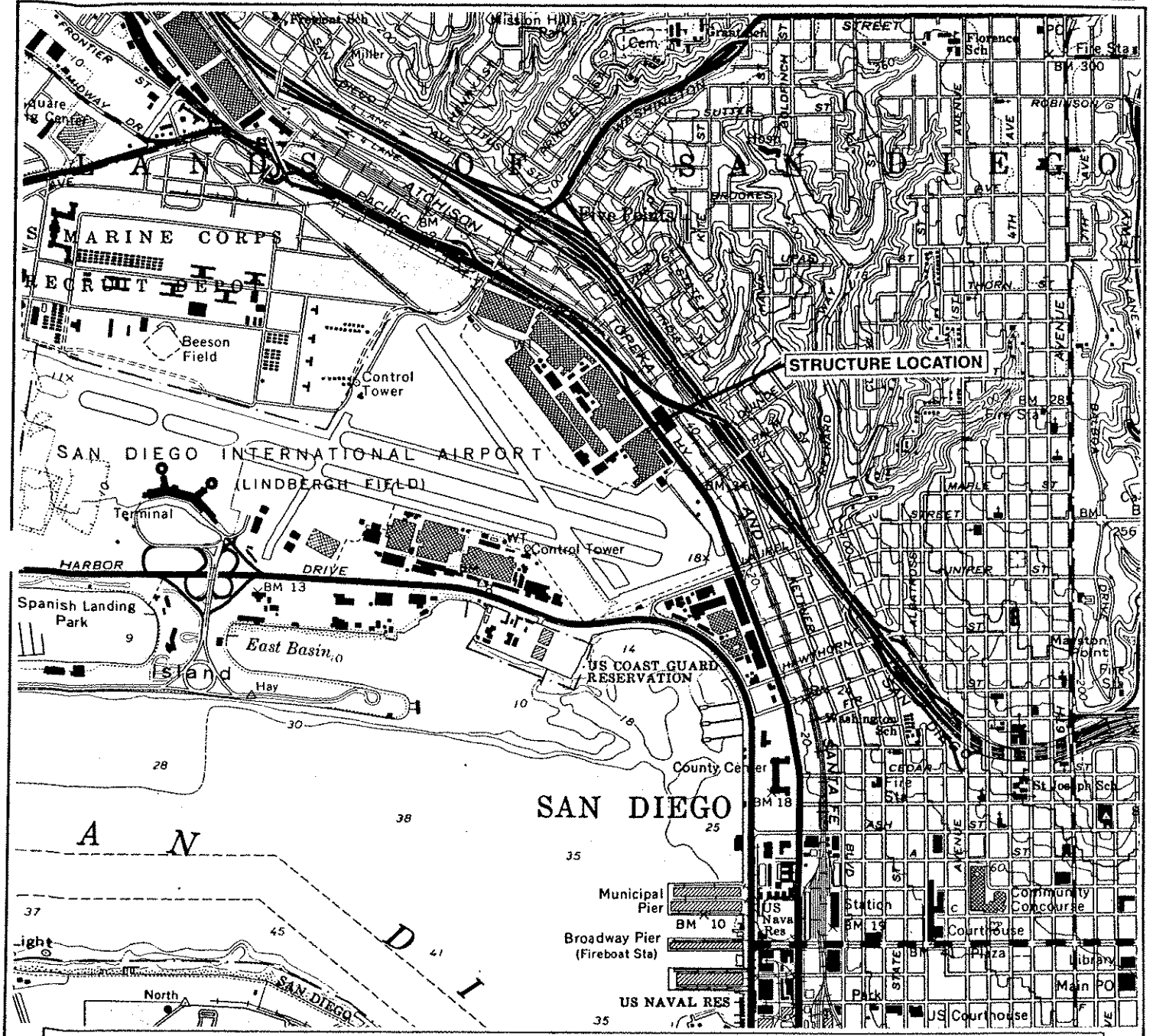
State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary # P-37 015554
HRI#
Trinomial

*Resource Name or # (Assigned by recorder) Southern Footbridge

*Map Name: Point Loma, Calif. *Scale: 1:24,000 *Date of Map: 1967



1 1/2 0 1 MILE
1000 0 1000 2000 3000 4000 5000 6000 7000 FEET
1 .5 0 1 KILOMETER

CONTOUR INTERVAL 20 FEET

CALIF
QUADRANGLE LOCATION

SOURCE: U.S.G.S. 7.5 QUADRANGLE - POINT LOMA, CALIF.
PHOTOREVISED 1975

*Required Information

P3a. Description
Poured concrete buttresses along the sides of the bridge provide protection from falling, and support six circular lamps on steel posts. Some of the steps have been resurfaced. The overall integrity of the structure is good.

CITY OF SAN DIEGO HISTORICAL SITE BOARD REGISTER NO. _____

1. LOCATION DESCRIPTION

Address: _____

Legal Description: Block 192 of Middletown Addition

Other Identification: _____

2. NAME OF SITE

MISSION BREWERY / AMERICAN AGAR COMPANY

3. OWNERSHIP DATA

Original: August F. Tang

Present: Pacific Development Company

Address: 5205 Kearny Villa Way, #211
San Diego, CA 92123

4. FACTUAL DETAILS

Original Use: Brewery

Present Use: vacant

Architect: Richard Griesser

Builder: Stephen Brown and DeCew Construction

Date or Period: 1913

Other: _____

5. PHYSICAL DETAILS

Style: Mission Revival

No. of Stories: one to five

Wall Construction: stuccoed brick masonry

Condition: good

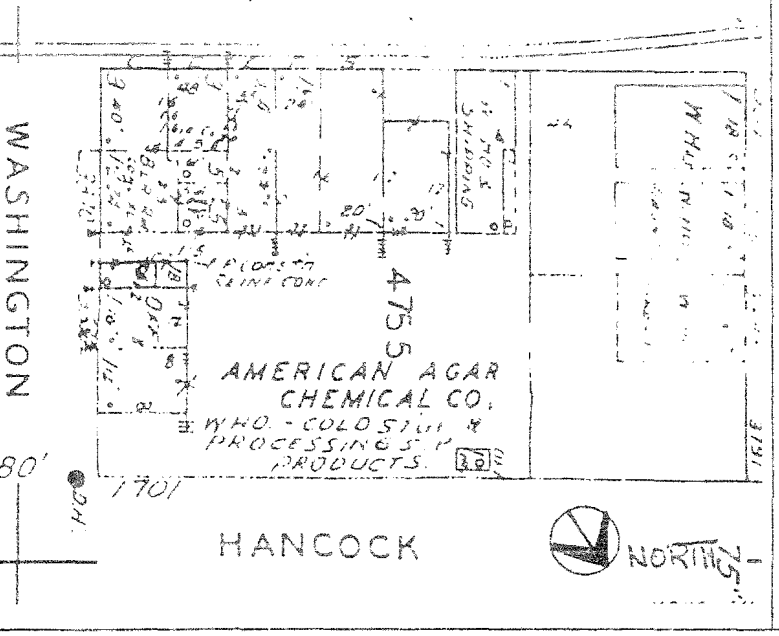
Exterior: good Interior: good to poor

6. OTHER COMMENTS

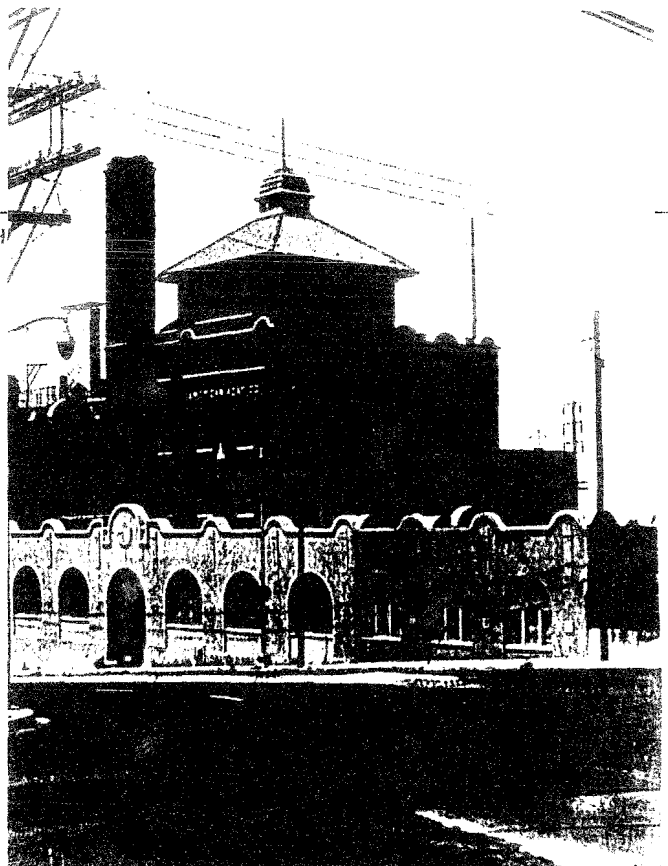
7. SUMMARY: HISTORICAL SIGNIFICANCE AND NOTABLE FEATURES

See attached "Historical Significance" and "Architectural Report"

8. LOCATION MAP (Optional)



9. PH



10. TRANSMITTAL RECORD

	Date		Date
Bldg. Insp.		Site Owner	
Community Dev.		Fire Dept.	
Engineering		Prks. & Pub. Bldg.	
		Planning	

11. NAME AND ADDRESS OF RECORD OWNER

State of California - The Resources Agency Primary # 37024258
DEPARTMENT OF PARKS AND RECREATION HRI# _____

PRIMARY RECORD

Trinomial _____
NRHP Status Code _____

Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 **of** 3
Resource Name or #: (Assigned by Recorder): Kettner Boulevard and Kalmia Street Isolate Find

P1. Other Identifier: _____

***P2. Location: [X] Not for Publication [ ] Unrestricted**

***P2a. County** San Diego

***P2b. USGS 7.5' Quad** Point Loma **Date** Aug 2001 **T** 17 ; **R** 3 ; **1/4 of** **1/4 of Sec** ; San Bernardino **B.M.**

P2c. Address Intersection of Kettner Boulevard and Kalamia Street **City** San Diego **Zip** 92101

P2d. UTM: Zone 11 ; 484002 **mE/** 3621002 **mN**

P2e. Other Location Data: Located above the late 1910's or early 1920's sewer line at about two to three meters of depth.

***P3a. Description:** A number of scattered non-diagnostic artifact fragments were found in and around the pre 1925 sewer line at the corner of Kalamia Street and Kettner Boulevard on a soil contact plane characterized by a very thin rust layer. These artifact fragments consisted of brick, metal wire, pipe casings, and glass fragments.

***P3b. Resource Attributes:** (List attributes and codes) AH4, AH6

***P4. Resources Present:** [ ] Building [ ] Structure [ ] Object [ ] Site [ ] District [ ] Element of District [X] Other

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.) [see attached]

P5b. Description of Photo: _____

Resource Name or #: (Assigned by Recorder): Kettner Boulevard and Kalmia Street Isolate Find

***P6. Date constructed/Age and Sources:** [X] Historic [ ] Prehistoric [ ] Both

***P7. Owner and Address:** The City of San Diego

***P8. Recorded by:** Jason A Miller of RMW Paleo Associates, A Division of SWCA Environmental Consultants, Incorporated., 23392 Madero, Suite L, Mission Viejo, CA 92691, (949) 770-8042

***P9. Date Recorded:** September 2001

***P10. Survey Type:** Monitoring

***P11. Report Citation:**

***Attachments:** [ ] None [X] Location Map [ ] Sketch Map [ ] Continuation Sheet [ ] Building, Structure, and Object Record [ ] Archaeological Record [ ] District Record [ ] Linear Feature Record [ ] Milling Station Record [ ] Rock Art Record [X] Artifact Record [X] Photograph Record [ ] Other (List) _____

State of California - The Resources Agency Primary # 37024258
DEPARTMENT OF PARKS AND RECREATION HRI#

LOCATION MAP Trinomial

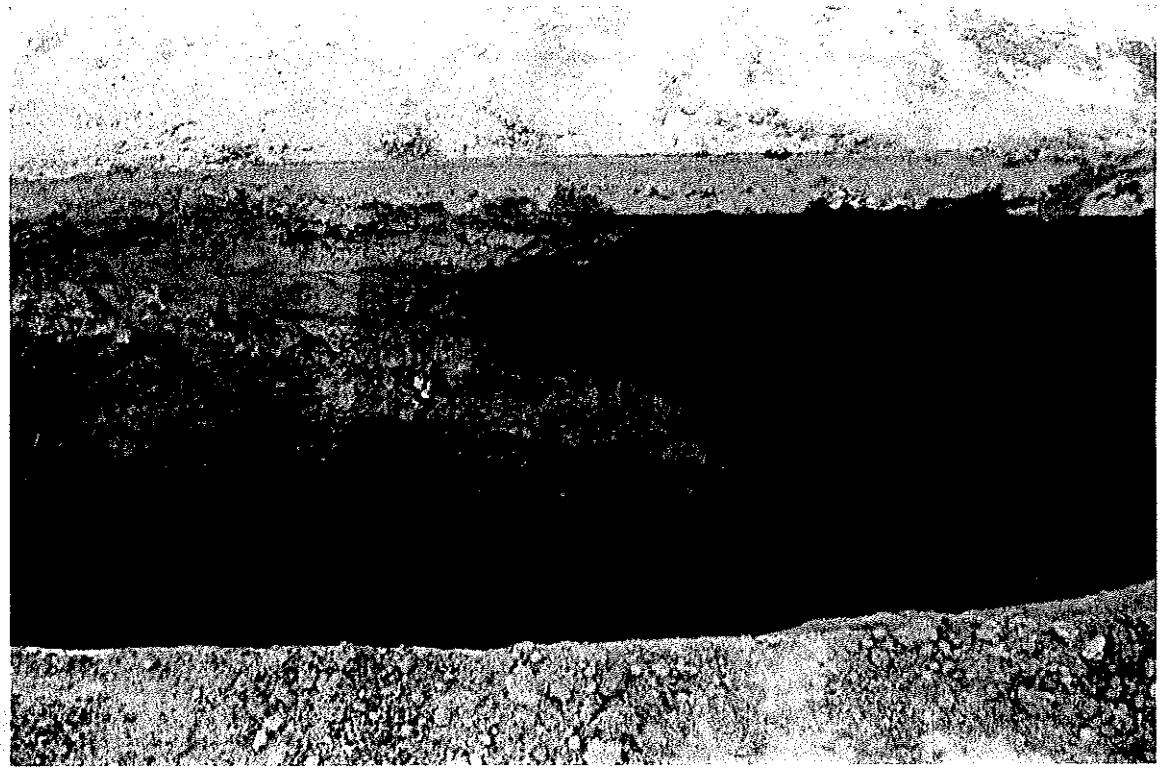
Resource Name or #: (Assigned by Recorder): Kettner Boulevard and Kalmia Street Isolate Find

Map Name: USGS California Point Loma 7.5 Minute Quadrangle **Scale:** 1:24,000

Date of Map: 1967 Photorevised 1975


ISOLATE FIND
SAN DIEGO
OCEAN
Point Loma
Control Tower
US COAST GUARD RESERVATION
Municipal Pier
Broadway Pier (Fireboat Sta)
US NAVAL RES
Hillcrest
Museums
Cabrillo Bridge
Balboa Stadium
Community Concourse
Courthouse
Plaza
Library
Main PO
Fire Sta
Washington Sch
Mission Hills
Water Tanks
Bowl
Zoological Gardens
Roosevelt Jr HS
Pacific Beach
Mission Bay
Mission Beach
Ocean Beach
Peninsula
Old Town
Mission Valley
Linda Vista
Kearny Mesa
Miramar
Scripps Ranch
La Mesa
El Cajon
Lemon Grove
Spring Valley
Chula Vista
Coronado
Imperial Beach
Otay Mesa
San Ysidro
Tijuana
Mexico
Pacific Ocean
San Diego Bay
Harbor
Airport
Freeway
Trolley
Railroad
Boundary
Park
Golf Course
Cemetery
Hospital
School
Church
Tower
Pier
Wharf
Marina
Dam
Reservoir
Lake
Stream
Canal
Bridge
Tunnel
Ferry
Ramp
Interchange
Overpass
Underpass
Grade Separation
Toll
Rest Area
Scenic Overlook
Historical Marker
Monument
Memorial
Statue
Fountain
Flagpole
Windmill
Water Tower
Oil Well
Gas Well
Mine
Quarry
Gravel Pit
Sand Pit
Landfill
Power Line
Pipeline
Communication Line
Fence
Gate
Wall
Building
Residence
Commercial
Industrial
Agricultural
Vacant
Undeveloped
Developed
Urban
Suburban
Rural
Forest
Woodland
Shrubland
Grassland
Desert
Wetland
Marsh
Swamp
Beach
Dune
Cliff
Canyon
Valley
Ridge
Mountain
Hill
Peak
Summit
Pass
Saddle
Slope
Contour
Elevation
Benchmark
Triangulation Station
Spot Elevation
Depression
Sinkhole
Fault
Epicenter
Seismic Station
Weather Station
Radio Tower
Cell Tower
Satellite Dish
Solar Panel
Wind Turbine
Hydroelectric Plant
Nuclear Plant
Thermal Plant
Substation
Transformer
Switchyard
Control Tower
Hangar
Runway
Taxiway
Apron
Terminal
Gate
Parking
Road
Street
Avenue
Boulevard
Drive
Lane
Court
Place
Circle
Terrace
Way
Alley
Trail
Path
Bridge
Overpass
Underpass
Interchange
Ramp
Toll Booth

Kalamia Street Near Kettner Boulevard
Light Historic Debris Scatter



Kalamia Street Trench: Loose Fill with narrow layer of debris
Facing North



Kalamia Street and Kettner Boulevard: Picture of 1920's Manhole
Facing Northwest

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

Primary # P-37-028619
HRI #
Trinomial CA-SDI-18401
NRHP Status Code

Other Listings
Review Code | Reviewer | Date

*Resource Name or #: Ryan Aeronautical Company Historic District

P1. Other Identifier: Teledyne - Ryan Complex

*P2. Location: ☐ Not for Publication ☒ Unrestricted *a. County: San Diego

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad: Point Loma. Date: 1996 T 16 South; R 3 West; unsectioned Pueblo Lands

c. Address: 2701 North Harbor Drive. City: San Diego. Zip: 92133

d. UTM: Zone: 11s 482588 mE/ 362143 mN (G.P.S.)

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Elevation: 10 ft. AMSL.

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The Ryan Aeronautical Company Historic District is eligible for nomination to the National and California Registers of Historic Places at both the local and national levels. The district consists of those buildings and structures associated with aviation pioneer T. Claude Ryan and his aircraft and aerospace manufacturing businesses. The period of significance is from 1939, when the plant opened, until it was sold to Teledyne Inc. in 1969. It was during this 30 year span that the site was directly associated with aviation pioneer T. Claude Ryan and his management of the company, as well as Ryan Aeronautical's significant contributions to national defense production during the Second World War and important developments in aerospace research and development during the 1950s and 1960s.

The district is eligible under Criterion A for its association with the development of the aircraft industry in San Diego at Lindbergh Field, for its association with the contribution of aircraft manufacturers at Lindbergh Field to World War II defense production, and for its association with the company's significant contributions to Cold War research and development projects as well as defense manufacturing. The Ryan Aeronautical Company Historic District is eligible under Criterion B for its association with aviation pioneer T. Claude Ryan. The district is also eligible under Criterion C for its representation of a distinctive type of industrial architecture associated with the 1930s and World War II. Taken together, the buildings and structures that make up the contributing elements of the district illustrate the design fabrication concepts common to Southern California aircraft manufacturing from the 1930s through World War II and into the 1950s; a period when the industry played a dominant role in the economy of the region. The district retains good to excellent integrity of setting, place, design, materials, workmanship, feeling and association.

This largely World War II era aircraft manufacturing plant historic district consists of 18 contributing elements that are listed below. They are described in detail on the accompanying District Form.

CONTRIBUTING ELEMENTS

Building No.	Function
100	Ryan Aeronautical Administration Building
102	Ryan Aeronautical Contracts and Pricing Office
104	Ryan Aeronautical Engineering Building
105	Ryan Aeronautical Materials & Processing Laboratory & Engineering Building
110/112(122)	Ryan Aeronautical Drop Hammer Structure / Planishing Shed
111	Ryan Aeronautical Welding Shop
120	Ryan Aeronautical Main Factory Building
121	Ryan Aeronautical Receiving Warehouse
131	Ryan Aeronautical Factory Building
140	Ryan Aeronautical Final Assembly Building
146	Ryan Aeronautical Engineering & Manufacturing Building
152	Ryan Aeronautical Jet Engine Drone Assembly Building
156	Ryan Aeronautical Warehouse
160	Ryan Aeronautical Foundry and Plaster Shop
180	Ryan Aeronautical Experimental/Receiving & Assembly Building
181	Ryan Aeronautical Airplane Storage Building

In addition, two contributing elements within the district, Buildings 180 and 181, have an additional layer of significance. In addition to being important contributing elements to the Ryan Aeronautical Company Historic District, these hangars represent the first three buildings constructed by Ryan Aeronautical when the company was located adjacent to the original terminal on Pacific Highway from 1932 to 1939. They were moved to there present location in the early 1940s. Although no longer at their original location, these buildings represent the first aircraft manufacturing plant at Lindbergh Field. These buildings qualify under Criteria A and B for their association with T. Claude Ryan and his participation in the early development of Lindbergh Field. They also qualify for significance under Criterion C for their representation of shops typically used during the earlier phases of aircraft manufacturing, when it was still a craft industry and had not yet developed into the large-scale mass production required by the Second World War, which necessitated much larger buildings.

***P3b. Resource Attributes:** (List attributes and codes)

***P4. Resources Present:** ☒Building ☒Structure☐Object ☐Site ☒District ☒Element of District ☐Other (Isolates, etc.)

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

SEE CONTINUATION SHEETS

P5b. Description of Photo: (View, date, accession #)

See continuation sheets

***P6. Date Constructed/Age and Sources:** ☒Historic ☐Prehistoric ☐Both

1939 - 1966

***P7. Owner and Address:**
San Diego Regional Airport Authority, P.O. Box 82776, San Diego, CA 92138

***P8. Recorded by:** (Name, affiliation, and address)

Stephen Van Wormer
Walter Enterprises
238 Second Avenue, Chula Vista, CA, 91910

***P9. Date Recorded:**
January 2006

***P10. Survey Type:** (Describe)

Intensive Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")

Van Wormer, Stephen R. and Mary Robbins–Wade. Historic Architectural Survey: San Diego Airport Master Plan Update. Affinis, El Cajon, CA. 2006

*Recorded by: Stephen Van Wormer *Date: Jan – Feb 2006 ☐ Continuation ☐ Update
DPR 523L (1/95) *Required information

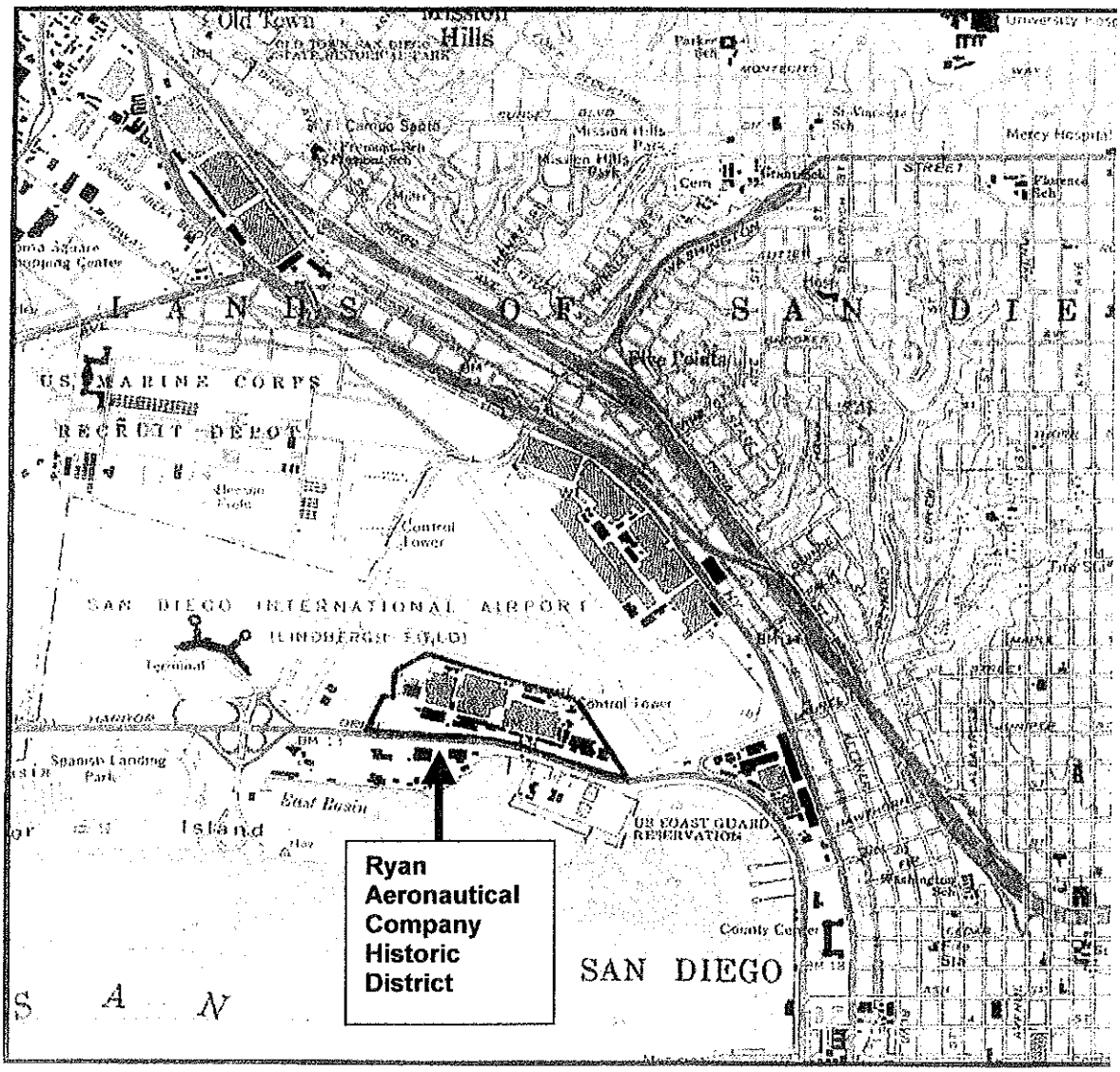


Figure 1: Ryan Aeronautical Company Historic District Location and Boundary on the USGS 7.5' Point Loma Quadrangle.

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

Primary # P-37-028620
HRI #
Trinomial
NRHP Status Code

Other Listings
Review Code Reviewer Date

*Resource Name or #: United Airlines 1931 Hangar and Terminal

P1. Other Identifier: ASIG Building

***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** San Diego

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

***b. USGS 7.5' Quad:** Point Loma. **Date:** 1996 **T** 16 South; **R** 3 West; on unsectioned Pueblo Lands of the City of San Diego.

c. Address: 2340 A-D Sillwater Road. City: San Diego. Zip: 92133
d. UTM: Zone: 11s 482588 mE/ 362143 mN (G.P.S.)
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Elevation: 10 ft. AMSL.
d. UTM: Zone: 11s; 481962 mE/ 3621467 mN (G.P.S.)
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Elevation: 13 ft ASML
Along the western edge of Lindbergh Field south of the Air Freight Building and north of the Commuter Terminal.

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

This two story in height aircraft hangar measures approximately 75 feet square. Its steel frame is supported by a poured concrete slab foundation. The low, broad, pyramidal shaped roof is supported by steel trusses and covered with asphalt roofing material. Squared, stucco covered, modest Art-Deco style pillars frame the building at each corner. The east side consists of a glass curtain wall made of multiple rectangular panes of glass in a large steel frame. The north wall consists of sliding hangar doors constructed in the same manner. A row of identically framed windows runs across the upper portion of the south wall. The west wall is stuccoed. Multiple single entry doors and rectangular steel framed windows are located at ground level along this side.

***P3b. Resource Attributes:** (List attributes and codes) HP 8: Industrial Building

***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other (Isolates, etc.)

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

SEE CONTINUATION SHEETS

P5b. Description of Photo: (View, date, accession #)

See continuation sheets

***P6. Date Constructed/Age and Sources:** ☒Historic ☐Prehistoric ☐Both

1931

***P7. Owner and Address:**
San Diego Regional Airport Authority, P.O. Box 82776, San Diego, CA 92138

***P8. Recorded by:** (Name, affiliation, and address)

Stephen Van Wormer
Walter Enterprises
238 Second Avenue, Chula Vista, CA, 91910

*P9. Date Recorded: December 2005

*P10. Survey Type: (Describe)

Intensive Survey

*P11. Report Citation: (Cite survey report and other sources, or enter "none.")

Van Wormer, Stephen R. and Mary Robbins–Wade, 2006. Historic Architectural Survey: San Diego Airport Master Plan Update. Affinis, El Cajon, CA

*Attachments: ☐NONE ☒Location Map ☐Sketch Map ☒Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (List):

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
Primary # P-37-028620
HRI#

BUILDING, STRUCTURE, AND OBJECT RECORD

 *NRHP Status Code *Resource Name or # (Assigned by recorder) United Airlines 1931 Hangar and Terminal

B1. Historic Name: United Airlines 1931 Hangar and Terminal

B2. Common Name: ASIG Building

B3. Original Use: Airline terminal and hangar B4. Present Use: Aircraft maintenance hangar

*B5. **Architectural Style:** Industrial – commercial aircraft hangar – modest Art Deco pillars at corners.

*B6. **Construction History:** (Construction date, alterations, and date of alterations)

Originally constructed along Pacific Highway at the southeast corner of the airfield in May 1931, this hangar was the second building built at Lindbergh Field. According to San Diego Regional Airport Authority records, it was moved to its present location around 1957.

*B7. **Moved?** ☐No ☒Yes ☐Unknown **Date:** 1957 **Original Location:** Along Pacific Highway at the southeast corner of Lindbergh Field.

*B8. **Related Features:** None

B9a. Architect: Undetermined b. Builder: Undetermined

*B10. **Significance: Theme:** Development of the commercial airline industry. **Area:** Lindbergh Field and along the West Coast.

Period of Significance: 1931 – 1940 **Property Type:** Applicable **Criteria:** Eligible for listing by the San Diego Historic Sites Board

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The ASIG building is the original United Airlines terminal. Pacific Air Transport - who changed their name to United shortly thereafter - originally constructed this building along Pacific Highway at the southeast corner of the airfield in May 1931. It was the second building constructed at Lindbergh Field. The building is significant under National Register Criterion C. Its design reflects early aircraft hangar and terminal construction typical of the late 1920s and early 1930s. The building shows very little modification from its original design and retains excellent integrity of design, workmanship, and materials, which still convey a strong feeling and association for the early airport development at Lindbergh Field and the early pioneering development of airline industry. The building is also significant under National Register Criterion A, due to the fact that it was the second building constructed at the airport and was used by United Airlines as its terminal when San Diego was United's hub during the early years of passenger aviation. As such it has strong associations with the development of the airline industry at Lindbergh Field and along the west coast. United Airlines was instrumental in the growth of passenger aviation on the west coast.

Although it has been moved from its original location, the building meets National Register Criteria Consideration B. This allows moved properties that are significant primarily for their architectural value, or as a surviving property most importantly associated with historic persons or events, to be considered eligible for the National Register, even though they are no longer located where they stood during their period of significance (National Park Service 1990: 29; 1993:16). The original United Terminal meets this consideration in that the building retains its original architectural design and integrity and is the only surviving building from the earliest period of development at Lindbergh Field between 1928 and 1933. In addition, the building would qualify for listing as an important resource by the City of San Diego's Historic Resources Board and is eligible for listing on the California Register of Historical Resources.

B11. Additional Resource Attributes: (List attributes and codes) HP 8: Industrial Building

***B12. References:**

Harbor Department
1935 Lindbergh Field Municipal Airport, San Diego California, "Air Capitol of the West." Informational pamphlet prepared and distributed by Harbor Department, City of San Diego. Lindbergh Field Vertical Files, San Diego Aerospace Museum, and San Diego Historical Society, San Diego, CA.

Leiser, Edward
2000 San Diego Flying Days. Copies of manuscripts on file at the San Diego Historical Society and San Diego Aerospace Museum, San Diego, CA.

B13. Remarks:

This building is worthy of preservation as part of an aerospace museum.

***B14. Evaluator:** Stephen Van Wormer, Walter Enterprises Affinis, 238 Second Avenue, Chula Vista, CA 91910. For Affinis, 847 Jamacha Road, El Cajon, Ca. 92019

***Date of Evaluation:** Date: December 2005

(Sketch Map with north arrow required.)

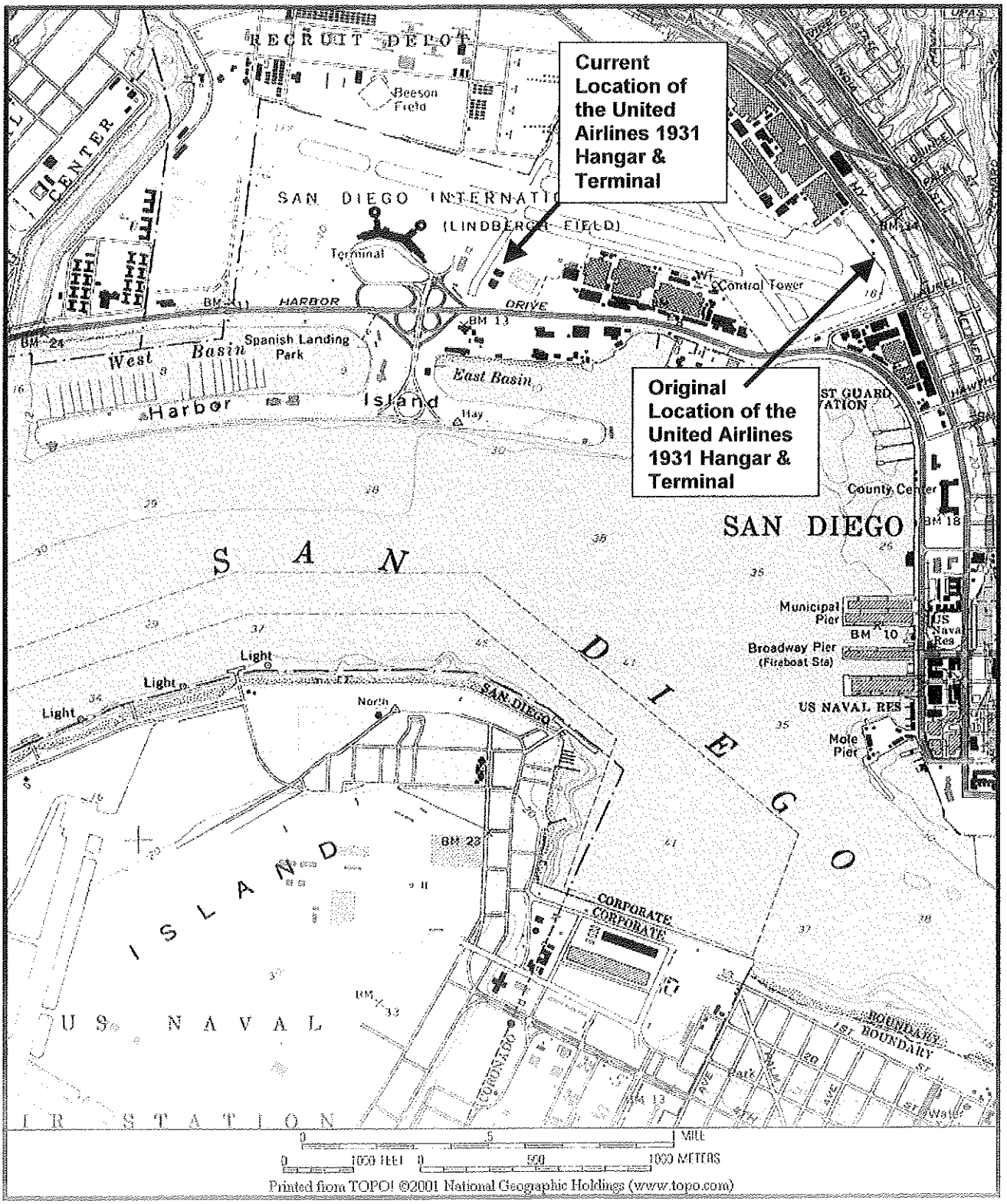
See Location Map

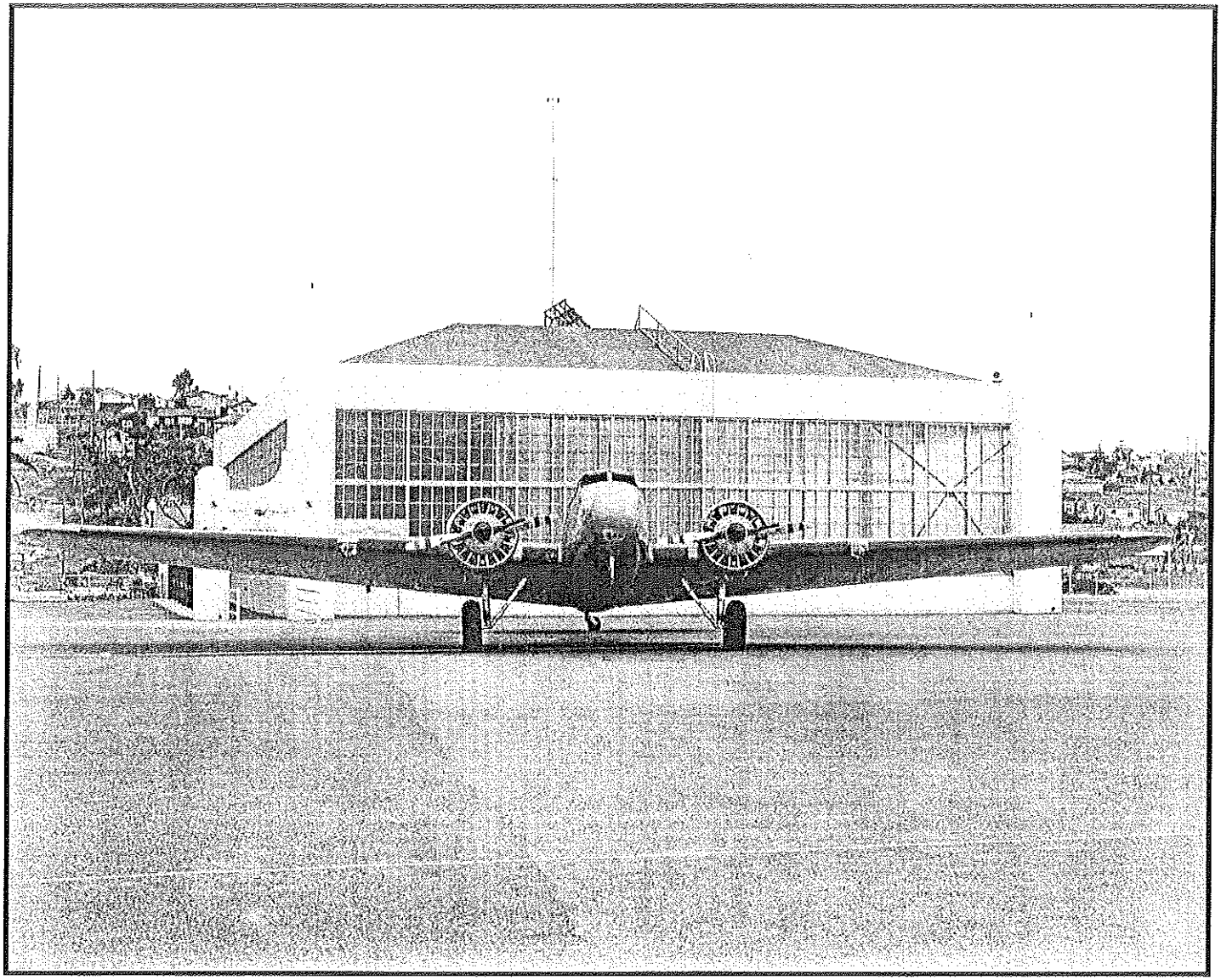
This space reserved for official comments.)

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
LOCATION MAP

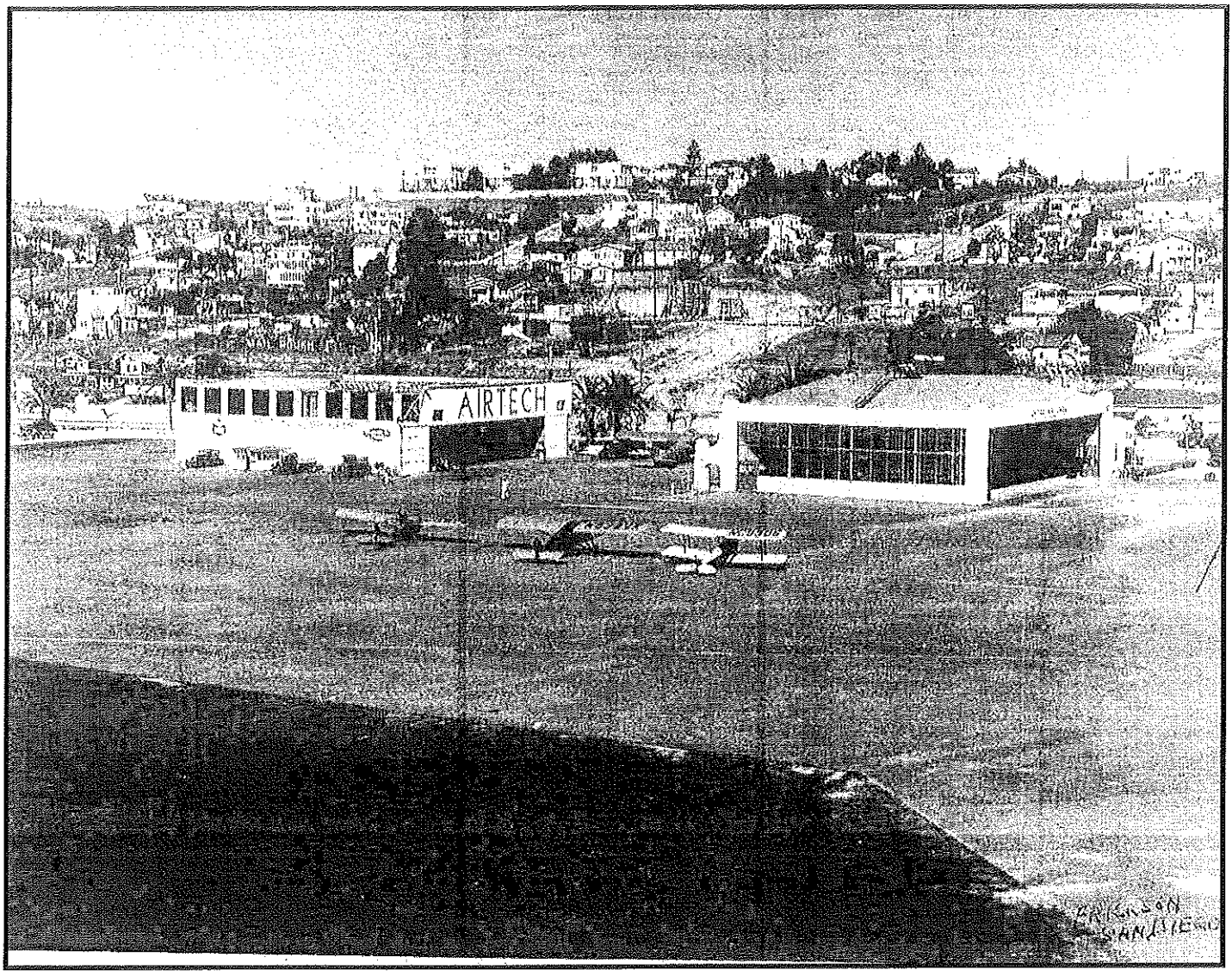
Primary # P-37-028620
HRI#
Trinomial

 Resource Name or #: (Assigned by recorder) United Airlines 1931 Hangar and Terminal

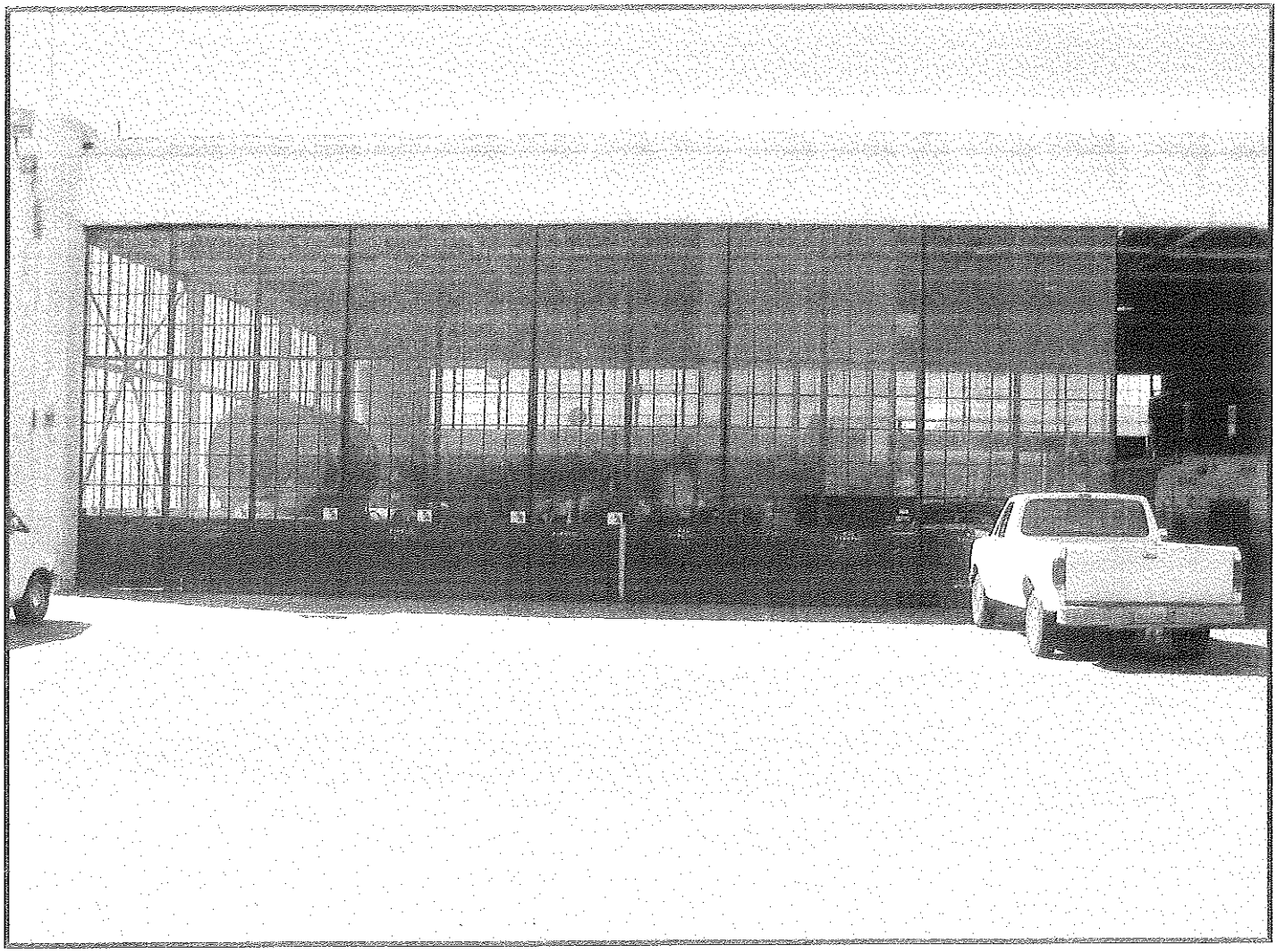




A Boeing twin-engine passenger plane in front of the United Airlines Hangar circa 1931 – 1932 (San Diego Historical Society). This photograph shows the building at its original location.



The Airtech and Pacific Air Transport - United Airlines hangars circa 1931-1932 (San Diego Aerospace Museum). Airtech was the first building constructed at Lindbergh Field and the United Airlines hangar was the second.



Current (2005) view of the front (north) side of the 1931 United Airlines Hangar, showing the sliding glass curtain wall hangar doors.



View of the east and north (front) sides of the 1931 United Airlines Hangar, looking southwest. Note how little the stuccoed exterior, glass curtain walls, corner pillars, and roofline have changed from their appearance in the 1931 photographs of the building that precede these photos.



Current (2005) view of the west façade of the 1931 United Airlines Hangar and Terminal, looking southeast.

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

CONTINUATION SHEET

Primary # P-37-028904_Update
HRI# _____
Trinomial # _____

Page 1 **of** 1

***Resource Name or #:** Spanish Landing Update

***Recorded by:** Julie Roy

***Date:** March 20, 2013

☐ Continuation ■ Update

Description: Historical Landmark #64, Spanish Landing is in the vicinity of the SDG&E SCADA CAP REPL D122911, eTS 23917 project location. The Spanish Landing boundaries, including Spanish Landing Park, are continually manicured and kept in good condition. The project location is within the boundaries of the park along Harbor Drive approximately 0.34 miles west of Harbor Island Drive. Prior to excavation activities the ground surface within the vicinity of the project was thoroughly checked for cultural resources. Although shell was observed on the surface of the ground and within the excavated trenches, the soils and shell fragments are from dredging activities that created this portion of land. There were no cultural resources found within the trenching activities for this project.

P-37-028904

CITY OF SAN DIEGO HISTORICAL SITE BOARD REGISTER NO. 33

1. LOCATION DESCRIPTION
Street No. Spanish Landing Park
Legal Description north shore of San Diego bay near
Other Identification old mouth of San Diego river

2. NAME OF SITE Designated Nov. 6, 1970
*Spanish Landing "Old Landing" Site of Desembarcadero

3. OWNERSHIP DATA
Original Indian, Spanish, Mexican, American
Present Port of San Diego City
Address

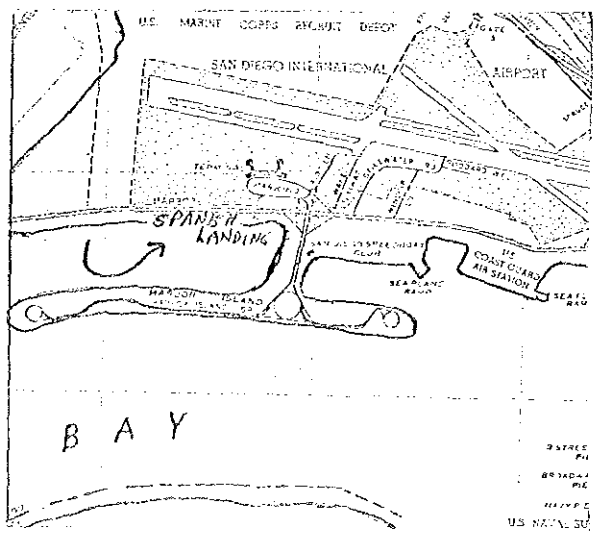
4. FACTUAL DETAILS
Original Use anchorage of first supply ships for
~~Present Use~~ the occupation of Upper California -
~~Architect~~ the founding of San Diego
~~Builder~~
Date or Period 1769 Spanish Period
Other
Present Use - Park

5. PHYSICAL DETAILS
Style Bay
No. of Stories
Wall Construction
Condition
Exterior Interior

6. OTHER COMMENTS
California Historical Landmark #64

7. SUMMARY: HISTORICAL SIGNIFICANCE AND NOTABLE FEATURES The Spanish arrival in Upper California is historically significant; San Diego is the Plymouth Rock of the West. Spanish Landing is in the general area of Spanish Landing Park, and was the anchorage of the first Spanish supply ships (San Carlos and San Antonio) for the occupation of Upper California. The area at the mouth of the San Diego River was used by small boats in the Spanish and Mexican Periods. Small boats were able, at high tide, to go on the San Diego river between the Pueblo of San Diego (Old Town) and the harbor (Spanish Landing). Thus, travel by boat was possible between the Pueblo of San Diego (Old Town) and the small colony at La Playa (during the Mexican Period).

8. LOCATION MAP (Optional)
See historical photo in Spanish Landing file



9. PHOTOGRAPH

10. TRANSMITTAL RECORD

	Date		Date
Bldg. Insp.		Site Owner	
Community Dev.		Fire Dept.	
Engineering		Prks. & Pub. Bldg.	
		Planning	

11. NAME AND ADDRESS OF RECORD OWNER

City of San Diego

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

Primary# _____
HRI# _____
Trinomial _____
NRHP Status Code _____
Other Listings _____
Review Code _____ Reviewer _____ Date _____

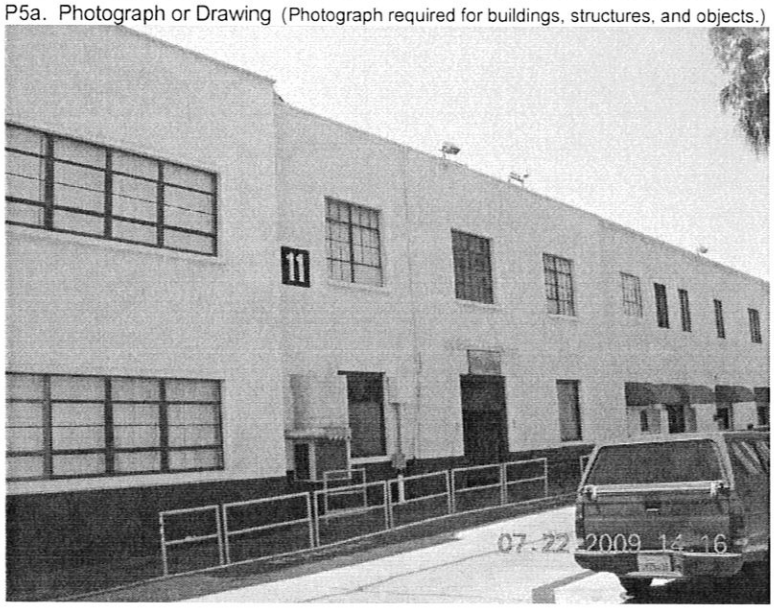
 ***Resource Name or #:** (Assigned by recorder) Building 11

P1. Other Identifier:
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted**
***a. County:** San Diego **and** (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)
***b. USGS 7.5' Quad** Point Loma **Date** 1992 **T** N/A; **R** N/A; N/A ¼ **of** N/A ¼ **of Sec** N/A; **B.M.** SB
c. Address 2200 Pacific Highway City San Diego Zip 92101
d. UTM: (Give more than one for large and/or linear resources) Zone 11, 483710 mE/ 3621104 mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)
APN: 760-071-03-00

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
The building is basically rectangular in plan with a courtyard to the south and another building to the north of it. The three primary elevations are the east, the south, and the west. The north elevation was not visible during survey since it is connected to another building. The building was originally constructed during the1910s as a vernacular fish cannery. In the 1930-40s, it was renovated with vernacular Moderne influences. Identifying features of the Moderne style include the tendency for buildings to be formal and heavy, smooth wall surfaces of stucco, flat roofs, and windows arranged in sunken vertical panels. Building 11 is constructed of concrete and covered by a flat roof with a simple cornice. It is now used as an industrial and office building by Solar Turbines. **SEE CONTINUATION SHEET**

P3b. Resource Attributes: (List attributes and codes) Industrial Building-HP8, 1-3 Story Commercial Property – HP6
***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other (Isolates, etc.)

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



P5b. Description of Photo: (view, date, accession #) View to the north-northwest; July 22, 2009

***P6. Date Constructed/Age and Source:**
☒Historic ☐Prehistoric ☐Both
Circa 1910s; estimated from information in Lindbergh Lore by Port of San Diego's Public Art Program brochure

***P7. Owner and Address:**
Solar Turbines Incorporated
2200 Pacific Highway
San Diego, CA 92101

***P8. Recorded by:** (Name, affiliation, and address)
URS Corp.
1615 Murray Canyon Road, Suite 1000
San Diego, CA 92108-4314

***P9. Date Recorded:**
July 2009

***P10. Survey Type:** (Describe) Intensive Survey

***P11. Report Citation:**
(Cite survey report and other sources, or enter "none.") Verizon Cellular Communications Tower – 2200 Pacific Highway, San Diego, CA, July 2009.

***Attachments:** ☐NONE ☐Location Map ☒Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐Other (List):

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary #_____
HRI #_____
Trinomial_____

 *Resource Name or # (Assigned by recorder) Building 11
*Recorded by: URS Corporation *Date July 2009 X Continuation __ Update

*P3a. *(continued)*

Site Setting/ Landscape Features

The building sits within an industrial setting within an urban area, and consists of a 20th century aircraft and aviation manufacturing facilities. The boundaries are generally W. Hawthorn Street, W. Laurel Street, Pacific Highway, and N. Harbor Drive. The buildings and structures are arranged along the axes of Pacific Highway and W. Laurel Street. Most of the buildings within the industrial complex are two stories. Along the west end of Laurel Street are mechanical equipment and pipes, and no buildings are present in this area. The complex has a non-original perimeter fence along its boundaries, and ornamental plantings line the areas that face street elevations (e.g., Laurel Street). The entire site is primarily covered with pavement and hardscape. Between Building 8 and 11 is an outdoor lunch area with several ornamental trees in concrete planters, which anchor an informal hardscape courtyard. These landscape features reinforce the site's axial plan and provide a transition from the facility's industrial uses to its administrative uses (which are concentrated towards the south of the site). The southern tip of the site is mostly for parking.

East Elevation, Building 11

This is along an alley parallel to Pacific Highway and features the entrance to Building 11 itself and the north wing of Building 11 parallel to the alley. It has a rectangular plan along the axis of Pacific Highway, is two-stories in height, and symmetrically organized. The walls are concrete covered by stucco. The bottom third of the building is sheathed in black marble. The windows were replaced during the 1930-40s (based on a photographic comparisons but the bays appears to be original). .

The façade of the formal entrance between Buildings 8 and 11 is projected from the elevations on either side of it. It is arranged in 3 bays with a centered entrance. The center door, transom, and sidelights are all non-original, though the slightly projecting double frame of concrete is original. The first floor has a slightly projecting frame of concrete for a band of recessed windows on either side of the entrance that consist of a set of two four-over-one panes and a set of four of the same kind of panes. The second floor has a long, rectangular projecting frame of concrete that runs the length of the building. These are the same kind of recessed windows as seen in the first floor, except they are in sets of six above the door and the set of two on the first floor and then a set of four just above and identical to the ones of the first floor.

The entrance to Building 11 is the section of the building called 11-1. It is rectangular in plan, two stories in height, and symmetrically organized. In front or east of the façade is a wheelchair ramp or walkway parallel to the alley. The façade is organized in three bays with a center entrance. The doorway has a concrete surround with a simple, decorative crown. The door is original with a wood casing and three-over-two fixed transom window. On either side of the door are two recessed windows with concrete sills. These panes have been replaced with new, fixed ones. Above the entrance is a rectangular, original double, multi-paned fixed window with a concrete sill. On the second floor are two side, rectangular windows similar to the one above the entrance. They are also multi-paned, but have thinner mullions and the middle panes compose an awning window. The rest of the north wing is also two-stories. The first floor has the original, recessed openings, but new doors and awnings. The second floor has one original, multi-paned window. The top, middle panes compose an awning window that is able to open. The other windows are recessed, thin and narrow with two panes.

South Elevation, Building 11

This fronts the courtyard outdoor lunch area across from Building 8. The southeast corner has a new double door and fabric awning on the first floor. The rest of the elevation consists of twelve bays. Most have two evenly-spaced, rectangular four-over-four windows on each story between thin pilaster-like elements that stop before the parapet. The third row, middle two panes can open as awning windows. These are dated to the 1930-40s. New metal awnings cover the second-story windows. The first story sometimes has larger, garage-sized openings. The middle bay has a door west of a window on both stories and stairways to each door. The southeast corner has been landscaped with palm trees and an eating area. The southwest area is still used for industrial and storage purposes.

West Elevation, Building 11

The elevation faces N. Harbor Drive. It consists of seven bays. The second floor is dotted by rectangular windows covered by metal awnings. The windows are all multi-square paned, similar to the ones seen on the south elevation and are probably dated to the 1930-40s. The southeast corner has a new entrance. The metal single door was placed into the middle of what was a window and the panes around it remain. The traditional entrance is the one on the east elevation.

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
Primary #_____
HRI #_____

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 3 of 5 *NRHP Status Code 6Z
*Resource Name or # (Assigned by recorder) Building 11
B1. Historic Name: N/A
B2. Common Name: N/A
B3. Original Use: Industrial
B4. Present Use: Industrial and Office
*B5. Architectural Style: Vernacular with Moderne Influences
*B6. Construction History: (Construction date, alterations, and date of alterations)
The building was constructed as a fish cannery and warehouse by Arrow Packing Company in the 1910s. It was roughly L-shaped in plan. In 1924, the building was converted into the Ryan Airline factory and then the B.F. Mahoney Aircraft Corporation factory. Probably during the 1930-40s, after it was taken over by Solar Aircraft Corporation in 1930, the windows were replaced and it was redesigned in the vernacular Moderne style. The triangular pinnacles (Christmas tree shaped) were probably removed at this time. The more elaborate entryway was added in front of the original doorway. The other first-floor windows were resized and designed to look like the second story windows. It was re-surfaced and an additional wing was built to the north, and another building (Building 8) was built to the south. The formal entrance between Building 8 and 11 to the south of Building 11 probably included the pilaster at the end of Building 11. The awnings, stucco exterior, wheelchair ramp in front of the building, and new doors were probably added in the 1990s.

*B7. Moved? X No _____Yes _____Unknown Date: _____ Original Location:_____
*B8. Related Features:

B9a. Architect: Unknown b. Builder: Unknown
*B10. Significance: Theme N/A Area San Diego, CA
Period of Significance N/A Property Type N/A
Applicable Criteria N/A (Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

(See Continuation Sheet)

B11. Additional Resource Attributes: (List attributes and codes)
*B12. References: *(See Continuation Sheet)*

McAlester, V. and L. *A Field Guide to American Houses*. New York: Alfred A. Knopf, Inc., 1984.

Quinn Evans. *Historic Structure Report: The Wright Cycle Company Building*. Ann Arbor, 1999.

Port of San Diego's Public Art Program, Lindbergh Lore brochure.

Sanborn Library, Certified Sanborn Maps, 1921 and 1950.

Spark, Nick T. "Secrets of the Spirit: Charles Lindbergh, Donald Hall, and the Plane That Made History" in *American Aviation Historical Society Journal*. 2005. http://www.charleslindbergh.com/history/sec/, Accessed July 27, 2009.

B13. Remarks: None
*B14. Evaluator: URS Corporation
*Date of Evaluation: July 2009

(This space reserved for official comments.)



State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary #_____
HRI #_____
Trinomial_____

Page 4 of 5 *Resource Name or # (Assigned by recorder) Building 11
*Recorded by: URS Corporation *Date July 2009 X Continuation __ Update

*B10. (Continued)

The building is significant in that it was where the wings and fuselage of the airplane the *Spirit of St. Louis* were built. In 1927, Building 11 was used as a factory by Ryan Airlines. T. Claude Ryan had established a flying school, flying service, and airplane manufacturing company. By 1927, Frank Mahoney had taken over Ryan Airlines, while Ryan stayed on as the general manager. The company was renamed Mahoney Aircraft Corporation. Ryan Airlines (also known as Ryan Aeronautical Corporation or Company) under designer Donald A. Hall modified the Ryan M-2 monoplane into the Spirit of St. Louis. In May 1927, Charles Lindbergh came to supervise the construction of the airplane in Building 11. Lindbergh flew the Spirit of St. Louis from San Diego to New York. From New York, he completed the first non-stop transatlantic flight to Paris on May 20-21, 1927. This successful solo flight generated an enormous swell of public interest in aviation worldwide and made Lindbergh an instant celebrity. The interest in aviation helped bring the support needed for San Diego to establish Lindbergh Field, a new airport, in 1928. The period of significance is 1927, when the Spirit of St. Louis was built.

Building 11 is over 50 years old and eligible to be considered a historic property. The building is associated with both a significant event and person: the first transatlantic flight and the person of Charles Lindbergh (criteria A and B of NRHP; criteria 1 and 2 of CRHR). However, not enough integrity is retained to convey its significance. The location aspect of integrity does remain. The design aspect has not been retained. The windows and doors have been all changed from how they appeared during the period of significance. The exterior has been resurfaced and the distinctive triangular pinnacles at the corners of the roofs were removed. The first floor windows have been resized. The only thing that does remain is the overall arrangement of spaces and the second-floor window sills, which is too little to retain the design aspect. The setting has also not been retained. The immediate setting of buildings and open space has been changed. It used to be an isolated building away from airstrips. The open space has been built-up from a wing south of the building to another building north of it. The vegetation and walkways were all built around it and are not original. The materials are also not retained. The original wood windows are gone. Original exterior wall surfacing has been lost to new surfacing. The workmanship would include the triangular pinnacles and cornice, which were the only detailing on the building during the period of significance. The pinnacles, which were the more prominent features, have been removed, though the cornice remains on the east elevation. The feeling aspect of integrity has not been retained. In 1927, it had the feeling of early aircraft manufacturing of the 1920s and the innovation taking space in available no-frills spaces that could fit aircraft parts. This feeling has been lost through remodeling into postwar industrial and contemporary office spaces. The aspect of association does remain, as the building is the place where the Spirit of St. Louis was constructed and with some effort could convey that relationship to an observer. A plaque above the door of Building 11 (east elevation) does declare that Lindbergh supervised the construction of the Spirit of St. Louis within it. The building only satisfies two of the seven aspects of integrity.

A study was done of similar properties connected to the early history of aviation. The Wright brothers invented an early airplane, the Wright Flyer, and are also part of the history of aviation in the early twentieth century. So a comparison was done of a building associated with the Wright brothers to see what the standard of integrity for these sorts of resources would be. The Wright Cycle Company and Printing shop in Dayton, Ohio also had integrity problems, in that most of the windows were removed and it was resurfaced too. However, it had undergone a complete restoration before it was determined eligible for the National Register of Historic Places. The Wright Cycle Company and Printing shop also could qualify under Criteria Consideration E, because it was reconstructed in a historic district or "suitable environment." Building 11 is not restored and the buildings next to it are not currently considered a historic district. If Building 11 were ever to be restored to its appearance during the period of significance, then it should be reevaluated at that time. Therefore, the integrity considerations were not adjusted in this situation.

Furthermore, the building does not significantly embody the distinctive characteristics of an architectural style, type or period (Criterion C of the NRHP; Criterion 3 of the CRHR). The original design itself did not embody any particular architectural style. Also, research has provided no indication that the building has the potential to yield potentially important information archeologically (Criterion D of the NRHP; Criterion 4 of the CRHR). Therefore, in conclusion, Building 11 does not appear to be eligible for listing to the NRHP.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

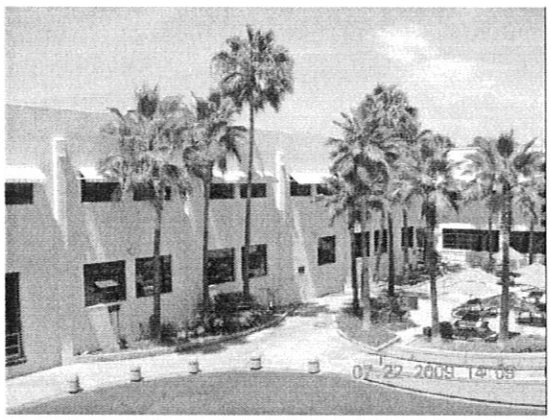
Primary #_____
HRI #_____
Trinomial_____

Page 5 of 5 *Resource Name or # (Assigned by recorder) Building 11
*Recorded by: URS Corporation *Date July 2009 X Continuation __ Update

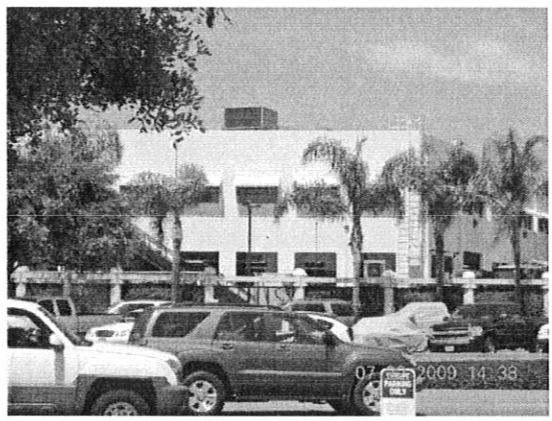
*B10a. *(continued)*



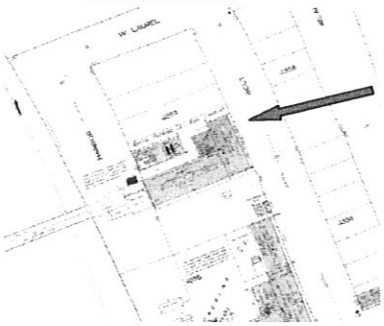
Building 11, East Elevation, (shortly) after 1927.
Photograph from article by Sparks and copyrighted by the estate of Donald A. Hall, Sr.



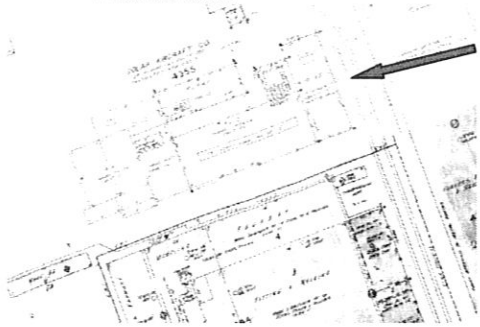
South elevation



West elevation



1921 Sanborn Map



1950 Sanborn Map

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

Primary #
HRI #
Trinomial
NRHP Status Code
Other Listings
Review Code Reviewer Date

Page 1 **of** 30 ***Resource Name or #:** MBV-1

P1. Other Identifier:

***P2. Location:** ☑**Not for Publication** ☐ **Unrestricted** ***a. County:** San Diego

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

***b. USGS 7.5' Quad:** Point Loma **Date:** ND, Digital Map **T** 16S; **R** 3W; projected of former Pueblo Lands of San Diego ; M.D. **B.M.**

c. Address: 1815 and 1875 Hancock Street City: San Diego Zip: 92115

d. UTM: Zone: 11S 482692.57mE/ 3622722.65mN (G.P.S.)

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Elevation: 28 Feet AMSL

The project is located immediately east of the intersection of Sutherland Street and Kurtz Street.

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The Misson Brewery Villas Project (City of San Diego Project Number 52078) is a private development project that includes the demolition of a single-story commercial building and the construction of a three story (164,253 square foot) condominum complex that includes subteranean parking facilities near Middletown, San Diego, California. Specifically the project includes Lots 1, 2, 3, 10, 11, and 12 in Block 185 of Middletown and Parcel B of Parcel Map Number 640 of the North Bay Redevelopment Area within the Midway-Pacific Highway Community Planning Area of the City and County of San Diego. Five deposits containing historic artifacts and one feature were collected during monitoring from the eastern portion of the project area while observing grading activities. The deposits consist of bottles (household, food related and toiletry), dishes, flatware, building materials and a few miscellaneous household and personal items. The dates of the deposit indicate deposition between the early 1900s to the early 1940s. The majority of the deposit was confined to the dead end portion of Clayton Street that was never completed. This area (essentially a vacant lot) would have historically served as an ideal dumping location.

***P3b. Resource Attributes:** (List attributes and codes) AH4 trash dump

***P4. Resources Present:** ☐Building ☐Structure ☐Object ☑Site ☐District ☐Element of District ☐Other (Isolates, etc.)

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



P5b. Description of Photo: (View, date, accession #)

***P6. Date Constructed/Age and Sources:** ☑Historic ☐Prehistoric ☐Both

***P7. Owner and Address:**
Eilar Associates, Inc.
539 Encinitas Blvd. # 206
Encinitas, California 92024

***P8. Recorded by:** (Name, affiliation, and address) Tracy A. Stropes M.A., RPA, Brian F. Smith & Associates, 14010 Poway Road, Suite A; Poway, California 92064

***P9. Date Recorded:** 03/06/12

***P10. Survey Type:** (Describe) Construction monitoring

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") NONE

***Attachments:** ☐NONE ☑Location Map ☑Sketch Map ☐Continuation Sheet ☐Building, Structure, and Object Record ☑Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☑Artifact Record ☐Photograph Record ☐ Other (List):

***A1. Dimensions: a. Length:** 60 feet E/W × **b. Width:** 210 feet N/S
Method of Measurement: ☐ Paced ☑ Taped ☐ Visual estimate ☐ Other:
Method of Determination (Check any that apply.): ☑ Artifacts ☑ Features ☐ Soil ☐ Vegetation ☐ Topography ☐ Cut bank ☐ Animal burrow ☐ Excavation ☑ Property boundary ☐ Other (Explain):

Reliability of Determination: ☑ High ☐ Medium ☐ Low Explain:

Limitations (Check any that apply): ☐ Restricted access ☐ Paved/built over ☑ Site limits incompletely defined ☑ Disturbances ☐ Vegetation ☐ Other (Explain): Previous grading has disturbed the area

A2. Depth: 2-6 feet below existing surface ☐ None ☐ Unknown Method of Determination: construction excavation

***A3. Human Remains:** ☐ Present ☑ Absent ☐ Possible ☐ Unknown (Explain):

***A4. Features** (Number, briefly describe, indicate size, list associated cultural constituents, and show location of each feature on sketch map.):
Feature I was identified during grading monitoring in the south eastern corner of the project area at approximately two feet below the current street level The feature was identified as a redwood lined box measuring approximately 4 feet by 5 feet with a depth of approximately 1 foot 6 inches. The south and east facing walls of the feature appear to have collapsed in at some point in the past. Mechanical excavation of the box feature demonstrated that the box was filed with clean imported sand. No cultural materials were identified within the interior of the feature. The age and function of the feature is uncertain.

Deposits I-V
The historic trash deposits identified at the site contained primarily consumer glass dating from the late 1800s/early 1900s to the early 1940s. The five deposits identified at the site displayed minimal depth and no clearly defined boundaries.

***A5. Cultural Constituents (**Describe and quantify artifacts, ecofacts, cultural residues, etc., not associated with features.):

Five deposits containing historic artifacts and one feature were identified during monitoring from the eastern portion of the project area while observing grading activities. The deposits consist of bottles (household, food related and toiletry), dishes, flatware, building materials and a few miscellaneous household and personal items. The dates of the deposit indicate deposition between the early 1900s to the early 1940s. The majority of the deposit was confined to the dead end portion of Clayton Street that was never completed. This area (essentially a vacant lot) would have historically served as an ideal dumping location. Artifacts include 1108 artifact/artifact fragments (see attached catalog) and 135,484.8 grams of bulk materials (ceramic, concrete, glass, metal)

***A6. Were Specimens Collected?** ☐ No ☑ Yes (If yes, attach Artifact Record or catalog and identify where specimens are curated.)
Specimens to be curated at the San Diego Archaeoloogical Center
***A7. Site Condition:** ☐ Good ☐ Fair ☑ Poor (Describe disturbances.): Previous grading and the historic development of the surrounding parcels.

***A8. Nearest Water** (Type, distance, and direction.)**:** San Diego Bay, 1 Mile South
***A9. Elevation:** 28 Feet AMSL
A10. Environmental Setting (Describe culturally relevant variables such as vegetation, fauna, soils, geology, landform, slope, aspect, exposure, etc.)**:** "The approximately 164,253 square-foot APE is situated in the western portion of the Peninsular Ranges geomorphic province of southern California. Specifically the project includes Lots 1, 2, 3, 10, 11, and 12 in Block 185 of Middletown and Parcel B of Parcel Map Number 640 of the North Bay Redevelopment Area within the Midway-Pacific Highway Community Planning Area of the City and County of San Diego. Vegetation within the project area is classified as primarily urban/developed including various non native grasses, ground covering, trees, and shrubs. Elevations within the project area range from approximately 26 to 36 feet above mean sea level (AMSL). The APE is located in the Coastal Plains Physiographic Province of San Diego County and contains mostly artificial fill (Adler and High 2001) that sits upon the Quartenary-age Baypoint Formation.

A11. Historical Information: Historic settlement began in the late nineteenth century and was initially limited to farms. The project area was developed as primarily industrial use in the early 1900s and early 1920s. Recent archaeological sturies and monitoring of developments in this part of the City has resulted in the discovery of sporadic features and cultural deposists from the historic period.

***A12. Age:** ☐ Prehistoric ☐ Protohistoric ☐ 1542-1769 ☐ 1769-1848 ☐ 1848-1880 ☑ 1880-1914 ☑ 1914-1945 ☐ Post 1945 ☐ Undetermined **Describe position in regional prehistoric chronology or factual historic dates if known:**

A13. Interpretations (Discuss data potential, function[s], ethnic affiliation, and other interpretations):
The archival research for the project clearly indicates that the northern terminus of Clayton Street remained an empty lot that crossed the project APE and bordered the lot to the east well into the 1940's. The geographic placement of the current deposit

location data on the historic Sanborn maps of the period reveals that the dumping that occurred within the project APE was primarily isolated to the historic Clayton Street right of way (see Figure 6.1-3). Based on the archival data and archaeological deposits, it is suggested that the deposits identified at the site were dumped between the early 1900s and early-1940s at the latest. As stated previously, the presence of the open lot created by the incomplete street historically would have served as an ideal location for transient dumping for the commercial and residential lots within the project vicinity. This behavior pattern is supported by the large volume of consumer items relative to other functional categories. However, given the uncertain depositional history of the site and the lack of clear boundaries for each deposit, the artifacts may also represent imported fill, brought in to level the property prior to modern clean fill requirements.

A14. Remarks: None

A15. References (Documents, informants, maps, and other references):

A16. Photographs (List subjects, direction of view, and accession numbers or attach a Photograph Record.):
Original Media/Negatives Kept at:

***A17. Form Prepared by:** Tracy A. Stropes, M.A., RPA **Date:** 3/12/12

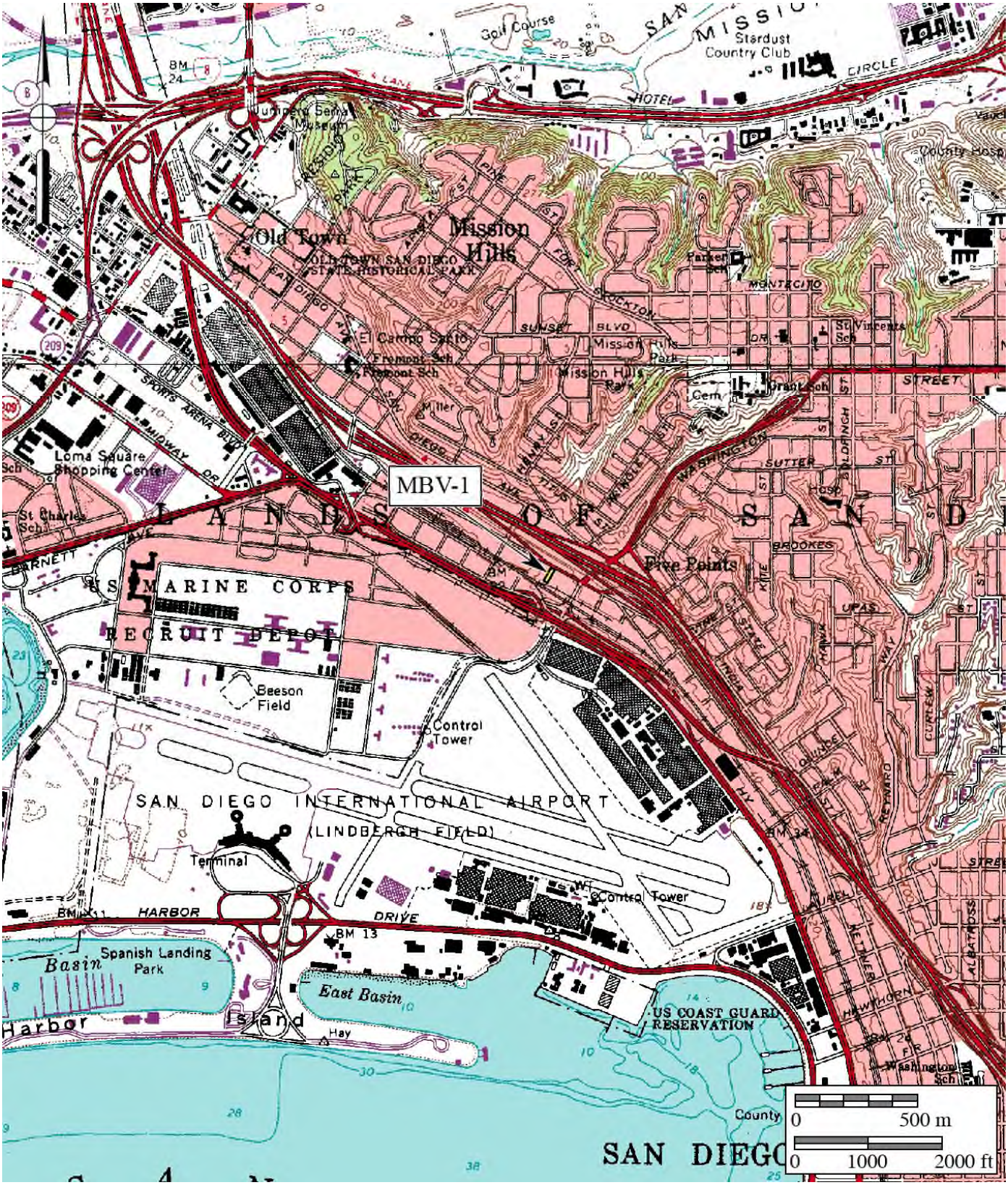
Affiliation and Address: Brian F. Smith and Associates, 14010 Poway Road, Suite A; Poway, California 92064

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
LOCATION MAP

Primary #
HRI#
Trinomial

 ***Resource Name or #:**

***Map Name:** Point Loma and La Jolla USGS Quadrangles ***Scale:1:24000** ***Date of Map:** DIGITAL ND

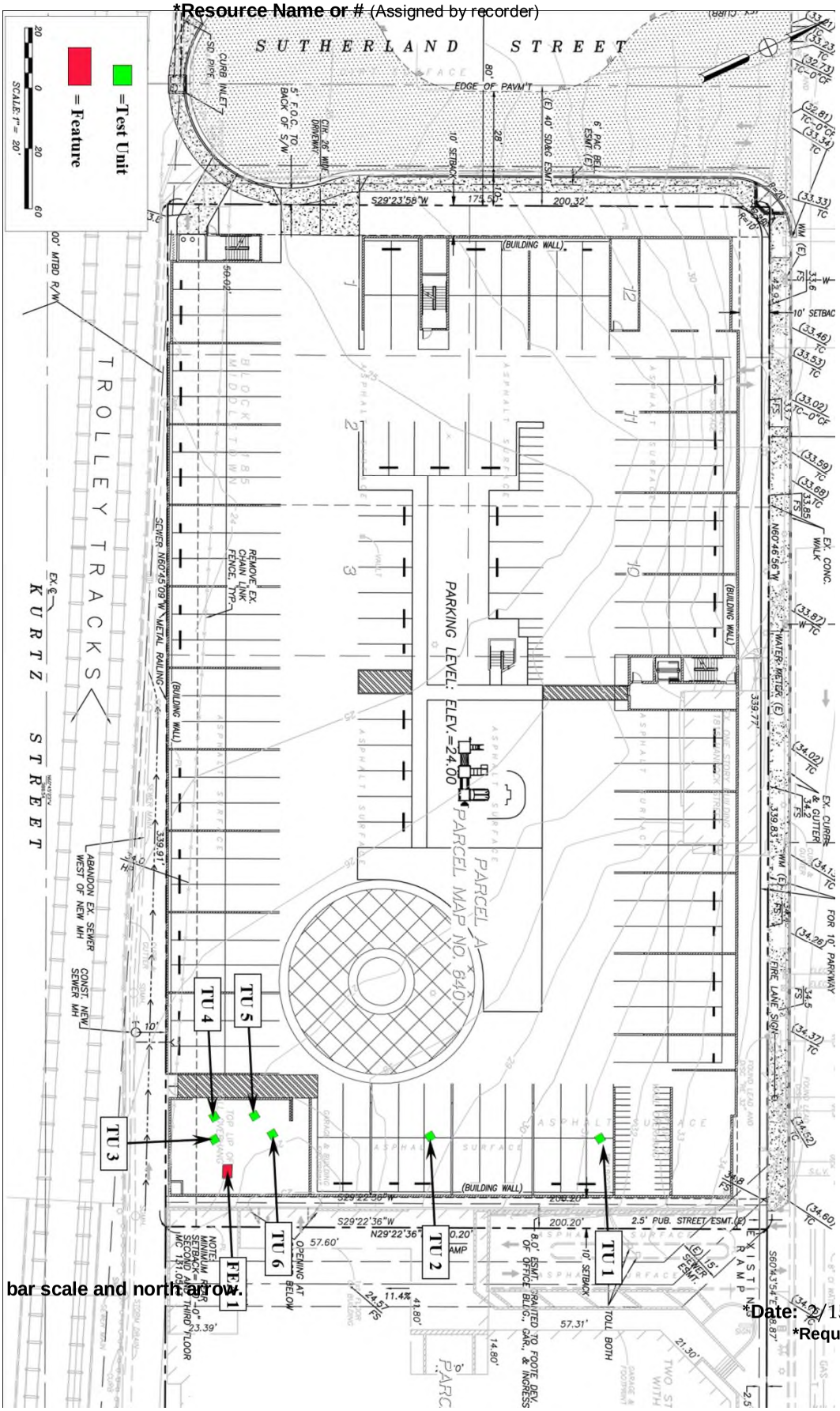


State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

SKETCH MAP

Primary #
HRI#
Trinomial

***Resource Name or #** (Assigned by recorder)



NOTE: Include bar scale and north arrow.

***Drawn By:**

***Date:** 2/15/2012

DPR 523K (1/95)

***Required information**

P-37-032540

CAT NO	FEAT NO	UNIT	LEVEL (cm)	ARTIFACT	PORTION	MATERIAL	MOD 1	ITEM	TYPE	TECHNOLOGY	DATE RANGE	QUAN	WEIGHT (g)
1	Deposit I	1	0-10 cm	Historic	frag	Glass	Colorless	-	Bulk	-	-	0	700
2	Deposit I	1	0-10 cm	Historic	frag	Glass	Amber	Bottle	-	BIM, Post Bottom Mold	1860-1890	1	62.3
3	Deposit I	1	0-10 cm	Historic	frag	Glass	Aqua	Glass	Bulk	-	-	0	39.9
4	Deposit I	1	0-10 cm	Historic	frag	Bone	Faunal	Bone	Food	Saw Cut	-	1	74.8
5	Deposit I	1	0-10 cm	Historic	frag	Glass	Colorless	Bottle	-	ABM	1930-1950	1	88
6	Deposit I	1	0-10 cm	Historic	frag	Glass	Amber	-	Bulk	-	-	0	16.6
7	Deposit I	1	0-10 cm	Historic	frag	Glass	Colorless	Vessel	Decorative	Pressed Glass	-	1	17.5
8	Deposit I	1	0-10 cm	Historic	frag	Ceramic	Ironstone	Vessel	Bulk	-	-	0	91
9	Deposit I	1	0-10 cm	Historic	frag	Glass	Milk	Lid Liner	Food	Pressed Glass	1882-1912	1	20.7
10	Deposit I	1	0-10 cm	Historic	frag	Ceramic	Ironstone	Saucer	Tableware	-	1896-1987	1	32.2
11	Deposit I	1	0-10 cm	Historic	frag	Glass	Colorless	Window Glass	Bulk	-	-	0	27.8
12	Deposit I	1	0-10 cm	Historic	frag	Ceramic	Porcelain	Plate	Tableware	-	-	1	13.4
13	Deposit I	1	0-10 cm	Historic	frag	Ceramic	Porcelain	Vessel	Tableware	-	-	1	4.1
14	Deposit I	1	0-10 cm	Historic	frag	Ceramic	Porcelain	Vessel	Tableware	-	-	1	14.9
15	Deposit I	1	0-10 cm	Historic	frag	Glass	Colorless	Bottle	-	-	-	1	2.5
16	Deposit I	1	0-10 cm	Historic	frag	Glass	Colorless	Bottle	-	ABM, Collared Ring Finish	1905-present	1	56
17	Deposit I	1	0-10 cm	Historic	frag	Glass	Aqua	Jar	Food	ABM, Wide Mouth External Th	1905-present	1	5.3
18	Deposit I	1	0-10 cm	Historic	frag	Glass	Colorless	Bottle	-	BIM, Post Bottom Mold	1860-1890	1	29.2
19	Deposit I	1	0-10 cm	Historic	frag	Glass	Colorless	Bottle	Milk	BIM, Capseat Finish	before 1905	1	31.8
20	Deposit I	1	0-10 cm	Historic	frag	Glass	Colorless	Bottle	Milk	ABM, Capseat Finish	1905-present	3	134.6
21	Deposit I	1	0-10 cm	Historic	whole	Silver	Silver	Spoon	Flatware	-	-	1	21.8
22	Deposit I	1	0-10 cm	Historic	frag	Glass	Amethyst	Bottle	Milk	ABM, Capseat Finish	1905-1920	1	24.9
23	Deposit I	1	0-10 cm	Historic	frag	Glass	Colorless	Bottle	-	ABM, Small Mouth External T	1905-present	1	34.9
24	Deposit I	1	0-10 cm	Historic	frag	Glass	Colorless	Bottle	Medicinal	-	1913-1930s	1	26.2
25	Deposit I	1	0-10 cm	Historic	frag	Glass	Amber	Bottle	Beverage	ABM, Crown Finish	1905-present	2	26.2
26	Deposit I	1	0-10 cm	Historic	frag	Glass	Colorless	-	-	-	-	1	11.2
27	Deposit I	1	0-10 cm	Historic	frag	Glass	Colorless	Bottle	Milk	-	1920-1930	1	22.5
28	Deposit I	1	0-10 cm	Historic	frag	Glass	Colorless	Bottle	Milk	-	-	1	7.8
29	Deposit I	1	0-10 cm	Historic	frag	Glass	Colorless	-	-	Wide Mouth	-	1	10.7
30	Deposit I	1	0-10 cm	Historic	frag	Glass	Amethyst	Jar	Food	-	1903-1920	1	26.8
31	Deposit I	1	0-10 cm	Historic	frag	Glass	Colorless	Jar	Food	Wide Mouth External Thread	-	1	7.7
32	Deposit I	1	0-10 cm	Historic	frag	Glass	Green	Bottle	-	-	-	1	12.9
33	Deposit I	1	0-10 cm	Historic	frag	Glass	Colorless	Tumbler	Glassware	-	-	2	180.7
34	Deposit I	1	0-10 cm	Historic	frag	Wood	Wood	Pencil	Writing	-	-	1	0.5
35	Deposit I	1	0-10 cm	Historic	frag	Glass	Colorless	Bottle	-	BIM, Post Bottom Mold	-	1	55.5
36	Deposit I	1	0-10 cm	Historic	frag	Glass	Colorless	Bottle	Milk	BIM, Post Bottom Mold	1860-1890	1	29
37	Deposit I	1	0-10 cm	Historic	frag	Glass	Colorless	Bottle	Milk	ABM	1905-1930	1	126.3
38	Deposit I	1	0-10 cm	Historic	frag	Metal	Metal	Garter Clasp	Undergarments	-	-	1	1.6
39	Deposit I	1	0-10 cm	Historic	frag	Ceramic	Porcelain	Plate	Tableware	-	-	1	1.9

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CAT NO	FEAT NO	UNIT	LEVEL (cm)	ARTIFACT	PORTION	MATERIAL	MOD 1	ITEM	TYPE	TECHNOLOGY	DATE RANGE	QUANTITY	WEIGHT (g)
40	Deposit I	1	0-10 cm	Historic	frag	Ceramic	Porcelain	-	Tableware	-	-	1	1.6
41	Deposit I	1	0-10 cm	Historic	frag	Metal	-	Grommet	Grommets	-	-	2	7.1
42	Deposit I	1	0-10 cm	Historic	frag	Ceramic	Bathroom	Tile	Tile	-	-	1	79.3
43	Deposit I	1	0-10 cm	Historic	frag	Metal	Iron	Nail	Nails	Round Head	1900-present	6	29.4
44	Deposit I	1	0-10 cm	Historic	frag	Clay	-	Tile	Tile	-	-	0	237
45	Deposit I	1	0-10 cm	Historic	frag	Copper	-	Wire	Wire	-	-	1	0.2
46	Deposit I	1	0-10 cm	Historic	frag	Copper	-	Wire	Wire	-	-	1	2.4
47	Deposit I	1	0-10 cm	Historic	frag	Steel	-	Bolt	Bolts and Nuts	-	-	1	32.5
48	Deposit I	1	0-10 cm	Historic	frag	Rubber	Heel	Shoe	Shoe Parts	-	-	1	14.7
49	Deposit I	1	0-10 cm	Historic	frag	Silver	-	Ring	Jewelry	-	-	1	0.5
50	Deposit I	1	0-10 cm	Historic	frag	Ceramic	-	Insulator	Electrical	Electricity	1885-present	1	361.9
51	Deposit I	1	0-10 cm	Historic	frag	Metal	-	-	Bulk	-	-	0	562
52	Deposit I	1	10-20 cm	Historic	frag	Glass	Colorless	Bottle	-	ABM, Brandy Finish	1905-present	1	40.2
53	Deposit I	1	10-20 cm	Historic	frag	Ceramic	Porcelain	Vessel	-	-	-	1	9.1
54	Deposit I	1	10-20 cm	Historic	frag	Ceramic	Porcelain	Plate	-	-	-	1	11.7
55	Deposit I	1	10-20 cm	Historic	frag	Glass	Amber	-	Bulk	-	-	0	5.3
56	Deposit I	1	10-20 cm	Historic	frag	Bone	Faunal	Bone	Food	Saw Cut	-	1	31.5
57	Deposit I	1	10-20 cm	Historic	frag	Clay	-	Tile	Tile	-	-	0	16.8
58	Deposit I	1	10-20 cm	Historic	frag	Metal	-	-	Bulk	-	-	0	123.8
59	Deposit I	1	10-20 cm	Historic	frag	Glass	Colorless	-	Bulk	-	-	0	69.7
60	Deposit I	1	10-20 cm	Historic	frag	Glass	Colorless	Vessel	Decorative	Pressed Glass	-	1	28.8
61	Deposit I	1	10-20 cm	Historic	frag	Glass	Colorless	Bottle	Milk	Cap Seat Finish	-	1	14.4
62	Deposit I	1	10-20 cm	Historic	frag	Glass	Milk	-	-	-	-	1	4.5
63	Deposit III	2	0-10 cm	Historic	frag	Glass	Colorless	Jar	-	ABM, Wide Mouth	1905-present	1	33.4
64	Deposit III	2	0-10 cm	Historic	frag	Glass	Colorless	Bottle	-	ABM, Double Ring Finish	1905-present	1	16.3
65	Deposit III	2	0-10 cm	Historic	frag	Glass	Colorless	Bottle	-	ABM, Small Mouth Continuou	1905-present	1	30
66	Deposit III	2	0-10 cm	Historic	frag	Glass	Colorless	Bottle	Beverage	ABM, Crown Finish	1905-present	1	31.3
67	Deposit III	2	0-10 cm	Historic	frag	Glass	Colorless	Bottle	-	ABM, Small Mouth External T	1905-present	1	6.5
68	Deposit III	2	0-10 cm	Historic	frag	Glass	Colorless	Bottle	-	ABM, Collared Finish	1905-present	1	36.1
69	Deposit III	2	0-10 cm	Historic	frag	Glass	Colorless	Bottle	-	ABM, Collared Finish	1905-present	1	25.8
70	Deposit III	2	0-10 cm	Historic	frag	Glass	Colorless	Bottle	Beverage	ABM, PRIOF Finish	1921-present	1	11.1
71	Deposit III	2	0-10 cm	Historic	frag	Glass	Colorless	Bottle	-	ABM, Small Mouth Continuou	1905-present	1	50.5
72	Deposit III	2	0-10 cm	Historic	frag	Glass	Colorless	-	-	Pressed Glass	-	1	22.1
73	Deposit III	2	0-10 cm	Historic	frag	Glass	Colorless	Bottle	-	ABM, Sprinklertop Finish	1920-present	1	80.1
74	Deposit III	2	0-10 cm	Historic	frag	Glass	Milk	Lid Liner	Bulk	-	-	0	6.8
75	Deposit III	2	0-10 cm	Historic	frag	Ceramic	Porcelain	Plate	Tableware	-	-	1	4.5
76	Deposit III	2	0-10 cm	Historic	frag	Ceramic	Porcelain	Plate	Tableware	-	-	1	23.5
77	Deposit III	2	0-10 cm	Historic	frag	Ceramic	Ironstone	Plate	Tableware	-	-	1	19.8
78	Deposit III	2	0-10 cm	Historic	frag	Ceramic	Ironstone	Plate	Tableware	-	-	1	27.3

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CAT NO	FEAT NO	UNIT	LEVEL (cm)	ARTIFACT	PORTION	MATERIAL	MOD 1	ITEM	TYPE	TECHNOLOGY	DATE RANGE	QUANTITY	WEIGHT (g)
79	Deposit III	2	0-10 cm	Historic	frag	Ceramic	Ironstone	Plate	Tableware	-	-	1	18.6
80	Deposit III	2	0-10 cm	Historic	frag	Ceramic	Ironstone	-	Bulk	-	-	0	273
81	Deposit III	2	0-10 cm	Historic	frag	Ceramic	Porcelain	Doll	Toys	-	-	1	6.7
82	Deposit III	2	0-10 cm	Historic	frag	Glass	Milk	Lid Liner	Food	-	-	1	17.4
83	Deposit III	2	0-10 cm	Historic	frag	Glass	Colorless	-	Bulk	-	-	0	2000
84	Deposit III	2	0-10 cm	Historic	frag	Glass	Colorless	Jar	Food	ABM	1905-present	1	25.5
85	Deposit III	2	0-10 cm	Historic	frag	Glass	Colorless	Bottle	-	ABM	1905-present	1	20.2
86	Deposit III	2	0-10 cm	Historic	frag	Glass	Aqua	Bottle	-	BIM, Post Bottom Mold	-	1	28.1
87	Deposit III	2	0-10 cm	Historic	frag	Glass	Colorless	Bottle	-	ABM	1925-1930	1	12
88	Deposit III	2	0-10 cm	Historic	frag	Glass	Colorless	Bottle	Food	ABM	1918-1943	1	43.8
89	Deposit III	2	0-10 cm	Historic	frag	Glass	Colorless	Bottle	-	ABM	1925-1930	1	32
90	Deposit III	2	0-10 cm	Historic	frag	Glass	Colorless	Bottle	-	ABM	1905-present	1	16.1
91	Deposit III	2	0-10 cm	Historic	frag	Glass	Colorless	Bottle	-	ABM	1920-1964	1	16.5
92	Deposit III	2	0-10 cm	Historic	frag	Glass	Colorless	-	Decorative	Pressed Glass	-	1	33.5
93	Deposit III	2	0-10 cm	Historic	frag	Glass	Colorless	Bottle	-	-	1925-1930	1	45.2
94	Deposit III	2	0-10 cm	Historic	frag	Glass	Colorless	Bottle	-	ABM	1925-1930	1	33.3
95	Deposit III	2	0-10 cm	Historic	frag	Glass	Colorless	Bottle	-	BIM, Post Bottom Mold	-	1	32.3
96	Deposit III	2	0-10 cm	Historic	frag	Glass	Green	Bottle	-	-	-	1	21.6
97	Deposit III	2	0-10 cm	Historic	frag	Glass	Colorless	Bottle	Food	ABM	1918-1943	1	19.6
98	Deposit III	2	0-10 cm	Historic	frag	Glass	Colorless	Bottle	-	ABM	1905-present	1	9.2
99	Deposit III	2	0-10 cm	Historic	frag	Glass	Colorless	Bottle	Milk	ABM	1905-1930	1	38.9
100	Deposit III	2	0-10 cm	Historic	whole	Glass	Colorless	Bottle	Food	ABM, Wide Mouth Interrupted	1912-1931	1	120.9
101	Deposit III	2	0-10 cm	Historic	frag	Metal	Iron	Nail	Bulk	Round Head	-	0	73.9
102	Deposit III	2	0-10 cm	Historic	frag	Glass	Colorless	Window Glass	Bulk	-	-	0	224.6
103	Deposit III	2	0-10 cm	Historic	frag	Metal	-	-	Bulk	-	-	0	363.8
104	Deposit III	2	0-10 cm	Historic	frag	Glass	Amber	Bottle	-	ABM	1935-1938	1	123.3
105	Deposit III	2	0-10 cm	Historic	frag	Glass	Aqua	-	Bulk	-	before 1920	0	164.1
106	Deposit III	2	0-10 cm	Historic	frag	Glass	Aqua	Jar	Bulk	-	before 1920	0	37.9
107	Deposit III	2	0-10 cm	Historic	whole	Glass	Colorless	Bottle	-	ABM, Collared Ring Finish	1905-present	1	35.8
108	Deposit III	2	0-10 cm	Historic	whole	Shell	Faunal	Shell	Decorative	-	-	1	6.2
109	Deposit III	2	0-10 cm	Historic	frag	Clay	-	Brick	Bricks	-	-	1	244.3
110	Deposit III	2	0-10 cm	Historic	frag	Glass	Colorless	Jar	Food	ABM, Wide Mouth Continuous	1905-present	1	148.9
111	Deposit III	2	0-10 cm	Historic	frag	Bone	Faunal	Bone	Food	sawcut	-	1	29.5
112	Deposit III	2	0-10 cm	Historic	frag	Glass	Amber	Bottle	Bulk	-	-	0	60.6
113	Deposit III	2	0-10 cm	Historic	frag	Glass	Amber	Bottle	-	Tooled Finish	1890-1920	1	9.1
114	Deposit III	2	0-10 cm	Historic	frag	Glass	Amber	Bottle	Household	-	1923-1980	1	6.7
115	Deposit III	2	0-10 cm	Historic	frag	Glass	Amber	Bottle	Beverage	ABM, Crown Finish	1905-present	1	9
116	Deposit III	2	0-10 cm	Historic	frag	Glass	Green	-	Bulk	-	-	0	19.7
117	Deposit III	2	0-10 cm	Historic	frag	Concrete	-	Concrete	Bulk	-	-	0	800

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CAT NO	FEAT NO	UNIT	LEVEL (cm)	ARTIFACT	PORTION	MATERIAL	MOD 1	ITEM	TYPE	TECHNOLOGY	DATE RANGE	QUANTITY	WEIGHT (g)
118	Deposit III	2	0-10 cm	Historic	frag	Glass	Aqua	Window Glass	Bulk	-	before 1920	0	40.5
119	Deposit III	2	0-10 cm	Historic	frag	Glass	Cobalt	-	Bulk	-	-	0	3.8
120	Deposit III	2	10-20 cm	Historic	whole	Glass	Colorless	Jar	Food	ABM, Wide Mouth Interrupted	1925-1930	1	112
121	Deposit III	2	10-20 cm	Historic	frag	Glass	Colorless	Jar	Food	-	-	1	48.2
122	Deposit III	2	10-20 cm	Historic	frag	Glass	Colorless	Light Bulb	Light Bulbs	Electricity	1885-present	1	0.6
123	Deposit III	2	10-20cm	Historic	frag	Glass	Colorless	-	-	-	-	1	13.1
124	Deposit III	2	10-20 cm	Historic	frag	Glass	Colorless	Bottle	Food	ABM	1918-1943	1	34.4
125	Deposit III	2	10-20 cm	Historic	frag	Glass	Colorless	Jar	Food	-	1902-1930	1	52.6
126	Deposit III	2	10-20 cm	Historic	frag	Glass	Colorless	Vial	Medicine	-	-	1	8
127	Deposit III	2	10-20 cm	Historic	frag	Glass	Colorless	-	-	-	1920-1964	1	14.9
128	Deposit III	2	10-20 cm	Historic	frag	Glass	Colorless	Bottle	Medicine	ABM, Flared Ring Finish	1905-present	1	33.5
129	Deposit III	2	10-20 cm	Historic	frag	Glass	Colorless	Bottle	Liquor	ABM	-	1	49
130	Deposit III	2	10-20 cm	Historic	frag	Glass	Colorless	Bottle	-	ABM, Bead Finish	1905-present	1	19.1
131	Deposit III	2	10-20 cm	Historic	frag	Glass	Colorless	Bottle	-	ABM, Small Mouth External T	1905-present	1	16.2
132	Deposit III	2	10-20 cm	Historic	frag	Glass	Amber	Bottle	-	ABM, Reinforced Extract Finis	1905-present	1	25.7
133	Deposit III	2	10-20 cm	Historic	frag	Glass	Colorless	Jar	-	Wide Mouth External Thread	-	1	11.6
134	Deposit III	2	10-20 cm	Historic	frag	Glass	Milk	Lid Liner	Food	-	-	1	5.8
135	Deposit III	2	10-20 cm	Historic	frag	Glass	Colorless	Bottle	Medicinal	ABM, Lug finish	1906-present	1	56.1
136	Deposit III	2	10-20 cm	Historic	frag	Glass	Colorless	Bottle	-	ABM, Small Mouth External T	1905-present	1	20.9
137	Deposit III	2	10-20 cm	Historic	frag	Glass	Colorless	Bottle	-	Club Sauce Finish	-	1	9.3
138	Deposit III	2	10-20 cm	Historic	frag	Glass	Colorless	Bottle	-	-	-	1	43.6
139	Deposit III	2	10-20 cm	Historic	frag	Glass	Colorless	Bottle	-	-	-	1	9.3
140	Deposit III	2	10-20 cm	Historic	frag	Glass	Colorless	Bottle	-	-	-	1	26
141	Deposit III	2	10-20 cm	Historic	frag	Glass	Colorless	Jar	-	ABM, Wide Mouth Interrupted	1905-present	1	18.6
142	Deposit III	2	10-20 cm	Historic	frag	Glass	Colorless	Bottle	Bulk	-	-	0	185.8
143	Deposit III	2	10-20 cm	Historic	frag	Glass	Colorless	Window Glass	Bulk	-	-	0	117.5
144	Deposit III	2	10-20 cm	Historic	frag	Metal	Rusted	Spring	Springs	-	-	4	39.6
145	Deposit III	2	10-20 cm	Historic	frag	Bone	Faunal	Bone	Food	sawcut	-	1	33.7
146	Deposit III	2	10-20 cm	Historic	frag	Ceramic	Porcelain	Plate	Tableware	-	-	1	26.2
147	Deposit III	2	10-20 cm	Historic	frag	Ceramic	Porcelain	Plate	Tableware	-	-	1	2.6
148	Deposit III	2	10-20 cm	Historic	frag	Ceramic	Ironstone	Plate	Tableware	-	-	1	12.6
149	Deposit III	2	10-20 cm	Historic	frag	Ceramic	Ironstone	Plate	Tableware	-	-	1	16.5
150	Deposit III	2	10-20 cm	Historic	frag	Ceramic	Porcelain	Vessel	Tableware	-	-	1	5.4
151	Deposit III	2	10-20 cm	Historic	frag	Ceramic	Stoneware	Vessel	Tableware	-	-	1	7.4
152	Deposit III	2	10-20 cm	Historic	whole	Metal	-	Drawer Pull	Drawer Pulls	-	-	1	10.7
153	Deposit III	2	10-20 cm	Historic	frag	Clay	-	Brick	Bricks	-	-	0	209.4
154	Deposit III	2	10-20 cm	Historic	whole	Metal	-	Canister	-	-	-	1	24.9
155	Deposit III	2	10-20 cm	Historic	frag	Glass	Colorless	-	Bulk	-	-	0	800
156	Deposit III	2	10-20 cm	Historic	whole	Metal	-	Nut	Bolts and Nuts	-	-	1	10.6

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CAT NO	FEAT NO	UNIT	LEVEL (cm)	ARTIFACT	PORTION	MATERIAL	MOD 1	ITEM	TYPE	TECHNOLOGY	DATE RANGE	QUANTITY	WEIGHT (g)
157	Deposit III	2	10-20 cm	Historic	frag	Metal	Iron	Nail	Bulk	Round Head	-	0	66.8
158	Deposit III	2	10-20 cm	Historic	whole	Metal	-	Hose Clamp	Metal Bands and	-	-	2	37.7
159	Deposit III	2	10-20 cm	Historic	frag	Glass	Aqua	-	Bulk	-	-	0	151
160	Deposit III	2	10-20 cm	Historic	frag	Metal	Tin	Can Key	Food	-	1866-present	1	7
161	Deposit III	2	10-20 cm	Historic	frag	Glass	Aqua	Window Glass	Bulk	-	-	0	71.3
162	Deposit III	2	10-20 cm	Historic	frag	Glass	Cobalt	-	-	-	-	1	6.3
163	Deposit III	2	10-20 cm	Historic	frag	Shell	Faunal	Button	Buttons	-	-	1	0.2
164	Deposit III	2	10-20 cm	Historic	frag	Metal	-	Suspender Clas	Clasps	-	-	1	2.8
165	Deposit III	2	10-20 cm	Historic	frag	Glass	Milk	Button	Buttons	-	-	1	0.4
166	Deposit III	2	10-20 cm	Historic	frag	Shell	Faunal	Shell	-	-	-	1	1
167	Deposit III	2	10-20 cm	Historic	frag	Metal	Steel	Knob	-	-	-	1	5.8
168	Deposit III	2	10-20 cm	Historic	whole	Metal	Steel	Nut	Bolts and Nuts	-	-	1	11.4
169	Deposit III	2	10-20 cm	Historic	frag	Metal	Rusted	-	Bulk	-	-	0	1500
170	Deposit III	2	20-30 cm	Historic	frag	Glass	Colorless	-	Bulk	-	-	0	325.5
171	Deposit III	2	20-30 cm	Historic	frag	Metal	Iron	Nail	Bulk	Round Head	-	0	131.9
172	Deposit III	2	20-30 cm	Historic	frag	Glass	Colorless	Jar	-	ABM, Wide Mouth Interrupted	1905-present	1	85.3
173	Deposit III	2	20-30 cm	Historic	whole	Metal	-	Hose Clamp	Metal Bands and	-	-	1	9.4
174	Deposit III	2	20-30 cm	Historic	frag	Glass	Amber	Bottle	-	-	-	1	89.3
175	Deposit III	2	20-30 cm	Historic	frag	Metal	-	-	-	-	-	1	0.1
176	Deposit III	2	20-30 cm	Historic	frag	Stone	-	-	-	-	-	1	1.5
177	Deposit III	2	20-30 cm	Historic	frag	Ceramic	Ironstone	-	Bulk	-	-	0	20.2
178	Deposit III	2	20-30 cm	Historic	frag	Glass	Colorless	Bottle	Milk	-	before 1930	1	16.6
179	Deposit III	2	20-30 cm	Historic	frag	Metal	Rusted	-	Bulk	-	-	0	424.3
180	Deposit III	2	20-30 cm	Historic	frag	Glass	Colorless	Bottle	-	ABM, Small Mouth External T	1905-present	1	59
181	Deposit III	2	20-30 cm	Historic	frag	Metal	-	-	-	-	-	1	4.2
182	Deposit III	2	20-30 cm	Historic	frag	Shell	Faunal	Shell	Bulk	-	-	0	7.2
183	Deposit III	2	20-30 cm	Historic	frag	Bone	Faunal	Bone	Food	-	-	1	16.5
184	Deposit III	2	20-30 cm	Historic	frag	Ceramic	-	Light Bulb Bas	Lamp Parts	Electricity	1885-present	1	16.1
185	Deposit III	2	20-30 cm	Historic	frag	Glass	Aqua	Window Glass	Bulk	-	-	0	31.8
186	Deposit III	2	20-30 cm	Historic	frag	Glass	Aqua	-	Bulk	-	-	0	47.9
187	Deposit III	2	20-30 cm	Historic	frag	Metal	-	Cable	-	-	-	1	3.4
188	Deposit III	2	20-30 cm	Historic	frag	Metal	Copper	Wire	Bulk	-	-	0	10.6
189	Deposit III	2	30-40 cm	Historic	frag	Metal	Rusted	Hook	Hooks	-	-	1	162.1
190	Deposit III	2	30-40 cm	Historic	whole	Glass	Colorless	Jar	Food	ABM, Wide Mouth Interrupted	1925-1930	1	115.5
191	Deposit III	2	30-40 cm	Historic	frag	Glass	Amber	Bottle	Bulk	-	-	0	68.1
192	Deposit III	2	30-40 cm	Historic	frag	Glass	Colorless	Vessel	Decorative	Cut Glass	-	1	11
193	Deposit III	2	30-40 cm	Historic	frag	Glass	Colorless	-	Bulk	-	-	0	117.7
194	Deposit III	2	30-40 cm	Historic	frag	Glass	Amber	Bottle	Beverage	ABM, Crown Finish	1905-present	1	32.1
195	Deposit III	2	30-40 cm	Historic	frag	Ceramic	-	Insulator	Electrical	Electricity	1885-present	1	8.6

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CAT NO	FEAT NO	UNIT	LEVEL (cm)	ARTIFACT	PORTION	MATERIAL	MOD 1	ITEM	TYPE	TECHNOLOGY	DATE RANGE	QUANTITY	WEIGHT (g)
196	Deposit III	2	30-40 cm	Historic	frag	Metal	Rusted	-	Bulk	-	-	0	344.6
197	Deposit III	2	30-40 cm	Historic	frag	Glass	Colorless	Bottle	-	ABM	1916-1929	1	59.2
198	Deposit III	2	30-40 cm	Historic	frag	Ceramic	Ironstone	Plate	Tableware	-	-	1	16.9
199	Deposit III	2	30-40 cm	Historic	frag	Glass	Amber	Bottle	Household	ABM	1914-1960	1	47.9
200	Deposit III	2	30-40 cm	Historic	frag	Bone	Faunal	Bone	Food	-	-	1	18.7
201	Deposit III	2	30-40 cm	Historic	frag	Glass	Colorless	Fuse	Electrical	-	-	1	18.7
202	Deposit III	2	30-40 cm	Historic	frag	Glass	Aqua	-	Bulk	-	-	0	42.5
203	Deposit III	2	30-40 cm	Historic	frag	Metal	Iron	Nail	Bulk	Round Head	-	0	60.8
204	Deposit III	2	30-40 cm	Historic	frag	Rubber	Sole	Heel	Shoe Parts	-	-	1	17.6
205	Deposit III	2	30-40 cm	Historic	frag	Glass	Colorless	Bottle	-	ABM, Small Mouth External T	1905-present	1	20.9
206	Deposit III	2	40-50 cm	Historic	whole	Glass	Colorless	Bottle	Food	ABM, Cap seat finish	1925-1930	1	244.3
207	Deposit III	2	40-50 cm	Historic	frag	Glass	Colorless	Bottle	Food	Capseat Finish	-	1	57.5
208	Deposit III	2	40-50 cm	Historic	frag	Glass	Colorless	Jar	-	ABM, Wide Mouth External Th	1905-present	1	10.8
209	Deposit III	2	40-50 cm	Historic	frag	Glass	Colorless	Jar	-	ABM, Wide Mouth External Th	1905-present	1	19.8
210	Deposit III	2	40-50 cm	Historic	frag	Glass	Colorless	Bottle	-	ABM, Brandy Finish	1905-present	1	43.8
211	Deposit III	2	40-50 cm	Historic	frag	Glass	Colorless	Bottle	-	ABM, Brandy Finish	1905-present	1	36.6
212	Deposit III	2	40-50 cm	Historic	frag	Glass	Colorless	Bottle	-	ABM	1905-present	1	14.6
213	Deposit III	2	40-50 cm	Historic	frag	Glass	Colorless	Bottle	-	-	-	1	13.6
214	Deposit III	2	40-50 cm	Historic	frag	Glass	Colorless	Jar	-	ABM, Wide Mouth External Th	-	1	20.8
215	Deposit III	2	40-50 cm	Historic	frag	Glass	Colorless	Bottle	-	-	-	1	9.8
216	Deposit III	2	40-50 cm	Historic	frag	Glass	Colorless	Bottle	-	-	-	1	35.7
217	Deposit III	2	40-50 cm	Historic	frag	Glass	Colorless	Bottle	-	-	-	1	29.3
218	Deposit III	2	40-50 cm	Historic	frag	Glass	Colorless	Bottle	-	ABM, Brandy Finish	-	1	12.4
219	Deposit III	2	40-50 cm	Historic	whole	Glass	Colorless	Jar	Food	ABM, Wide Mouth Interrupted	1925-1930	1	211.1
220	Deposit III	2	40-50 cm	Historic	whole	Glass	Colorless	Bottle	Food	ABM, Capseat Finish	1920-1964	1	164.7
221	Deposit III	2	40-50 cm	Historic	whole	Glass	Colorless	Bottle	Shoe Polish	ABM, Ring Finish	1920-1964	1	117.2
222	Deposit III	2	40-50 cm	Historic	whole	Glass	Cobalt	Bottle	-	ABM, Ring Finish	1905-present	1	75.9
223	Deposit III	2	40-50 cm	Historic	frag	Glass	Colorless	Vessel	Decorative	Cut Glass	-	1	25.2
224	Deposit III	2	40-50 cm	Historic	frag	Glass	Colorless	Light Bulb	Light Bulbs	Electricity	1885-present	1	1.8
225	Deposit III	2	40-50 cm	Historic	whole	Bakelite	Black	Button	Buttons	-	1907-present	1	0.2
226	Deposit III	2	40-50 cm	Historic	whole	Ceramic	Cobalt	Bead	Jewelry	-	-	1	0.4
227	Deposit III	2	40-50 cm	Historic	frag	Glass	Aqua	Window Glass	Bulk	-	-	0	39.3
228	Deposit III	2	40-50 cm	Historic	frag	Glass	Aqua	Jar	Food	ABM, Wide Mouth Lightning F	1915-1962	1	217.7
229	Deposit III	2	40-50 cm	Historic	frag	Glass	Green	Bottle	-	-	-	1	106.2
230	Deposit III	2	40-50 cm	Historic	frag	Glass	Colorless	Bottle	-	BIM, Post Bottom Mold	1860-1890	1	20.7
231	Deposit III	2	40-50 cm	Historic	frag	Glass	Colorless	Bottle	-	ABM	1905-present	1	70.3
232	Deposit III	2	40-50 cm	Historic	frag	Glass	Colorless	Bottle	-	-	-	1	19.8
233	Deposit III	2	40-50 cm	Historic	frag	Glass	Colorless	Bottle	-	-	-	1	18.7
234	Deposit III	2	40-50 cm	Historic	frag	Glass	Colorless	Bottle	-	ABM	1905-present	1	33.8

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CAT NO	FEAT NO	UNIT	LEVEL (cm)	ARTIFACT	PORTION	MATERIAL	MOD 1	ITEM	TYPE	TECHNOLOGY	DATE RANGE	QUANTITY	WEIGHT (g)
235	Deposit III	2	40-50 cm	Historic	frag	Glass	Colorless	Bottle	-	-	-	1	31
236	Deposit III	2	40-50 cm	Historic	frag	Glass	Colorless	Bottle	-	ABM	1905-present	1	15.1
237	Deposit III	2	40-50 cm	Historic	frag	Glass	Colorless	Jar	Food	ABM	1905-present	1	50
238	Deposit III	2	40-50 cm	Historic	frag	Glass	Colorless	Bottle	-	ABM	1905-present	1	38.7
239	Deposit III	2	40-50 cm	Historic	frag	Glass	Colorless	Bottle	-	ABM	1925-1930	1	45.6
240	Deposit III	2	40-50 cm	Historic	frag	Glass	Colorless	Bottle	-	ABM	1911-1929	1	110
241	Deposit III	2	40-50 cm	Historic	frag	Glass	Colorless	Bottle	-	ABM	1905-present	1	8.8
242	Deposit III	2	40-50 cm	Historic	frag	Glass	Colorless	Jar	Food	ABM	1905-present	1	15.2
243	Deposit III	2	40-50 cm	Historic	frag	Glass	Colorless	Tumbler	Glassware	-	1925-1930	1	65
244	Deposit III	2	40-50 cm	Historic	frag	Glass	Amber	Bottle	-	ABM	1905-present	1	41.2
245	Deposit III	2	40-50 cm	Historic	frag	Glass	Colorless	Bottle	-	BIM, Post Bottom Mold	1860-1890	1	28.2
246	Deposit III	2	40-50 cm	Historic	frag	Glass	Colorless	Bottle	-	ABM	1925-1930	1	152.6
247	Deposit III	2	40-50 cm	Historic	frag	Glass	Colorless	Tumbler	Glassware	-	-	1	162
248	Deposit III	2	40-50 cm	Historic	whole	Glass	Milk	Jar	Toiletry	-	1920-1964	1	207.9
249	Deposit III	2	40-50 cm	Historic	frag	Shell	Faunal	Shell	Bulk	-	-	0	11.6
250	Deposit III	2	40-50 cm	Historic	frag	Glass	Amber	Bottle	-	-	-	1	32.5
251	Deposit III	2	40-50 cm	Historic	frag	Glass	Colorless	-	Bulk	-	-	0	1000
252	Deposit III	2	40-50 cm	Historic	frag	Glass	Colorless	Tumbler	Glassware	-	-	1	35.7
253	Deposit III	2	40-50 cm	Historic	frag	Metal	Rusted	Can Opener	Kitchen Tools	-	-	1	105.2
254	Deposit III	2	40-50 cm	Historic	frag	Bone	Faunal	Bone	Food	-	-	1	33
255	Deposit III	2	40-50 cm	Historic	frag	Ceramic	White	Pipe	Smoking Pipes	-	-	1	48.9
256	Deposit III	2	40-50 cm	Historic	whole	Metal	Silver	Ring	Jewelry	-	-	1	1.3
257	Deposit III	2	40-50 cm	Historic	frag	Glass	Colorless	Fuse	Electrical	Electricity	1885-present	1	15.9
258	Deposit III	2	40-50 cm	Historic	frag	Ceramic	Porcelain	-	-	-	-	1	9.4
259	Deposit III	2	40-50 cm	Historic	frag	Ceramic	Ironstone	Dish	Tableware	-	-	1	52.1
260	Deposit III	2	40-50 cm	Historic	frag	Ceramic	Ironstone	Plate	Tableware	-	-	1	55.9
261	Deposit III	2	40-50 cm	Historic	frag	Ceramic	Ironstone	-	Bulk	-	-	0	346.1
262	Deposit III	2	40-50 cm	Historic	frag	Ceramic	Ironstone	Plate	Tableware	-	-	1	25.4
263	Deposit III	2	40-50 cm	Historic	frag	Metal	Rusted	-	Bulk	-	-	0	900
264	Deposit III	2	40-50 cm	Historic	frag	Ceramic	Ironstone	Plate	Tableware	-	-	1	7.7
265	Deposit III	2	40-50 cm	Historic	frag	Metal	Rusted	L-Bracket	Brackets	-	-	1	31.5
266	Deposit III	2	50-60 cm	Historic	frag	Glass	Colorless	-	Bulk	-	-	0	111.8
267	Deposit III	2	50-60 cm	Historic	frag	Glass	Colorless	Jar	-	ABM, Wide Mouth Interrupted	-	1	98.4
268	Deposit III	2	50-60 cm	Historic	frag	Metal	Rusted	-	Bulk	-	-	0	160
269	Deposit III	2	50-60 cm	Historic	frag	Glass	Colorless	Window Glass	Bulk	-	-	0	11.4
270	Deposit III	2	50-60 cm	Historic	frag	Ceramic	Ironstone	Plate	Tableware	-	-	1	4.1
271	Deposit III	2	50-60 cm	Historic	frag	Ceramic	Ironstone	Plate	Tableware	-	-	1	19.4
272	Deposit III	2	50-60 cm	Historic	frag	Metal	Rusted	-	-	-	-	1	32.8
273	Deposit III	2	50-60 cm	Historic	frag	Glass	Aqua	-	Bulk	-	-	0	2.6

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274	Deposit III	2	50-60 cm	Historic	frag	Metal	Iron	Bolt	Bolts and Nuts	-	-	1	29.8
275	Deposit III	2	50-60 cm	Historic	frag	Rubber	Burned	-	-	-	-	1	10.4
276	Deposit III	2	50-60 cm	Historic	frag	Ceramic	Porcelain	Plate	Tableware	-	-	1	16.1
277	Deposit III	2	50-60 cm	Historic	frag	Glass	Colorless	Tumbler	Glassware	-	-	1	10.3
278	Deposit IV	3	0-10 cm	Historic	frag	Glass	Amber	Bottle	Beverage	ABM	1905-1930	1	378.9
279	Deposit IV	3	0-10 cm	Historic	frag	Glass	Amber	Bottle	Bulk	-	-	0	31700
280	Deposit IV	3	0-10 cm	Historic	frag	Glass	Amber	Bottle	Beverage	BIM	before 1905	1	89.8
281	Deposit IV	3	0-10 cm	Historic	frag	Glass	Amber	Bottle	Beverage	BIM, Tooled Brandy Finish	before 1905	2	64.8
282	Deposit IV	3	0-10 cm	Historic	frag	Glass	Colorless	Bottle	-	ABM	1905-present	1	12.7
283	Deposit IV	3	0-10 cm	Historic	frag	Glass	Aqua	Bottle	-	ABM	1905-present	1	50.6
284	Deposit IV	3	0-10 cm	Historic	frag	Glass	Amber	Bottle	Bulk	BIM, Post Bottom Mold	1860-1890	0	613.1
285	Deposit IV	3	0-10 cm	Historic	frag	Glass	Green	Bottle	Beverage	BIM	before 1905	1	158.2
286	Deposit IV	3	0-10 cm	Historic	frag	Glass	Amber	Bottle	Beverage	BIM	1900-1904	1	92.8
287	Deposit IV	3	0-10 cm	Historic	frag	Glass	Green	Bottle	Beverage	BIM, Tooled Applied Champag	1890-1920	1	75
288	Deposit IV	3	0-10 cm	Historic	frag	Metal	Rusted	-	Bulk	-	-	0	227.1
289	Deposit IV	3	0-10 cm	Historic	frag	Glass	Amber	Bottle	Beverage	BIM, Cup Bottom Mold	1880-1910	1	152.5
290	Deposit IV	3	0-10 cm	Historic	frag	Glass	Amber	Bottle	Bulk	BIM, Cup Bottom Mold	1880-1910	0	1400
291	Deposit IV	3	0-10 cm	Historic	frag	Glass	Green	Bottle	Bulk	-	-	0	81.1
292	Deposit IV	3	0-10 cm	Historic	frag	Glass	Amber	Bottle	Beverage	BIM, Cup Bottom Mold	1880-1910	1	244.2
293	Deposit IV	3	0-10 cm	Historic	frag	Metal	Rusted	Crown Cap	Bottle	Crown	1891-present	1	113
294	Deposit IV	3	0-10 cm	Historic	frag	Glass	Green	Bottle	Beverage	ABM, Crown Finish	1905-present	1	68.4
295	Deposit IV	3	0-10 cm	Historic	frag	Metal	Iron	Nail	Bulk	Round head	-	0	28
296	Deposit IV	3	0-10 cm	Historic	frag	Glass	Amber	Bottle	-	ABM	1905-present	1	70.1
297	Deposit IV	3	0-10 cm	Historic	frag	Glass	Amber	Bottle	-	BIM, Post Bottom Mold	1860-1890	1	129.3
298	Deposit IV	3	0-10 cm	Historic	frag	Glass	Amber	Bottle	-	ABM	1905-1930	1	65.3
299	Deposit IV	3	0-10 cm	Historic	frag	Glass	Amber	Bottle	-	ABM	1905-1930	3	429.4
300	Deposit IV	3	0-10 cm	Historic	frag	Glass	Amber	Bottle	-	BIM, Post Bottom Mold	1902-1930	5	283
301	Deposit IV	3	0-10 cm	Historic	frag	Glass	Amber	Bottle	-	ABM	1905-1930	12	600
302	Deposit IV	3	0-10 cm	Historic	frag	Glass	Amber	Bottle	-	BIM, Post Bottom Mold	-	1	178
303	Deposit IV	3	0-10 cm	Historic	frag	Glass	Aqua	Bottle	-	-	-	1	30.4
304	Deposit IV	3	0-10 cm	Historic	frag	Glass	Aqua	Bottle	Beverage	BIM, Tooled Crown Finish	1890-1920	1	77.4
305	Deposit IV	3	0-10 cm	Historic	frag	Glass	Aqua	Bottle	Beverage	BIM, Tooled Crown Finish	1890-1920	1	179.8
306	Deposit IV	3	0-10 cm	Historic	frag	Glass	Amber	Bottle	-	ABM	1905-1924	1	64.8
307	Deposit IV	3	0-10 cm	Historic	frag	Glass	Aqua	Bottle	Beverage	BIM, Tooled Crown Finish	1890-1920	2	99.4
308	Deposit IV	3	0-10 cm	Historic	frag	Glass	Amber	Bottle	Beverage	ABM, Crown Finish	1905-present	15	353.1
309	Deposit IV	3	0-10 cm	Historic	frag	Glass	Amber	Bottle	Bulk	-	-	0	900
310	Deposit IV	3	0-10 cm	Historic	frag	Glass	Colorless	Bottle	Beverage	-	-	4	21.9
311	Deposit IV	3	0-10 cm	Historic	frag	Glass	Colorless	Mug	Glassware	-	-	3	166.9
312	Deposit IV	3	0-10 cm	Historic	frag	Glass	Colorless	-	Bulk	-	-	0	381

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313	Deposit IV	3	0-10 cm	Historic	frag	Glass	Aqua	-	Bulk	-	-	0	1200
314	Deposit IV	3	0-10 cm	Historic	frag	Glass	Amethyst	Mug	Glassware	-	before 1920	1	244.3
315	Deposit IV	3	0-10 cm	Historic	frag	Glass	Colorless	Jar	-	BIM, Wide Mouth Ground Fini	1850-1910	1	24.5
316	Deposit IV	3	0-10 cm	Historic	frag	Glass	Colorless	Bottle	Beverage	BIM, Tooled Crown Finish	1890-1920	53	2300
317	Deposit IV	3	10-20 cm	Historic	frag	Glass	Aqua	Bottle	Beverage	ABM, Crown Finish	1905-1920	14	513.2
318	Deposit IV	3	10-20 cm	Historic	frag	Glass	Aqua	Bottle	-	BIM, Post Bottom Mold	1902-1920	1	114.8
319	Deposit IV	3	10-20 cm	Historic	frag	Glass	Aqua	Bottle	-	BIM, Post Bottom Mold	1860-1890	1	79.6
320	Deposit IV	3	10-20 cm	Historic	frag	Glass	Aqua	Bottle	Beverage	ABM, crown finish	1905-present	1	97.4
321	Deposit IV	3	10-20 cm	Historic	frag	Glass	Aqua	Bottle	Beverage	-	before 1920	1	46.1
322	Deposit IV	3	10-20 cm	Historic	frag	Glass	Aqua	Bottle	-	-	1902-1920	1	17.7
323	Deposit IV	3	10-20 cm	Historic	frag	Metal	Rusted	L-Bracket	Brackets	-	-	1	9.3
324	Deposit IV	3	10-20 cm	Historic	whole	Metal	-	Cable Fastener	-	-	1887-present	1	8.5
325	Deposit IV	3	10-20 cm	Historic	frag	Metal	Rusted	Bracket	Brackets	-	-	2	21.1
326	Deposit IV	3	10-20 cm	Historic	frag	Glass	Amber	Bottle	-	BIM, Cup Bottom Mold	1902-1910	2	157.3
327	Deposit IV	3	10-20 cm	Historic	frag	Glass	Amber	Bottle	-	BIM, Cup Bottom Mold	1902-1930	1	47.2
328	Deposit IV	3	10-20 cm	Historic	frag	Glass	Amber	Bottle	-	BIM, Cup Bottom Mold	1880-1910	2	218.7
329	Deposit IV	3	10-20 cm	Historic	frag	Glass	Amber	Bottle	-	BIM, Cup Bottom Mold	1880-1910	1	79.3
330	Deposit IV	3	10-20 cm	Historic	frag	Glass	Amber	Bottle	-	BIM, Post Bottom Mold	1900-1929	2	101.5
331	Deposit IV	3	10-20 cm	Historic	frag	Glass	Amber	Bottle	-	Cup Bottom Mold	1880-1910	1	29
332	Deposit IV	3	10-20 cm	Historic	frag	Glass	Amber	Bottle	-	Post Bottom Mold	1902-1930	3	149.3
333	Deposit IV	3	10-20 cm	Historic	frag	Glass	Amber	Bottle	-	Post Bottom Mold	1860-1890	1	108.1
334	Deposit IV	3	10-20 cm	Historic	frag	Glass	Amber	Bottle	-	-	1902-1930	1	34.7
335	Deposit IV	3	10-20 cm	Historic	frag	Glass	Amber	Bottle	-	Post Bottom Mold	1902-1930	1	86.6
336	Deposit IV	3	10-20 cm	Historic	frag	Glass	Amber	Bottle	-	Post Bottom Mold	1860-1890	1	81.7
337	Deposit IV	3	10-20 cm	Historic	frag	Glass	Amber	Bottle	-	Cup Bottom Mold	1880-1910	2	138.6
338	Deposit IV	3	10-20 cm	Historic	frag	Glass	Amber	Bottle	-	Cup Bottom Mold	1902-1930	1	56.8
339	Deposit IV	3	10-20 cm	Historic	frag	Glass	Amber	Bottle	-	Post Bottom Mold	1900-1929	2	73.8
340	Deposit IV	3	10-20 cm	Historic	frag	Glass	Amber	Bottle	-	Cup Bottom Mold	1902-1930	1	90.7
341	Deposit IV	3	10-20 cm	Historic	frag	Glass	Amber	Bottle	-	Post Bottom Mold	1860-1890	1	35.7
342	Deposit IV	3	10-20 cm	Historic	frag	Glass	Amber	Bottle	-	Cup Bottom Mold	1880-1910	1	39.9
343	Deposit IV	3	10-20 cm	Historic	frag	Glass	Amber	Bottle	-	ABM	1905-present	1	44.1
344	Deposit IV	3	10-20 cm	Historic	frag	Glass	Amber	Bottle	-	Post Bottom Mold	1880-1910	1	46.9
345	Deposit IV	3	10-20 cm	Historic	frag	Glass	Amber	Bottle	-	Post Bottom Mold	1900-1929	1	78.7
346	Deposit IV	3	10-20 cm	Historic	frag	Glass	Colorless	Bottle	Beverage	BIM, Tooled Crown Finish	1890-1920	1	32.7
347	Deposit IV	3	10-20 cm	Historic	frag	Glass	Amber	Bottle	-	Post Bottom Mold	1880-1910	1	39.8
348	Deposit IV	3	10-20 cm	Historic	frag	Glass	Amber	Bottle	-	Post Bottom Mold	1880-1910	2	88.4
349	Deposit IV	3	10-20 cm	Historic	frag	Glass	Amber	Bottle	-	Cup Bottom Mold	1916-1929	1	136.3
350	Deposit IV	3	10-20 cm	Historic	frag	Glass	Amber	Bottle	-	Post Bottom Mold	1860-1890	1	119.6
351	Deposit IV	3	10-20 cm	Historic	frag	Glass	Amber	Bottle	-	ABM	1905-1930	1	22.4

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352	Deposit IV	3	10-20 cm	Historic	frag	Glass	Amber	Bottle	-	ABM	1905-1930	1	28.7
353	Deposit IV	3	10-20 cm	Historic	frag	Glass	Amber	Bottle	-	Post Bottom Mold	1860-1890	1	80.6
354	Deposit IV	3	10-20 cm	Historic	frag	Glass	Amber	Bottle	-	Post Bottom Mold	1860-1890	1	61.1
355	Deposit IV	3	10-20 cm	Historic	frag	Glass	Amber	Bottle	-	Post Bottom Mold	1860-1890	1	132.8
356	Deposit IV	3	10-20 cm	Historic	frag	Glass	Amber	Bottle	-	ABM, Suction Scar	1905-present	1	58.2
357	Deposit IV	3	10-20 cm	Historic	frag	Glass	Amber	Bottle	Bulk	BIM, Tooled Crown Finish	1890-1920	0	725.1
358	Deposit IV	3	10-20 cm	Historic	frag	Glass	Amber	Bottle	-	ABM	1905-1930	1	83.7
359	Deposit IV	3	10-20 cm	Historic	frag	Glass	Amber	Bottle	Beverage	-	-	9	469.7
360	Deposit IV	3	10-20 cm	Historic	frag	Glass	Amber	Bottle	Beverage	ABM, Crown Finish	1905-present	9	552
361	Deposit IV	3	10-20 cm	Historic	frag	Glass	Amber	Bottle	Beverage	BIM, Tooled Crown Finish	1890-1920	27	1600
362	Deposit IV	3	10-20 cm	Historic	frag	Glass	Amber	Bottle	-	-	-	2	68.8
363	Deposit IV	3	10-20 cm	Historic	frag	Glass	Aqua	-	Bulk	-	-	0	155.2
364	Deposit IV	3	10-20 cm	Historic	frag	Glass	Aqua	Bottle	-	ABM	1905-1930	1	147
365	Deposit IV	3	10-20 cm	Historic	frag	Glass	Aqua	Bottle	Bulk	-	-	0	1500
366	Deposit IV	3	10-20 cm	Historic	frag	Glass	Amethyst	Mug	Glassware	-	1870-1920	1	224.9
367	Deposit IV	3	10-20 cm	Historic	frag	Glass	Amber	Bottle	-	-	1902-1930	1	22.8
368	Deposit IV	3	10-20 cm	Historic	frag	Metal	Rusted	Wire	Wire	-	-	1	101.3
369	Deposit IV	3	10-20 cm	Historic	frag	Metal	Rusted	-	Bulk	-	-	0	526.9
370	Deposit IV	3	10-20 cm	Historic	frag	Concrete	-	-	Bulk	-	-	0	41.8
371	Deposit IV	3	10-20 cm	Historic	frag	Metal	Iron	Nail	Nails	-	-	6	13.3
372	Deposit IV	3	10-20 cm	Historic	frag	Metal	Rusted	Crown Cap	Bulk	-	1890-present	0	298.1
373	Deposit IV	3	10-20 cm	Historic	frag	Glass	Colorless	-	Bulk	-	-	0	492.6
374	Deposit IV	3	10-20 cm	Historic	frag	Metal	Iron	Nail	Nails	Round Head	-	29	61.1
375	Deposit IV	3	10-20 cm	Historic	frag	Glass	Olive	-	Bulk	-	-	0	32.7
376	Deposit IV	3	10-20 cm	Historic	frag	Shell	Faunal	Shell	Food	-	-	1	0.4
377	Deposit IV	3	10-20 cm	Historic	frag	Glass	Amber	-	Bulk	-	-	0	31500
378	Deposit IV	3	20-30 cm	Historic	frag	Glass	Amber	Bottle	-	-	1905-1929	1	107.5
379	Deposit IV	3	20-30 cm	Historic	frag	Glass	Aqua	Bottle	-	-	-	1	84.2
380	Deposit IV	3	20-30 cm	Historic	frag	Glass	Amber	Bottle	-	ABM	1905-present	1	80
381	Deposit IV	3	20-30 cm	Historic	frag	Glass	Amber	Bottle	-	-	1902-1930	1	140.3
382	Deposit IV	3	20-30 cm	Historic	frag	Metal	Rusted	Crown Cap	Bottle	-	1890-present	6	14.3
383	Deposit IV	3	20-30 cm	Historic	frag	Metal	Iron	Nail	Bulk	Round Head	-	0	108.3
384	Deposit IV	3	20-30 cm	Historic	frag	Glass	Amber	Bottle	-	-	1902-1924	1	32.7
385	Deposit IV	3	20-30 cm	Historic	frag	Glass	Amber	Bottle	-	Cup Bottom Mold	1880-1910	1	67.7
386	Deposit IV	3	20-30 cm	Historic	frag	Glass	Aqua	Bottle	-	Post Bottom Mold	1904-1907	1	50
387	Deposit IV	3	20-30 cm	Historic	frag	Glass	Amber	Bottle	-	ABM	1905-present	1	115.4
388	Deposit IV	3	20-30 cm	Historic	frag	Glass	Amber	Bottle	-	ABM	1905-present	1	49.8
389	Deposit IV	3	20-30 cm	Historic	frag	Glass	Amber	Bottle	Beverage	BIM, Tooled Crown Finish	1890-1920	10	439.1
390	Deposit IV	3	20-30 cm	Historic	frag	Metal	-	-	Bulk	-	-	0	51.1

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CAT NO	FEAT NO	UNIT	LEVEL (cm)	ARTIFACT	PORTION	MATERIAL	MOD 1	ITEM	TYPE	TECHNOLOGY	DATE RANGE	QUANT	WEIGHT (g)
391	Deposit IV	3	20-30 cm	Historic	frag	Glass	Amber	Bottle	Beverage	-	-	6	176.4
392	Deposit IV	3	20-30 cm	Historic	frag	Glass	Amber	Bottle	Beverage	ABM, Crown Finish	1905-present	1	22.8
393	Deposit IV	3	20-30 cm	Historic	frag	Glass	Amber	Bottle	-	ABM	1905-present	1	91.6
394	Deposit IV	3	20-30 cm	Historic	frag	Glass	Aqua	-	Bulk	-	-	0	131.6
395	Deposit IV	3	20-30 cm	Historic	frag	Glass	Colorless	-	Bulk	-	-	0	64
396	Deposit IV	3	20-30 cm	Historic	frag	Glass	Amber	-	Bulk	-	-	0	3900
397	Deposit IV	3	30-40 cm	Historic	frag	Glass	Amber	Bottle	Beverage	BIM, Tooled Crown Finish	1890-1920	1	48.1
398	Deposit IV	3	30-40 cm	Historic	frag	Metal	Iron	Nail	Nails	Round Head	-	3	44
399	Deposit IV	3	30-40 cm	Historic	frag	Glass	Amber	Bottle	Bulk	-	-	0	311.8
400	Deposit IV	4	0-10 cm	Historic	frag	Glass	Aqua	Bottle	Beverage	BIM, Post Bottom Mold	1860-1890	1	422.1
401	Deposit IV	4	0-10 cm	Historic	frag	Glass	Aqua	Bottle	-	-	before 1920	2	110.2
402	Deposit IV	4	0-10 cm	Historic	frag	Metal	-	-	Bulk	-	-	0	32.1
403	Deposit IV	4	0-10 cm	Historic	frag	Metal	Rusted	Crown Cap	Bottle	-	1890-present	12	23.4
404	Deposit IV	4	0-10 cm	Historic	frag	Metal	Iron	Nail	Bulk	Round Head	-	0	25.1
405	Deposit IV	4	0-10 cm	Historic	frag	Glass	Amber	Bottle	-	Cup Bottom Mold	1880-1910	1	17.3
406	Deposit IV	4	0-10 cm	Historic	frag	Glass	Aqua	Bottle	Beverage	BIM, Post Bottom Mold	1860-1890	1	370.9
407	Deposit IV	4	0-10 cm	Historic	frag	Glass	Aqua	Bottle	Beverage	ABM	1905-1920	1	359
408	Deposit IV	4	0-10 cm	Historic	frag	Glass	Amber	Bottle	-	Cup Bottom Mold	1916-1929	1	46.9
409	Deposit IV	4	0-10 cm	Historic	whole	Glass	Colorless	Bottle	-	ABM, Small Mouth Continuou	1946-present	1	38.1
410	Deposit IV	4	0-10 cm	Historic	frag	Glass	Amber	Bottle	-	Post Bottom Mold	1860-1890	1	29.7
411	Deposit IV	4	0-10 cm	Historic	frag	Glass	Amber	Bottle	-	Cup Bottom Mold	1902-1930	1	37.5
412	Deposit IV	4	0-10 cm	Historic	frag	Metal	-	Cable Fastener	-	-	-	2	21.1
413	Deposit IV	4	0-10 cm	Historic	frag	Glass	Aqua	Bottle	Beverage	ABM, Crown Finish	1905-1920	6	444.7
414	Deposit IV	4	0-10 cm	Historic	frag	Glass	Aqua	Bottle	Beverage	BIM, Tooled Crown Finish	1890-1920	11	360
415	Deposit IV	4	0-10 cm	Historic	frag	Glass	Aqua	Bottle	-	Post Bottom Mold	1900-1920	1	142.6
416	Deposit IV	4	0-10 cm	Historic	frag	Glass	Aqua	Bottle	-	-	1902-1930	1	27.2
417	Deposit IV	4	0-10 cm	Historic	frag	Glass	Colorless	Bottle	-	-	-	1	29.4
418	Deposit IV	4	0-10 cm	Historic	frag	Glass	Aqua	Bottle	-	Post Bottom Mold	1860-1890	1	57.8
419	Deposit IV	4	0-10 cm	Historic	frag	Glass	Aqua	Bottle	-	Post Bottom Mold	1904-1907	8	635.1
420	Deposit IV	4	0-10 cm	Historic	frag	Glass	Aqua	Bottle	-	Post Bottom Mold	1905-1929	1	38.2
421	Deposit IV	4	0-10 cm	Historic	frag	Glass	Aqua	Bottle	-	-	before 1920	1	49.6
422	Deposit IV	4	0-10 cm	Historic	frag	Glass	Aqua	Bottle	-	Post Bottom Mold	1860-1890	1	89.7
423	Deposit IV	4	0-10 cm	Historic	frag	Glass	Aqua	Bottle	-	ABM	1905-present	1	71.4
424	Deposit IV	4	0-10 cm	Historic	frag	Glass	Colorless	Bottle	Beverage	ABM, Crown Finish	1905-present	4	28
425	Deposit IV	4	0-10 cm	Historic	frag	Glass	Amber	Bottle	Beverage	ABM, Crown Finish	1905-present	1	12.4
426	Deposit IV	4	0-10 cm	Historic	frag	Glass	Colorless	Bottle	Bulk	-	-	0	438.1
427	Deposit IV	4	0-10 cm	Historic	frag	Glass	Aqua	Bottle	-	Post Bottom Mold	1860-1890	1	27.1
428	Deposit IV	4	0-10 cm	Historic	frag	Glass	Aqua	Bottle	-	ABM	1905-1920	1	56
429	Deposit IV	4	0-10 cm	Historic	frag	Glass	Aqua	Bottle	-	-	1902-1930	1	23.1

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430	Deposit IV	4	0-10 cm	Historic	frag	Glass	Aqua	Bottle	-	ABM	1905-present	1	11.5
431	Deposit IV	4	0-10 cm	Historic	frag	Glass	Aqua	Bottle	-	-	1900-1920	1	30.4
432	Deposit IV	4	0-10 cm	Historic	frag	Glass	Aqua	Bottle	-	ABM	1905-1920	1	62.2
433	Deposit IV	4	0-10 cm	Historic	frag	Glass	Amber	Bottle	Bulk	-	-	0	2100
434	Deposit IV	4	0-10 cm	Historic	frag	Glass	Amber	Bottle	Beverage	ABM	1905-present	6	118.8
435	Deposit IV	4	0-10 cm	Historic	frag	Glass	Green	Bottle	Beverage	ABM, Crown Finish	1905-present	1	40.6
436	Deposit IV	4	0-10 cm	Historic	frag	Glass	Amber	Bottle	Beverage	BIM, Tooled Crown Finish	1890-1920	5	223.5
437	Deposit IV	4	0-10 cm	Historic	frag	Glass	Amber	Bottle	Beverage	ABM	1905-1930	1	34.3
438	Deposit IV	4	0-10 cm	Historic	frag	Glass	Aqua	Bottle	-	ABM	1905-1930	1	37.4
439	Deposit IV	4	0-10 cm	Historic	frag	Glass	Amber	Bottle	-	Cup Bottom Mold	1880-1910	1	107.6
440	Deposit IV	4	0-10 cm	Historic	frag	Glass	Aqua	-	Bulk	-	-	0	7700
441	Deposit IV	4	10-20 cm	Historic	frag	Glass	Aqua	Bottle	Bulk	-	-	0	407.8
442	Deposit IV	4	10-20 cm	Historic	frag	Glass	Colorless	Bottle	Bulk	-	-	0	113.2
443	Deposit IV	4	10-20 cm	Historic	frag	Glass	Aqua	Bottle	Beverage	BIM, Tooled Crown Finish	1890-1920	2	25.5
444	Deposit IV	4	10-20 cm	Historic	frag	Glass	Amber	Bottle	Beverage	ABM, Crown Finish	1905-present	1	11.1
445	Deposit IV	4	10-20 cm	Historic	frag	Glass	Aqua	Bottle	-	ABM	1905-present	1	68.1
446	Deposit IV	4	10-20 cm	Historic	frag	Glass	Colorless	Bottle	-	ABM	1905-present	1	16.7
447	Deposit IV	4	10-20 cm	Historic	frag	Glass	Aqua	Bottle	-	-	before 1920	1	38.7
448	Deposit IV	4	10-20 cm	Historic	frag	Glass	Amber	Bottle	Bulk	-	-	0	336.3
449	Deposit V	5	0-10 cm	Historic	whole	Glass	Colorless	Bottle	Condiment	ABM, Small Mouth Continuou	1918-1930	1	350.9
450	Deposit V	5	0-10 cm	Historic	frag	Glass	Milk	-	-	-	-	1	0.4
451	Deposit V	5	0-10 cm	Historic	frag	Glass	Colorless	Light bulb	Light bulbs	Electricity	1885-present	1	0.6
452	Deposit V	5	0-10 cm	Historic	frag	Ceramic	Terracotta	Vessel	-	-	-	1	44.6
453	Deposit V	5	0-10 cm	Historic	frag	Glass	Colorless	-	Bulk	-	-	0	55
454	Deposit V	5	0-10 cm	Historic	frag	Ceramic	Porcelain	Teacup	Tableware	-	-	1	34.2
455	Deposit V	5	0-10 cm	Historic	frag	Concrete	-	-	Bulk	-	-	0	1100
456	Deposit V	5	0-10 cm	Historic	frag	Glass	Amethyst	-	Bulk	-	-	0	2.2
457	Deposit V	5	0-10 cm	Historic	frag	Glass	Aqua	-	Bulk	-	-	0	14.2
458	Deposit V	6	0-10 cm	Historic	frag	Metal	-	Drawer Pull	Drawer Pulls	-	-	1	1.7
459	Deposit V	6	0-10 cm	Historic	frag	Metal	Copper	Wire	Wire	-	-	1	1.1
460	Deposit V	6	0-10 cm	Historic	frag	Glass	Amber	Bottle	-	ABM, Small Mouth Interrupted	1905-present	1	26.3
461	Deposit V	6	0-10 cm	Historic	frag	Metal	Rusted	Nail	Nails	Round Head	-	8	24.5
462	Deposit V	6	0-10 cm	Historic	frag	Glass	Colorless	Bottle	-	ABM	1905-present	1	30.2
463	Deposit V	6	0-10 cm	Historic	frag	Glass	Colorless	Bottle	Milk	ABM	1905-1930	1	77.9
464	Deposit V	6	0-10 cm	Historic	frag	Ceramic	Black	Tile	Tile	-	-	1	3.1
465	Deposit V	6	0-10 cm	Historic	frag	Glass	Colorless	Bottle	-	ABM	1902-1930	1	49.1
466	Deposit V	6	0-10 cm	Historic	whole	Metal	Rusted	-	Electrical	Electricity	1885-present	1	16.3
467	Deposit V	6	0-10 cm	Historic	frag	Glass	Aqua	Window Glass	Window Glass	-	before 1920	2	28.2
468	Deposit V	6	0-10 cm	Historic	frag	Ceramic	White	Tile	Tile	-	-	1	3.4

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469	Deposit V	6	0-10 cm	Historic	frag	Ceramic	Ironstone	Vessel	-	-	-	1	1.5
470	Deposit V	6	0-10 cm	Historic	frag	Ceramic	Blue	Tile	Tile	-	-	2	163.7
471	Deposit V	6	0-10 cm	Historic	frag	Ceramic	Teal	Tile	Tile	-	-	1	7.1
472	Deposit V	6	0-10 cm	Historic	frag	Concrete	-	-	Bulk	-	-	0	1800
473	Deposit V	6	0-10 cm	Historic	frag	Glass	Amber	Bottle	Bulk	-	-	0	16.6
474	Deposit V	6	0-10 cm	Historic	frag	Glass	Colorless	-	Bulk	-	-	0	91.4
475	Deposit V	6	0-10 cm	Historic	frag	Ceramic	Yellow	Tile	Tile	-	-	1	128.8
476	Deposit V	6	10-20 cm	Historic	frag	Ceramic	Yellow	Tile	Tile	-	-	2	79.5
477	Deposit V	6	10-20 cm	Historic	frag	Metal	Iron	Nail	Nails	Round Head	-	10	28.1
478	Deposit V	6	10-20 cm	Historic	frag	Glass	Colorless	Bottle	-	ABM	1916-1929	1	42.3
479	Deposit V	6	10-20 cm	Historic	frag	Metal	Rusted	-	Electrical	Electricity	1885-present	1	6.2
480	Deposit V	6	10-20 cm	Historic	frag	Ceramic	Black	Tile	Tile	-	-	1	95.4
481	Deposit V	6	10-20 cm	Historic	frag	Metal	Rusted	-	Bulk	-	-	0	12.2
482	Deposit V	6	10-20 cm	Historic	frag	Glass	Colorless	Bottle	-	ABM, Brandy Finish	1905-present	1	48.7
483	Deposit V	6	10-20 cm	Historic	frag	Ceramic	Porcelain	-	Tableware	-	-	1	0.9
484	Deposit V	6	10-20 cm	Historic	frag	Ceramic	White	Tile	Tile	-	-	1	2.7
485	Deposit V	6	10-20 cm	Historic	frag	Glass	Colorless	-	Bulk	-	-	0	75.8
486	Deposit V	6	10-20 cm	Historic	frag	Ceramic	Ironstone	Vessel	-	-	-	1	9.6
487	Deposit V	6	10-20 cm	Historic	frag	Ceramic	Blue	Tile	Tile	-	-	1	3.3
488	Deposit V	6	10-20 cm	Historic	frag	Ceramic	White	Tile	Tile	-	-	1	10.1
489	Deposit V	6	10-20 cm	Historic	frag	Ceramic	White	Tile	Tile	-	-	1	8.4
490	Deposit V	6	10-20 cm	Historic	frag	Glass	Amber	Bottle	Bulk	-	-	0	12.2
491	Deposit V	6	10-20 cm	Historic	frag	Glass	Aqua	Window Glass	Window Glass	-	before 1920	1	8.8
492	Deposit V	6	10-20 cm	Historic	frag	Glass	Aqua	Jar	-	ABM, Wide Mouth External Th	1905-present	1	22.8
493	Deposit V	6	10-20 cm	Historic	frag	Glass	Colorless	-	Bulk	-	-	0	11.5
494	Deposit V	6	10-20 cm	Historic	frag	Bone	Faunal	Bone	Food	-	-	1	1
495	Deposit V	6	10-20 cm	Historic	frag	Mortar	-	Mortar	Bulk	-	-	0	3100
496	Deposit V	6	10-20 cm	Historic	frag	Ceramic	-	Sewer Pipe	Plumbing	-	-	2	94.9
497	Deposit V	6	10-20 cm	Historic	frag	Glass	Amethyst	-	Bulk	-	-	0	1.3
498	Deposit V	6	10-20 cm	Historic	frag	Metal	-	Burner	Lamp Parts	Oil/Kerosene	-	1	8.9
499	Deposit V	6	10-20 cm	Historic	frag	Ceramic	Pink	Tile	Tile	-	-	1	11.3
500	Deposit III		Subsurface	Historic	whole	Glass	Aqua	Bottle	Beverage	ABM, Crown Finish	1905-1920	1	472.8
501	Deposit III		Subsurface	Historic	whole	Glass	Colorless	Bottle	Beverage	ABM, Crown Finish	1915-present	1	336.7
502	Deposit III		Subsurface	Historic	whole	Glass	Amber	Bottle	Cleaning Products	ABM, Reinforced Extract Finis	1926-present	1	194.7
503	Deposit III		Subsurface	Historic	whole	Metal	Graniteware	Bowl	Kitchenware	-	-	1	254.9
504	Deposit III		Subsurface	Historic	frag	Ceramic	Stoneware	Bowl	Tableware	-	1922-present	1	208.1
505	Deposit III		Subsurface	Historic	whole	Glass	Colorless	Bottle	Liquor	ABM, Small Mouth Continuou	1935-1964	1	603
506	Deposit III		Subsurface	Historic	whole	Glass	Colorless	Tumbler	Glassware	-	1925-1930	1	240.8
507	Deposit III		Subsurface	Historic	whole	Glass	Colorless	Bottle	Condiment	ABM, Wide Mouth Continuous	1905-present	1	192.6

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CAT NO	FEAT NO	UNIT	LEVEL (cm)	ARTIFACT	PORTION	MATERIAL	MOD 1	ITEM	TYPE	TECHNOLOGY	DATE RANGE	QUANTITY	WEIGHT (g)
508	Deposit III		Subsurface	Historic	whole	Glass	Cobalt	Bottle	-	ABM, Prescription Finish	1905-present	1	26.6
509	Deposit III		Subsurface	Historic	whole	Glass	Colorless	Bottle	-	ABM, Brandy Finish	1905-present	1	68.8
510	Deposit III		Subsurface	Historic	frag	Glass	Colorless	Bottle	Condiment	ABM, Small Mouth External T	1920-1927	1	146
511	Deposit III		Subsurface	Historic	whole	Glass	Amber	Bottle	Cleaning Products	ABM, Bead with Collar Finish	1929-1930	1	338.3
512			Subsurface	Historic	frag	Ceramic	Stonewear	Vessel	-	-	-	1	105.4
513			Subsurface	Historic	frag	Ceramic	Ironstone	Vessel	Tableware	-	-	1	56.4
514			Subsurface	Historic	frag	Ceramic	Ironstone	Vessel	Tableware	-	1896-1906	1	29.7
515			Subsurface	Historic	frag	Glass	Amber	Bottle	-	ABM	1905-present	1	122.7
516			Subsurface	Historic	frag	Ceramic	Ironstone	Plate	Tableware	-	-	1	28.6
517			Subsurface	Historic	frag	Glass	Aqua	Bottle	Beverage	ABM, Crown Finish	1905-1920	1	57
518			Subsurface	Historic	frag	Glass	Amber	Bottle	Beverage	ABM, Crown Finish	1905-present	2	270
519			Subsurface	Historic	frag	Glass	Colorless	Bottle	Milk	ABM, Capseat Finish	-	1	187.6
520			Subsurface	Historic	frag	Glass	Colorless	Bottle	-	ABM	1916-1929	1	103
521			Subsurface	Historic	frag	Glass	Amber	Bottle	Bulk	-	-	0	39.2
522			Subsurface	Historic	frag	Glass	Cobalt	Bottle	-	ABM	1905-present	1	152.7
523			Subsurface	Historic	frag	Glass	Amber	Bottle	-	ABM	1905-1920	1	252.6
524			Subsurface	Historic	frag	Glass	Colorless	Bottle	Milk	ABM, Capseat Finish	1905-present	1	153.1
525			Subsurface	Historic	whole	Glass	Cobalt	Bottle	Medicine	ABM, Bead Finish	1911-1928	1	105.2
526			Subsurface	Historic	whole	Glass	Colorless	Bottle	Extract	ABM, Double Ring Finish	1905-1930	1	58.3
527			Subsurface	Historic	frag	Glass	Colorless	Mug	Glassware	-	-	1	313.7
528			Subsurface	Historic	frag	Glass	Colorless	Bottle	-	ABM, Reinforced Bead Finish	1905-present	1	67.7
529			Subsurface	Historic	whole	Ceramic	Stoneware	Creamer	Tableware	-	1854-present	1	123
530			Subsurface	Historic	frag	Glass	Colorless	Tumbler	Glassware	-	-	1	153.1
531			Subsurface	Historic	frag	Glass	Colorless	Bottle	-	ABM, Sprinkler Top	1905-present	1	94.6
532			Subsurface	Historic	whole	Glass	Amber	Bottle	Medicine	ABM, Small Mouth Interrupted	1911-present	1	170.7
533			Subsurface	Historic	whole	Glass	Colorless	Bottle	-	ABM, Small Mouth Continuou	1905-present	1	183.9
534			Subsurface	Historic	whole	Glass	Colorless	Bottle	Medicine	BIM, Tooled Prescription Finis	1890-1920	1	188.8
535			Subsurface	Historic	whole	Glass	Colorless	Bottle	-	ABM, Lug Finish	1905-present	1	121.7
536			Subsurface	Historic	whole	Glass	Colorless	Jar	Food	ABM, Wide Mouth Interrupted	1905-1930	1	247.1
537			Subsurface	Historic	frag	Glass	Colorless	Bottle	Milk	ABM, Capseat Finish	1928-1959	1	445.1
538			Subsurface	Historic	whole	Glass	Colorless	Jar	Food	ABM, Wide Mouth Continuous	1910-1964	1	129.4
539			Subsurface	Historic	whole	Glass	Colorless	Bottle	Food	ABM, Wide Mouth Interrupted	1926-present	1	212.6
540			Subsurface	Historic	frag	Glass	Amber	Bottle	-	ABM	1916-1929	1	355.8
541			Subsurface	Historic	whole	Glass	Amber	Bottle	Beer	ABM, Crown Finish	1905-present	1	458
542			Subsurface	Historic	whole	Glass	Colorless	Bottle	Condiment	ABM, Goldy Finish	1914-1940	1	402.5
543			Subsurface	Historic	whole	Glass	Colorless	Bottle	Condiment	ABM, Small Mouth Continuou	1925-1930	2	175.7
544			Subsurface	Historic	whole	Glass	Colorless	Bottle	Milk	ABM, Capseat Finish	1928-1959	1	767.5
545			Subsurface	Historic	frag	Glass	Amber	Bottle	-	-	1904-1907	1	225.1
546			Subsurface	Historic	whole	Glass	Colorless	Bottle	Food	ABM, Small Mouth Continuou	1905-present	1	524.8

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547			Subsurface	Historic	frag	Ceramic	Stoneware	Vessel	-	-	-	1	182.2
548			Subsurface	Historic	whole	Glass	Colorless	Tube	-	-	-	1	6.6
549			Subsurface	Historic	frag	Glass	Amber	Bottle	-	ABM	1905-present	1	216.3
550			Subsurface	Historic	frag	Glass	Amber	Bottle	Beverage	ABM, Crown Finish	1905-present	1	144.5
551			Subsurface	Historic	whole	Glass	Colorless	Bottle	Food	ABM, Crown Finish	1905-1930	1	411.3
552			Subsurface	Historic	whole	Glass	Colorless	Bottle	Liquor	ABM, Brandy Finish	1905-1919	1	254.4
553			Subsurface	Historic	whole	Glass	Amber	Bottle	Liquor	ABM, Brandy Finish	1905-1919	1	674.3
554			Subsurface	Historic	frag	Ceramic	Stoneware	Crock	Kitchenware	-	-	1	751.9
555			Subsurface	Historic	whole	Glass	Colorless	Bottle	Condiment	ABM, Goldy Finish	1911-1929	1	324.8
556			Subsurface	Historic	whole	Glass	Amber	Bottle	-	ABM, Reinforced Bead Finish	1905-present	1	430.5
557			Subsurface	Historic	whole	Glass	Amber	Bottle	Cleaning Products	ABM, Bead with Collar Finish	1929-1930	1	336.4
558			Subsurface	Historic	frag	Ceramic	Porcelain	-	Tableware	-	-	1	5.8
559			Subsurface	Prehistoric	frag	Stone	Granitic	Pressure Flaker	Prehistoric	Prehistoric	Prehistoric	1	29.7
560			Subsurface	Historic	frag	Ceramic	Ironstone	Lid	Kitchenware	-	-	1	199
561			Subsurface	Historic	whole	Glass	Milk	Lid Liner	Food	-	1871-present	1	30.3
562			Subsurface	Historic	frag	Ceramic	Ironstone	Plate	Tableware	-	1905-present	1	118.9
563			Subsurface	Historic	frag	Ceramic	Ironstone	Plate	Tableware	-	-	1	36.7
564			Subsurface	Historic	frag	Ceramic	Ironstone	Plate	Tableware	-	-	1	55.5
565			Subsurface	Historic	frag	Ceramic	Stoneware	Vessel	-	-	-	1	43.6
566			Subsurface	Historic	whole	Glass	Aqua	Bottle	Food	ABM, Tapered Collar Finish	1905-1920	1	114.9
567			Subsurface	Historic	frag	Glass	Milk	Jar	Toiletry	ABM, Wide Mouth Continuous	1905-present	1	102.6
568			Subsurface	Historic	whole	Glass	Milk	Jar	Toiletry	ABM, Wide Mouth Continuous	1905-present	1	140
569			Subsurface	Historic	whole	Glass	Milk	Jar	Toiletry	ABM, Wide Mouth Continuous	1905-present	1	162.1
570			Subsurface	Historic	whole	Glass	Colorless	Bottle	Soda	ABM, Crown Finish	1905-1943	1	370.2
571			Subsurface	Historic	whole	Glass	Colorless	Bottle	Ink	ABM, Patent Finish	1875-1913	1	137
572			Subsurface	Historic	whole	Glass	Colorless	Bottle	Shoe Polish	ABM, Bead Finish	1905-present	1	124.6
573			Subsurface	Historic	whole	Glass	Colorless	Bottle	-	ABM, Brandy Finish	1905-1930	1	78.4
574			Subsurface	Historic	whole	Glass	Colorless	Bottle	Food	ABM, Wide Mouth Continuous	1905-1930	1	105
575			Subsurface	Historic	whole	Glass	Amber	Bottle	Cleaning Products	ABM, Bead with Collar Finish	1929-1930	1	324.9
576			Subsurface	Historic	whole	Glass	Amber	Bottle	-	BIM, Applied/Tooled Finish	1890-1920	1	145
577			Subsurface	Historic	whole	Glass	Colorless	Bottle	Food	ABM, Wide Mouth Interrupted	1905-1930	1	234.1
578			Subsurface	Historic	whole	Glass	Colorless	Bottle	Beverage	ABM, Crown Finish	1920-1925	1	353.6
579			Subsurface	Historic	whole	Glass	Colorless	Jar	Food	ABM, Wide Mouth Interrupted	1914-1962	1	177.5
580			Subsurface	Historic	whole	Glass	Colorless	Jar	Food	ABM, Wide Mouth Continuous	1905-1930	1	154.4
581			Subsurface	Historic	whole	Glass	Amber	Bottle	-	ABM, Small Mouth External T	1905-1930	1	221.4
582			Subsurface	Historic	whole	Glass	Aqua	Bottle	Medicine	ABM, Extract Finish	1905-1920	1	420.2
583			Subsurface	Historic	whole	Glass	Colorless	Jar	Condiment	ABM, Capseat Finish	1918-1925	1	220.4
584			Subsurface	Historic	whole	Glass	Colorless	Bottle	Beverage	ABM, Crown Finish	1911-1929	1	490.9
585			Subsurface	Historic	whole	Glass	Colorless	Vial	Medicine	-	-	1	67.5

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CAT NO	FEAT NO	UNIT	LEVEL (cm)	ARTIFACT	PORTION	MATERIAL	MOD 1	ITEM	TYPE	TECHNOLOGY	DATE RANGE	QUANTITY	WEIGHT (g)
586			Subsurface	Historic	whole	Glass	Amber	Bottle	-	ABM, Extract Finish	1911-1929	1	462.1
587			Subsurface	Historic	whole	Glass	Colorless	Bottle	Food	ABM, Wide Mouth Capseat Fi	1918-1933	1	334.5
588			Subsurface	Historic	whole	Glass	Colorless	Jar	-	ABM, Wide Mout Interrupted	1916-1929	1	248
589			Subsurface	Historic	whole	Glass	Colorless	Bottle	Milk	ABM, Capseat Finish	1924-1926	1	777.8
590			Subsurface	Historic	whole	Glass	Colorless	Bottle	Food	ABM, Ring Finish	1905-1935	1	175.6
591			Subsurface	Historic	whole	Glass	Colorless	Jar	Food	ABM, Wide Mouth Continuous	1910-1939	1	646.7
592			Subsurface	Historic	whole	Glass	Amber	Bottle	Toiletry	ABM, Ring Finish	1911-1929	1	100.8
593			Subsurface	Historic	frag	Glass	Milk	Jar	Toiletry	ABM, Wide Mouth External Th	-	1	38.1
594			Subsurface	Historic	whole	Glass	Colorless	Bottle	Medicine	ABM, Ring Finish	1916-1929	1	28.4
595			Subsurface	Historic	whole	Glass	Colorless	Bottle	Medicine	ABM, Packer Finish	1916-1929	1	188.4
596			Subsurface	Historic	frag	Glass	Colorless	Bottle	Milk	ABM, Capseat Finish	1905-present	1	192.1
597			Subsurface	Historic	frag	Glass	Colorless	Bottle	Medicine	ABM	1915-present	1	120.7
598			Subsurface	Historic	whole	Glass	Amber	Bottle	Medicine	ABM, Prescription Finish	1929-present	1	32
599			Subsurface	Historic	frag	Glass	Colorless	Bottle	-	ABM, Crown Finish	1905-present	1	70.3
600			Subsurface	Historic	whole	Glass	Aqua	Jar	-	ABM, Wide Mouth Continuous	1905-1920	1	199.8
601			Subsurface	Historic	whole	Glass	Colorless	Jar	Food	ABM, Wide Mouth Interrupted	1905-1930	1	119
602			Subsurface	Historic	frag	Glass	Colorless	Bottle	Condiment	ABM, Goldy Finish	1905-present	1	121.4
603			Subsurface	Historic	frag	Ceramic	Stonewear	Vessel	-	-	-	1	30.1
604			Subsurface	Historic	frag	Bone	Faunal	Bone	Food	sawcut	-	1	32.9
605			Subsurface	Historic	frag	Glass	Amber	Bottle	-	Cup Bottom Mold	1902-1930	1	199.7
606			Subsurface	Historic	frag	Glass	Aqua	Bottle	Soda	ABM, Crown Finish	1916-1920	1	389.7
607			Subsurface	Historic	frag	Glass	Amber	Bottle	Beverage	ABM	1905-present	1	273.3
608			Subsurface	Historic	frag	Glass	Aqua	Bottle	-	ABM	1911-1929	1	211.6
609			Subsurface	Historic	frag	Glass	Amber	Bottle	-	Post Bottom Mold	1860-1890	1	298.5
610			Subsurface	Historic	whole	Glass	Colorless	Bottle	Food	ABM, Wide Mouth Interrupted	1905-1930	1	209.4
611			Subsurface	Historic	whole	Glass	Colorless	Bottle	Food	ABM, Capseat Finish	1918-1941	1	332.7
612			Subsurface	Historic	whole	Glass	Colorless	Bottle	Medicine	ABM, Ring Finish	1905-present	1	121.9
613			Subsurface	Historic	whole	Glass	Colorless	Jar	-	ABM, Wide Mouth Continuous	1905-present	1	339.9
614			Subsurface	Historic	whole	Glass	Colorless	Bottle	Shoe Polish	ABM, Ring Finish	1905-present	1	125.9
615			Subsurface	Historic	frag	Glass	Colorless	Bottle	Milk	ABM	1928-1959	1	700
616			Subsurface	Historic	frag	Glass	Colorless	Bottle	Ketchup	ABM	1911-1929	1	304.9
617			Subsurface	Historic	frag	Metal	Iron	Foot	Stove	-	-	1	445.5
618			Subsurface	Historic	whole	Glass	Colorless	Jar	Food	ABM, Wide Mouth Interrupted	1905-1930	1	235.8
619			Subsurface	Historic	whole	Glass	Colorless	Jar	Food	ABM, Wide Mouth Interrupted	1905-1930	1	338.7
620			Subsurface	Historic	whole	Glass	Amber	Bottle	Beer	ABM, Crown Finish	1905-present	1	265.6
621			Subsurface	Historic	whole	Glass	Colorless	Bottle	Ink	ABM, Double Ring Finish	1905-present	1	23.3
622			Subsurface	Historic	whole	Glass	Colorless	Bottle	Beverage	ABM, Small Mouth Continuou	1920-1964	1	516.6
623			Subsurface	Historic	whole	Glass	Colorless	Bottle	Beverage	ABM, Crown Finish	1911-1929	1	700
624			Subsurface	Historic	whole	Glass	Amber	Bottle	Beverage	ABM, Small Mouth Continuou	1938-present	1	519

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CAT NO	FEAT NO	UNIT	LEVEL (cm)	ARTIFACT	PORTION	MATERIAL	MOD 1	ITEM	TYPE	TECHNOLOGY	DATE RANGE	QUAN	WEIGHT (g)
625			Subsurface	Historic	whole	Glass	Colorless	Jar	Food	ABM, Wide Mouth Interrupted	1905-1930	1	341.3
626			Subsurface	Historic	whole	Glass	Colorless	Bottle	Shoe Polish	ABM, Ring Finish	1905-present	1	120.9
627			Subsurface	Historic	whole	Glass	Colorless	Bottle	-	ABM, Collared Ring Finish	1911-1929	1	492.2
628			Subsurface	Historic	whole	Glass	Colorless	Bottle	Medicine	ABM, Collared Ring Finish	1905-present	1	134.3
629			Subsurface	Historic	whole	Glass	Colorless	Bottle	Medicine	ABM, Prescription Finish	1911-1929	1	420.3
630			Subsurface	Historic	whole	Glass	Colorless	Bottle	Milk	ABM, Capseat Finish	1905-1930	1	800
631			Subsurface	Historic	whole	Glass	Colorless	Bottle	Milk	ABM, Capseat Finish	1925-1930	1	800
632			Subsurface	Historic	frag	Ceramic	Ironstone	Plate	Tableware	-	-	1	25.6
633			Subsurface	Historic	frag	Ceramic	Porcelain	Vessel	Tableware	-	-	1	11.5
634			Subsurface	Historic	frag	Glass	Colorless	Bottle	Food	ABM, Capseat Finish	1918-1941	1	313.2
635			Subsurface	Historic	whole	Glass	Milk	Jar	Toiletry	ABM, Wide Mouth Continuous	1905-present	1	147.9
636			Subsurface	Historic	frag	Glass	Colorless	Tumbler	Glassware	-	-	1	131.4
637			Subsurface	Historic	whole	Glass	Colorless	Bottle	-	ABM, Ring Finish	1929-present	1	104.9
638			Subsurface	Historic	whole	Glass	Colorless	Jar	Medicine	ABM, Wide Mouth Continuous	1908-1954	1	62.8
639			Subsurface	Historic	whole	Glass	Amber	Bottle	Beer	BIM, Tooled Crown Finish, Cu	1902-1905	1	609.4
640			Subsurface	Historic	frag	Glass	Amber	Bottle	Beverage	Post Bottom Mold	1902-1930	1	323.1
641			Subsurface	Historic	frag	Glass	Colorless	Bottle	Soda	ABM	1908-present	1	311.7
642			Subsurface	Historic	whole	Glass	Colorless	Bottle	Oil	ABM, Ring Finish	1905-present	1	137.2
643			Subsurface	Historic	whole	Glass	Coloress	Jar	Food	ABM, Wide Mouth Interrupted	1905-present	1	160.1
644			Subsurface	Historic	frag	Glass	Colorless	Jar	Condiment	ABM, Wide Mouth Continuous	1925-1930	1	143.6
645			Subsurface	Historic	whole	Glass	Colorless	Bottle	Condiment	ABM, Goldy Finish	1905-1930	1	244.3
646			Subsurface	Historic	whole	Glass	Colorless	Jar	Food	ABM, Wide Mouth Continuous	1905-present	1	583.3
647			Subsurface	Historic	whole	Glass	Aqua	Bottle	-	ABM, Double Ring Finish	1905-1920	1	237.5
648			Subsurface	Historic	whole	Glass	Colorless	Bottle	Shoe Polish	ABM, Ring Finish	1905-present	1	124.5
649			Subsurface	Historic	frag	Ceramic	Porcelain	Plate	Tableware	-	-	1	47.2
650			Subsurface	Historic	frag	Ceramic	Stoneware	Vessel	-	-	-	1	58.2
651			Subsurface	Historic	frag	Metal	Graniteware	Bowl	Kitchenware	-	-	1	433.9
652			Subsurface	Historic	whole	Glass	Amber	Bottle	Medicine	ABM, Double Ring Finish	1916-1929	1	127.7
653			Subsurface	Historic	whole	Glass	Milk	Jar	Medicine	ABM, Wide Mouth Continuous	1909-present	1	64
654			Subsurface	Historic	whole	Glass	Colorless	Bottle	Medicine	ABM, Double Ring Finish	1920-1933	1	83.9
655			Subsurface	Historic	whole	Glass	Colorless	Bottle	Shoe Polish	ABM, Ring Finish	1905-present	1	121.8
656			Subsurface	Historic	whole	Glass	Milk	Jar	-	-	1908-1956	1	83.3
657			Subsurface	Historic	frag	Ceramic	Porcelain	Flower Pot	Decorative	-	-	1	47.9
658			Subsurface	Historic	whole	Glass	Cobalt	Jar	Medicine	ABM, Wide Mouth Continuous	1905-1990	1	69.8
659			Subsurface	Historic	frag	Glass	Colorless	-	-	-	1925-1930	1	108.8
660			Subsurface	Historic	frag	Glass	Colorless	Bottle	Milk	ABM	1920-1930	1	164.1
661			Subsurface	Historic	frag	Glass	Colorless	Bottle	Milk	ABM	1929-1959	1	165.1
662			Subsurface	Historic	whole	Glass	Colorless	Bottle	Beverage	ABM, Crown Finish	1929-present	1	204.5
663			Subsurface	Historic	whole	Glass	Colorless	Bottle	-	ABM, Packer Finish	1905-1930	1	58

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664			Subsurface	Historic	whole	Glass	Colorless	Bottle	Food	ABM, Wide Mouth Continuous	1925-1930	1	226.8
665			Subsurface	Historic	whole	Glass	Colorless	Jar	Medicine	ABM, Wide Mouth External Th	1908-1954	1	73
666			Subsurface	Historic	whole	Glass	Colorless	Bottle	Food	ABM, Wide Mouth	1929-1937	1	297.5
667			Subsurface	Historic	whole	Glass	Amber	Bottle	Beer	ABM, Small Mouth Continous	1957-present	1	354.7
668			Subsurface	Historic	whole	Glass	Colorless	Bottle	Food	ABM, Wide Mouth Continuous	1905-present	1	343.2
669			Subsurface	Historic	whole	Glass	Amber	Bottle	Beer	ABM, Crown Finish	1905-present	1	256.6
670			Subsurface	Historic	whole	Glass	Colorless	Bottle	Beverage	ABM, Crown Finish	1949-present	1	348.2
671			Subsurface	Historic	frag	Glass	Amber	Bottle	Beer	ABM	1939-1957	1	473.8
672			Subsurface	Historic	whole	Glass	Cobalt	Bottle	-	ABM, Small Mouth Continuou	1905-present	1	396
673			Subsurface	Historic	frag	Glass	Colorless	Bottle	Milk	ABM	1916-1931	1	108.9
674			Subsurface	Historic	frag	Glass	Colorless	Bottle	Food	ABM	1911-1929	1	100.3
675			Subsurface	Historic	frag	Glass	Milk	Jar	Toiletry	ABM, Wide Mouth External Th	1905-present	1	88.1
676			Subsurface	Historic	whole	Glass	Colorless	Jar	-	ABM, Wide Mouth Continuous	1905-1930	1	110.6
677			Subsurface	Historic	whole	Glass	Milk	Jar	Toiletry	ABM, Wide Mouth Continuous	1905-present	1	168.2
678			Subsurface	Historic	frag	Glass	Colorless	Bottle	Milk	-	1928-1959	1	69.3
679			Subsurface	Historic	whole	Glass	Amber	Bottle	Medicine	ABM, Double Ring Finish	1916-1929	1	126.2
680			Subsurface	Historic	frag	Glass	Colorless	Bottle	Condiment	ABM	1913-1945	1	84
681			Subsurface	Historic	frag	Glass	Colorless	Bottle	Liquor	ABM, Grooved Ring Finish	1905-present	3	267
682			Subsurface	Historic	frag	Glass	Colorless	Bottle	Liquor	ABM, Brandy Finish	1905-present	3	290.3
683			Subsurface	Historic	frag	Glass	Colorless	Bottle	Liquor	ABM, Small Mouth Continuou	1905-present	2	203.5
684			Subsurface	Historic	frag	Glass	Aqua	Bottle	Beverage	ABM	1905-present	1	88.8
685			Subsurface	Historic	frag	Glass	Green	Bottle	Beverage	ABM	1905-present	1	140.4
686			Subsurface	Historic	frag	Glass	Colorless	Bottle	-	ABM	1905-present	1	68
687			Subsurface	Historic	frag	Glass	Aqua	Bottle	Beverage	ABM	1905-1920	1	119.5
688			Subsurface	Historic	frag	Glass	Colorless	Bottle	-	ABM, Small Mouth Continuou	1905-present	2	187.4
689			Subsurface	Historic	frag	Glass	Green	Bottle	-	ABM, Champagne Finish	1905-present	1	68.5
690			Subsurface	Historic	frag	Glass	Amber	-	-	ABM	1905-present	1	145.3
691			Subsurface	Historic	frag	Glass	Green	Bottle	Beverage	ABM	1905-present	1	60.9
692			Subsurface	Historic	frag	Glass	Green	Bottle	Beverage	ABM	1905-present	1	105.9
693			Subsurface	Historic	frag	Glass	Colorless	-	-	ABM	1915-present	1	95.7
694			Subsurface	Historic	frag	Metal	Aluminum	Lid	Liquor	-	-	1	1.5
695			Subsurface	Historic	frag	Glass	Colorless	Bottle	Beverage	ABM, Mineral Finish	1905-present	1	51.2
696			Subsurface	Historic	frag	Glass	Aqua	Bottle	-	-	-	1	29.1
697			Subsurface	Historic	frag	Glass	Colorless	-	-	ABM	-	1	41.2
698			Subsurface	Historic	frag	Glass	Colorless	Bottle	-	ABM, Small Mouth External T	1905-present	2	25.1
699			Subsurface	Historic	frag	Glass	Green	Bottle	-	-	-	1	36.4
700			Subsurface	Historic	frag	Glass	Colorless	-	-	ABM	1905-present	1	19.5
701			Subsurface	Historic	frag	Glass	Colorless	-	-	ABM	1930-present	1	32.5
702			Subsurface	Historic	frag	Glass	Colorless	Tumbler	Glassware	-	-	1	44.2

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703			Subsurface	Historic	frag	Glass	Colorless	-	-	ABM	1905-present	2	136.1
704			Subsurface	Historic	frag	Glass	Colorless	-	-	ABM	1930-present	3	181.3
705			Subsurface	Historic	frag	Glass	Green	-	Bulk	-	-	0	287.4
706			Subsurface	Historic	frag	Glass	Colorless	-	-	ABM	1930-present	1	44.3
707			Subsurface	Historic	frag	Glass	Green	-	-	-	-	1	13.2
708			Subsurface	Historic	frag	Glass	Colorless	-	-	-	-	1	46.4
709			Subsurface	Historic	frag	Glass	Green	Bottle	-	ABM, Champagne Finish	1905-present	1	75.9
710			Subsurface	Historic	frag	Glass	Aqua	-	-	-	-	1	40
711			Subsurface	Historic	frag	Glass	Green	-	Bulk	-	-	0	589.9
712			Subsurface	Historic	frag	Glass	Colorless	-	-	ABM	1930-present	1	23
713			Subsurface	Historic	frag	Glass	Colorless	-	-	ABM	1908-1954	1	43.1
714			Subsurface	Historic	frag	Glass	Amber	Bottle	Bulk	-	-	0	618.3
715			Subsurface	Historic	frag	Glass	Colorless	-	-	ABM	1945-present	2	191.2
716			Subsurface	Historic	frag	Glass	Aqua	-	Bulk	-	-	0	424.9
717			Subsurface	Historic	frag	Glass	Aqua	Bottle	Beverage	ABM	1935-present	1	39.1
718			Subsurface	Historic	frag	Glass	Colorless	-	-	ABM	1915-present	1	24.2
719			Subsurface	Historic	frag	Glass	Colorless	-	Bulk	-	-	0	4500
720			Subsurface	Historic	frag	Glass	Colorless	Bottle	-	ABM	1905-present	1	11.1
721			Subsurface	Historic	frag	Glass	Colorless	Bottle	Beverage	ABM, Mineral Finish	1905-present	1	108.3
722			Subsurface	Historic	frag	Glass	Colorless	Bottle	Liquor	ABM	1935-1964	1	4.4
723			Subsurface	Historic	frag	Glass	Colorless	-	-	ABM	1905-present	1	12.6
724			Subsurface	Historic	frag	Glass	Colorless	Bottle	Beverage	ABM, Crown Finish	1905-present	1	53
725			Subsurface	Historic	frag	Glass	Colorless	Bottle	-	ABM, Small Mouth External T	1905-present	1	5.3
726			Subsurface	Historic	frag	Glass	Amber	Bottle	-	ABM	1905-present	1	26
727			Subsurface	Historic	frag	Glass	Colorless	Bottle	-	ABM	1905-present	1	8.9
728			Subsurface	Historic	frag	Glass	Amber	-	-	ABM	1917-present	1	58.1
729			Subsurface	Historic	frag	Glass	Green	Bottle	Beverage	ABM, Collared Ring Finish	1905-present	1	76.5
730			Subsurface	Historic	frag	Glass	Colorless	-	-	ABM	1905-present	1	122.9
731			Subsurface	Historic	frag	Glass	Colorless	-	-	ABM	1905-present	1	34.1
732			Subsurface	Historic	frag	Ceramic	Rougeware	Teacup	Tableware	-	1930-present	1	84.8
733			Subsurface	Historic	frag	Glass	Colorless	Bottle	-	-	-	1	15.6
734			Subsurface	Historic	frag	Glass	Aqua	Bottle	Soda	-	1916-present	1	9.8
735			Subsurface	Historic	frag	Glass	Green	Bottle	-	ABM	1905-present	1	21.3
736			Subsurface	Historic	frag	Glass	Colorless	Bottle	-	ABM, Small Mouth External T	1905-present	1	3
737			Subsurface	Historic	frag	Glass	Colorless	-	-	ABM	1905-present	1	36.3
738			Subsurface	Historic	frag	Glass	Colorless	-	-	ABM	1905-present	1	87.5
739			Subsurface	Historic	frag	Glass	Colorless	-	-	ABM	1905-present	1	17.5
740			Subsurface	Historic	frag	Glass	Colorless	Bottle	-	ABM, Small Mouth Continuou	1905-present	1	37.2
741			Subsurface	Historic	frag	Glass	Green	Bottle	Bulk	-	-	0	178.6

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742			Subsurface	Historic	frag	Glass	Colorless	Bottle	Liquor	ABM	1935-1964	1	10.7
743			Subsurface	Historic	frag	Glass	Brown	Bottle	Bulk	-	-	0	298.6
744			Subsurface	Historic	frag	Glass	Colorless	Bottle	-	ABM, Small Mouth External T	1905-present	1	100.6
745			Subsurface	Historic	frag	Glass	Colorless	-	-	ABM	1930-present	1	62.6
746			Subsurface	Historic	frag	Glass	Colorless	Bottle	-	ABM, Small Mouth Continuou	1905-present	1	72.9
747			Subsurface	Historic	frag	Glass	Colorless	-	-	ABM	1905-present	1	9.9
748			Subsurface	Historic	frag	Glass	Green	Bottle	-	BIM, Tooled Finish	1890-1920	1	42.9
749			Subsurface	Historic	frag	Glass	Aqua	-	Bulk	-	-	0	138.6
750			Subsurface	Historic	frag	Glass	Colorless	-	-	ABM	1905-present	1	41.3
751			Subsurface	Historic	frag	Glass	Colorless	-	-	-	-	1	9.2
752			Subsurface	Historic	frag	Glass	Amber	-	-	-	-	1	30.6
753			Subsurface	Historic	frag	Glass	Amber	Bottle	-	ABM	1905-present	1	80.8
754			Subsurface	Historic	frag	Glass	Amber	Bottle	-	ABM	1905-present	1	28.2
755			Subsurface	Historic	frag	Glass	Colorless	-	-	ABM	1905-present	1	13.9
756			Subsurface	Historic	frag	Glass	Colorless	-	-	ABM	1905-present	1	71.9
757			Subsurface	Historic	frag	Glass	Colorless	-	-	ABM	1915-present	1	24.2
758			Subsurface	Historic	frag	Glass	Colorless	-	-	ABM	1905-present	1	54.7
759			Subsurface	Historic	frag	Glass	Colorless	Bottle	-	-	-	1	29.5
760			Subsurface	Historic	frag	Glass	Colorless	-	-	ABM	1905-present	1	59.4
761			Subsurface	Prehistoric	frag	Stone	Granite	Groundstone	Prehistoric	Prehistoric	Prehistoric	1	603.5
762			Subsurface	Historic	frag	Shell	Faunal	Shell	Prehistoric	-	Prehistoric	1	2.2
763			Subsurface	Prehistoric	whole	Stone	Metavolcanic	Angular Hamm	Prehistoric	Prehistoric	Prehistoric	1	53.3
764			Subsurface	Historic	frag	Glass	Colorless	-	-	ABM	1905-present	1	23.1
765			Subsurface	Historic	frag	Glass	Colorless	Bottle	Condiment	ABM	1916-1980	1	11.2
766			Subsurface	Historic	frag	Glass	Colorless	Bottle	-	ABM, Small Mouth External T	1905-present	1	11.1
767			Subsurface	Historic	frag	Glass	Green	-	Bulk	-	-	0	361.7
768			Subsurface	Historic	frag	Glass	Colorless	-	Bulk	-	-	0	2800
769			Subsurface	Historic	whole	Glass	Colorless	Bottle	Soda	ABM, Crown Finish	1945-present	1	405.2
770			Subsurface	Historic	frag	Glass	Aqua	Insulator	Electrical	-	1901-1933	1	251.5
771			Subsurface	Historic	frag	Shell	Faunal	Shell	Food	-	-	1	38.3
772			Subsurface	Historic	whole	Glass	Colorless	Bottle	Ink	ABM, Cork Finish	1905-1992	1	106.5
773			Subsurface	Historic	whole	Glass	Milk	Jar	Toiletry	ABM, Wide Mouth Continuous	1920-1964	1	213.6
774			Subsurface	Historic	whole	Glass	Milk	Jar	Toiletry	ABM, Wide Mouth Continuous	1905-present	1	160.4
775			Subsurface	Historic	whole	Glass	Colorless	Bottle	Milk	ABM, Capseat Finish	1905-1930	1	462.2
776			Subsurface	Historic	frag	Glass	Green	Bottle	Wine	-	-	1	325.3
777			Subsurface	Historic	frag	Glass	Aqua	Bottle	Soda	ABM	1923-1930	1	360
778			Subsurface	Historic	frag	Glass	Colorless	Bottle	-	ABM, Brandy Finish	1905-present	3	186
779			Subsurface	Historic	frag	Glass	Colorless	Bottle	-	ABM, Brandy Finish	1905-present	1	48.8
780			Subsurface	Historic	frag	Glass	Green	Bottle	-	ABM, Small Mouth External T	1905-present	1	80.7

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CAT NO	FEAT NO	UNIT	LEVEL (cm)	ARTIFACT	PORTION	MATERIAL	MOD 1	ITEM	TYPE	TECHNOLOGY	DATE RANGE	QUANTITY	WEIGHT (g)
781			Subsurface	Historic	frag	Glass	Colorless	Bottle	-	ABM, Small Mouth Continuou	1905-present	1	110
782			Subsurface	Historic	frag	Glass	Green	Bottle	-	ABM, Champagne Finish	1905-present	2	114.3
783			Subsurface	Historic	frag	Glass	Aqua	Bottle	-	-	-	1	84.8
784			Subsurface	Historic	frag	Glass	Amber	Bottle	-	ABM	1905-present	1	121.2
785			Subsurface	Historic	frag	Glass	Colorless	-	-	ABM	1930-present	1	116.1
786			Subsurface	Historic	frag	Glass	Colorless	Bottle	-	ABM, Brandy Finish	1905-present	1	34.4
787			Subsurface	Historic	frag	Glass	Green	Bottle	-	BIM, Tooled Champagne Finis	1890-1920	1	73.4
788			Subsurface	Historic	frag	Glass	Colorless	-	-	ABM	1905-present	1	32
789			Subsurface	Historic	frag	Glass	Colorless	Bottle	-	ABM, Small Mouth Continuou	1905-present	2	105
790			Subsurface	Historic	frag	Glass	Colorless	-	-	ABM	1930-present	2	130.2
791			Subsurface	Historic	frag	Glass	Colorless	Bottle	-	ABM	1905-present	1	36.5
792			Subsurface	Historic	frag	Glass	Colorless	-	-	ABM	1930-present	1	128.4
793			Subsurface	Historic	frag	Glass	Colorless	-	-	ABM	1905-present	1	64.6
794			Subsurface	Historic	frag	Glass	Colorless	-	-	ABM	1905-present	1	97.4
795			Subsurface	Historic	frag	Glass	Colorless	-	-	ABM	1905-present	1	60.7
796			Subsurface	Historic	frag	Glass	Colorless	-	-	ABM	1930-present	1	70.9
797			Subsurface	Historic	frag	Glass	Colorless	-	-	ABM	1905-present	1	22.4
798			Subsurface	Historic	frag	Glass	Colorless	-	-	-	-	1	74.7
799			Subsurface	Historic	frag	Glass	Colorless	-	-	ABM	1930-present	1	62.7
800			Subsurface	Historic	frag	Glass	Colorless	-	-	ABM	1930-present	1	16.7
801			Subsurface	Historic	frag	Glass	Colorless	-	-	ABM	1905-present	1	40.1
802			Subsurface	Historic	frag	Metal	Rusted	-	-	-	-	1	4.1
803			Subsurface	Historic	frag	Glass	Colorless	-	-	ABM	1905-present	1	37.9
804			Subsurface	Historic	frag	Glass	Green	Bottle	Wine	ABM	1930-present	1	184.1
805			Subsurface	Historic	frag	Glass	Colorless	Bottle	-	ABM, Small Mouth External T	1905-present	1	83.6
806			Subsurface	Historic	frag	Metal	Aluminum	Brace	-	-	-	1	172
807			Subsurface	Historic	frag	Ceramic	Rougeware	Teacup	Tableware	-	1930-present	1	29.7
808			Subsurface	Historic	frag	Glass	Aqua	Window Glass	Bulk	-	before 1920	0	23.9
809			Subsurface	Historic	frag	Metal	-	Pocket Watch	Watches	-	-	1	37
810			Subsurface	Historic	frag	Glass	Aqua	-	Bulk	-	-	0	709.3
811			Subsurface	Historic	frag	Ceramic	Porcelain	Bowl	Tableware	-	-	1	36.6
812			Subsurface	Historic	frag	Glass	Colorless	Bottle	-	ABM	1905-present	1	37.5
813			Subsurface	Historic	frag	Glass	Green	Bottle	-	-	-	1	31.7
814			Subsurface	Historic	frag	Glass	Colorless	-	-	ABM	1905-present	3	121
815			Subsurface	Historic	frag	Glass	Amber	-	-	-	-	1	42.2
816			Subsurface	Historic	frag	Glass	Aqua	Bottle	-	ABM, Small Mouth External T	1905-present	3	611
817			Subsurface	Historic	frag	Glass	Amber	Bottle	Bulk	-	-	0	558.5
818			Subsurface	Historic	frag	Glass	Colorless	Bottle	-	-	-	1	17.3
819			Subsurface	Historic	frag	Glass	Colorless	Bottle	-	ABM	1905-present	1	12.2

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CAT NO	FEAT NO	UNIT	LEVEL (cm)	ARTIFACT	PORTION	MATERIAL	MOD 1	ITEM	TYPE	TECHNOLOGY	DATE RANGE	QUANTITY	WEIGHT (g)
820			Subsurface	Historic	frag	Glass	Green	-	Bulk	-	-	0	822.1
821			Subsurface	Historic	frag	Glass	Aqua	-	Bulk	-	-	0	364.6
822			Subsurface	Historic	frag	Glass	Colorless	-	Bulk	-	-	0	5000
823			Subsurface	Historic	frag	Glass	Colorless	-	-	ABM	1930-present	1	138
824			Subsurface	Historic	frag	Glass	Colorless	-	-	ABM	1957-present	1	40.3
825			Subsurface	Historic	frag	Glass	Colorless	-	-	ABM	1905-present	1	17.8
826			Subsurface	Historic	frag	Glass	Colorless	-	-	ABM	1905-present	1	144.6
827			Subsurface	Historic	frag	Glass	Colorless	-	-	ABM	1930-present	1	22.2
828			Subsurface	Historic	frag	Glass	Green	Bottle	-	ABM	1905-present	1	75.6
829			Subsurface	Historic	frag	Glass	Colorless	-	-	ABM	1956-present	1	39.2
830			Subsurface	Historic	frag	Glass	Colorless	-	-	ABM	1915-present	1	50
831			Subsurface	Historic	frag	Glass	Colorless	-	-	ABM	1905-present	9	362.1
832			Subsurface	Historic	frag	Ceramic	Rougeware	Teacup	Tableware	-	1930-present	1	21.5
833			Subsurface	Historic	frag	Glass	Aqua	-	-	ABM	1905-1917	2	138
834			Subsurface	Historic	frag	Glass	Colorless	Bottle	Liquor	-	-	1	24.4
835			Subsurface	Historic	frag	Glass	Colorless	Bottle	Liquor	ABM	1935-1964	1	7.4
836			Subsurface	Historic	frag	Glass	Colorless	Bottle	Liquor	ABM	1935-1964	1	22.2
837			Subsurface	Historic	frag	Glass	Colorless	-	-	-	-	1	5.1
838			Subsurface	Historic	frag	Glass	Green	Bottle	-	-	-	1	20.8
839			Subsurface	Historic	frag	Glass	Colorless	Bottle	Liquor	-	-	1	29.9
840			Subsurface	Historic	frag	Glass	Green	Bottle	-	ABM	1905-present	1	15.3
841			Subsurface	Historic	frag	Glass	Colorless	Bottle	-	ABM, Brandy Finish	1905-present	1	40.4
842			Subsurface	Historic	frag	Glass	Colorless	Bottle	-	-	-	1	15.9
843			Subsurface	Historic	frag	Glass	Colorless	-	-	-	-	1	32.7
844			Subsurface	Historic	frag	Glass	Colorless	-	-	-	-	1	16.6
845			Subsurface	Historic	frag	Glass	Amber	Bottle	-	ABM	1905-present	1	274.3
846			Subsurface	Historic	frag	Glass	Colorless	Bottle	-	ABM, Brandy Finish	1905-present	1	67.3
847			Subsurface	Historic	frag	Glass	Colorless	Bottle	-	ABM, Small Mouth External T	1905-present	6	280.2
848			Subsurface	Historic	frag	Glass	Colorless	Bottle	-	ABM, Small Mouth External T	1905-present	1	96.2
849			Subsurface	Historic	frag	Glass	Colorless	Bottle	-	ABM, Brandy Finish	1905-present	1	93.1
850			Subsurface	Historic	frag	Glass	Colorless	-	Bulk	-	-	0	199.8
851			Subsurface	Historic	frag	Glass	Colorless	Bottle	-	ABM, Grooved Ring Finish	1905-present	1	46.7
852			Subsurface	Historic	frag	Glass	Green	Bottle	-	ABM, Champagne Finish	1905-present	1	34
853			Subsurface	Historic	frag	Glass	Colorless	Bottle	-	ABM, Corktop	1905-present	1	27
854			Subsurface	Historic	frag	Glass	Colorless	Bottle	-	ABM	1905-present	2	144.1
855			Subsurface	Historic	frag	Glass	Colorless	Bottle	-	ABM, Brandy Finish	1905-present	1	49.2
856			Subsurface	Historic	frag	Glass	Green	Bottle	Bulk	-	-	0	29.4
857			Subsurface	Historic	frag	Glass	Colorless	Vessel	-	Pressed Glass	-	1	22.8
858			Susurface	Historic	frag	Glass	Green	-	Bulk	-	-	0	512.6

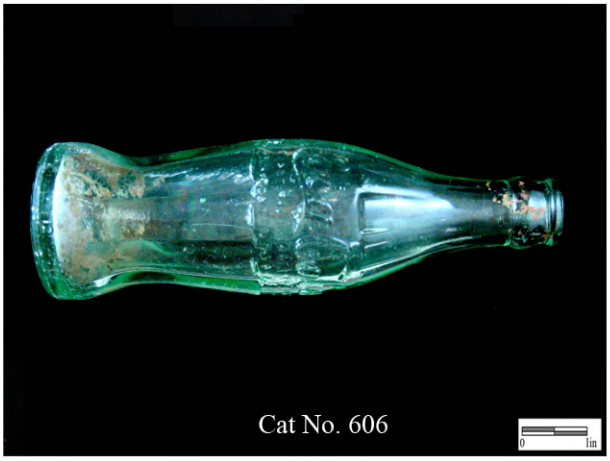
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CAT NO	FEAT NO	UNIT	LEVEL (cm)	ARTIFACT	PORTION	MATERIAL	MOD 1	ITEM	TYPE	TECHNOLOGY	DATE RANGE	QUANTITY	WEIGHT (g)
859			Subsurface	Historic	frag	Glass	Amber	Bottle	-	ABM	1905-present	1	83.2
860			Subsurface	Historic	frag	Glass	Amber	-	Bulk	-	-	0	495
861			Subsurface	Historic	frag	Glass	Aqua	-	Bulk	-	-	0	600
862			Subsurface	Historic	frag	Glass	Colorless	-	Bulk	-	-	0	5600
863			Subsurface	Historic	frag	Glass	Colorless	Bottle	-	ABM	1905-present	1	12.3
864			Subsurface	Historic	frag	Glass	Colorless	Bottle	-	-	-	1	29.4
865			Subsurface	Historic	frag	Metal	Aluminum	Brace	-	-	-	1	800
866			Subsurface	Historic	frag	Glass	Colorless	-	-	ABM	1905-present	1	63.3
867			Subsurface	Historic	frag	Glass	Colorless	-	-	ABM	1905-present	1	153.8
868			Subsurface	Historic	frag	Glass	Colorless	Bottle	-	ABM	1905-present	1	26.7
869			Subsurface	Historic	frag	Glass	Colorless	Bottle	-	ABM	1905-present	6	425
870			Subsurface	Historic	frag	Glass	Green	Bottle	-	ABM, Champagne Finish	1905-present	1	70.2
871			Subsurface	Historic	frag	Glass	Green	-	-	-	-	1	20.9
872			Subsurface	Historic	frag	Ceramic	Ironstone	-	Tableware	-	-	1	2
873			Subsurface	Historic	frag	Glass	Colorless	Bottle	-	ABM, Small Mouth External T	1905-present	1	110.9
874			Subsurface	Historic	frag	Glass	Colorless	Bottle	Liquor	ABM	1905-present	1	74.7
875			Subsurface	Historic	frag	Mortar	-	Mortar	Bulk	-	-	0	68.2
876			Subsurface	Historic	frag	Glass	Green	Bottle	-	ABM	1905-present	1	92.3
877			Subsurface	Historic	frag	Glass	Colorless	Bottle	-	ABM	1905-present	1	22.3
878			Subsurface	Historic	frag	Glass	Colorless	Bottle	Liquor	ABM	1913-1966	1	91.9
879			Subsurface	Historic	frag	Glass	Amber	Bottle	-	ABM	1905-present	1	108.8
880			Subsurface	Historic	frag	Glass	Amber	Bottle	-	ABM, Packer Finish	1905-present	1	49.5
881			Subsurface	Historic	frag	Glass	Colorless	Bottle	Liquor	ABM	1913-1966	1	106.7
882			Subsurface	Historic	frag	Glass	Green	Bottle	-	ABM, Small Mouth Continuou	1905-present	2	83.5
883			Subsurface	Historic	frag	Glass	Green	-	-	-	-	1	33.4
884			Subsurface	Historic	frag	Metal	-	Mesh	-	-	-	1	2
885			Subsurface	Historic	frag	Glass	Colorless	Vessel	-	Mouthblown, Tooled	-	1	218.7
886			Subsurface	Historic	frag	Glass	Green	Bottle	Bulk	-	-	0	334.3
887			Subsurface	Historic	frag	Glass	Colorless	-	-	ABM	1905-present	1	61.5
888			Subsurface	Historic	frag	Glass	Colorless	Bottle	-	ABM, Grooved Ring Finish	1905-present	1	61.7
889			Subsurface	Historic	frag	Glass	Colorless	-	-	ABM	1905-present	1	23
890			Subsurface	Historic	frag	Clay	-	Brick	Bricks	-	-	1	65.8
891			Subsurface	Historic	frag	Glass	Colorless	-	-	ABM	1915-present	1	31.5
892			Subsurface	Historic	frag	Glass	Amber	Bottle	-	ABM, Small Mouth Continuou	1905-present	1	65.5
893			Subsurface	Historic	frag	Glass	Colorless	-	Bulk	-	-	0	2300
894			Subsurface	Historic	frag	Cork	-	Cork	-	-	-	1	0.8
895			Subsurface	Historic	frag	Glass	Green	-	Bulk	-	-	0	286.9
896			Subsurface	Historic	frag	Glass	Colorless	Bottle	-	ABM, Small Mouth Continuou	1905-present	2	60.6
897			Subsurface	Historic	frag	Glass	Aqua	Bottle	-	ABM, Small Mouth Continuou	1905-1920	1	73.9

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CAT NO	FEAT NO	UNIT	LEVEL (cm)	ARTIFACT	PORTION	MATERIAL	MOD 1	ITEM	TYPE	TECHNOLOGY	DATE RANGE	QUAN	WEIGHT (g)
898			Subsurface	Historic	frag	Glass	Aqua	-	Bulk	-	-	0	205.5
899			Subsurface	Historic	frag	Ceramic	Rogueware	Teacup	Tableware	-	-	1	30.3
900			Subsurface	Historic	frag	Glass	Colorless	-	-	ABM	1905-present	1	44.3
901			Subsurface	Historic	frag	Glass	Amber	-	Bulk	-	-	0	509.9





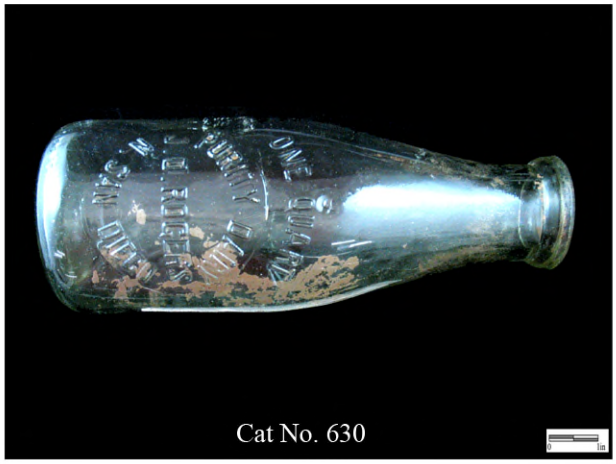








Plate 1

Examples of Historic Artifacts Recovered from MBV-1

The Mission Brewery Villas Project

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

Primary #_____
HRI #_____
Trinomial_____
NRHP Status Code_____
Other Listings_____
Review Code_____ Reviewer_____ Date_____

Page 1 **of** 8 ***Resource Name or #** Property No. 2 (1411-1415 W. Palm Street)

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** San Diego

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

***b. USGS 7.5' Quad:** Point Loma **Date:** 1994 **T** 16 South; **R** 3 West; **of Sec** unsectioned; S.B. **B.M.**

c. Address: 1411-1415 W. Palm Street City: San Diego Zip: 92101

d. UTM: Zone: ; mE/ mN (G.P.S.)

e. Other Locational Data: APN# 451-65-103-00, southwest corner of W. Palm Street and California Street/San Diego Northern Railway tracks

***P3a. Description:**

The industrial property addressed as 1411-1415 W. Palm Street is located on a parcel bounded by W. Palm Street to the north, California Street to the east, a commercial/industrial property and parking lot to the south, and Pacific Highway to the west in San Diego's Midway/Pacific Highway Corridor community. The surrounding development is largely comprised of large-scale, multi-use warehouses or light industrial buildings, often with paved parking lots. Additionally, San Diego International Airport (Lindbergh Field) is located immediately west of Pacific Highway, and San Diego Northern Railway tracks are located immediately east of California Street. (See continuation sheet.)

***P3b. Resource Attributes:** HP8. Industrial building

***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other (Isolates, etc.)

P5a. Photo or Drawing



P5b. Photo: View south on W. Palm Street toward the north elevation. Taken on March 17, 2011 (Photo Accession #521-01-642).

***P6. Date Constructed/Age and Sources:**
☒Historic ☐Prehistoric ☐Both
Constructed ca. 1949; Sanborn Fire Insurance Maps, San Diego city directories, and aerial photographs

***P7. Owner and Address:**
Port of San Diego
3165 Pacific Highway
San Diego, CA 92101

***P8. Recorded by:**
E. Schultz, K. Harper, and R. Greenlee
Garcia & Associates (GANDA)
104 S. C Street, Suite G
Lompoc, CA 93436

***P9. Date Recorded:** March 17, 2011

***P10. Survey Type:** Intensive

***P11. Report Citation:** San Diego Association of Governments (SANDAG). Historic Property Survey and Eligibility Determination Report for Mid-Coast Corridor Transit Project, San Diego, California. April 2013.

***Attachments:** ☐NONE ☒Location Map ☐Sketch Map ☒Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (List):

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
Primary #_____
HRI#_____

BUILDING, STRUCTURE, AND OBJECT RECORD

***NRHP Status Code** 6Z
***Resource Name or #** Property No. 2 (1411-1415 W. Palm Street)

B1. Historic Name:
B2. Common Name:
B3. Original Use: Multi-use warehouse
B4. Present Use: Multi-use warehouse
***B5. Architectural Style:** Art Deco
***B6. Construction History:** Constructed ca. 1949. New exterior door added in 1976 (Building Permit [BP] #K79490). Rear dock raised in 1980 (BP #N37658). Wheelchair ramp added in 2001 (BP #B-202159-01).
***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** **Original Location:**
***B8. Related Features:** small paved parking lot along the southern parcel boundary
B9a. Architect: Unknown
b. Builder: Unknown
***B10. Significance: Theme:** Industrial Development **Area:** Midway/Pacific Highway Corridor, San Diego
Period of Significance: N/A **Property Type:** Industrial **Applicable Criteria:** N/A

Historic Context

Following California's admittance into the United States as the nation's 31st state in 1850, San Diego's initial development shifted from Old Town (roughly located just southeast of the Interstate 5 (I-5) and Interstate 8 (I-8) interchange) approximately 3 miles south to a new 160-acre subdivision platted along San Diego Bay by land speculator William Heath Davis and military surveyor Andrew Gray. Their development, however, failed to take off, and Alonzo Horton purchased it as part of an 800-acre acquisition along the waterfront in 1867. Two years later, Horton acquired an additional 160 acres and filed a new downtown plan known as Horton's Addition (and later New Town). Horton installed a 500-foot pier at the end of 5th Street, thereby creating a major shipping connection. His infrastructure improvements set of a development boom as new lumberyards, warehouses, commercial businesses, and residences were quickly established in New Town lending San Diego a sense of permanency as a port city (Heritage Architecture and Planning 2005:3-6). (See continuation sheet.)

B11. Additional Resource Attributes: None
***B12. References:** See continuation sheet.
B13. Remarks: None
***B14. Evaluator:** E. Schultz and K. Harper, GANDA; C. Anderson, ICF International (peer review)
***Date of Evaluation:** April 15, 2011; March 7, 2013

(This space reserved for official comments.)

Sketch Map
No Scale. ↑ N Subject property highlighted in blue.



State of California — The Resources Agency DEPARTMENT OF PARKS AND RECREATION **LOCATION MAP**	Primary # HRI# Trinomial

Page 3 **of** 8 ***Resource Name or #:** Property No. 2 (1411-1415 W. Palm Street)

***Map Name:** *Point Loma, California*, USGS 7.5-minute topographic quadrangle ***Scale:** 1:24,000 ***Date of Map:** 1994



State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # _____
HRI # _____
Trinomial _____

Resource Name or # Property No. 2 (1411-1415 W. Palm Street)

*__Recorded by__ E. Schultz, K. Harper, and R. Greenlee, GANDA ***Date** March 17, 2011 ☒ Continuation ☐ Update

Continuation of P3a. Description:

The parcel contains two one-story office/warehouse buildings on the northern portion and a small paved parking lot to the south. The larger office/warehouse building stands at the northern parcel boundary facing W. Palm Street. This concrete structure has a rectangular plan, box-like form, and a flat roof with a parapet. It also features minimal Art Deco style detailing, including two raised, stepped parapets and coping at the roofline, on the façade. The façade also contains a central, inset entrance with a set of glazed, metal double doors surmounted by a transom and flanked by fixed windows. Two sets of large, fixed windows separated by plain pilasters are located on either side of the entrance. Two former loading docks are located on the outermost bays underneath the stepped parapets. The eastern opening now contains an inset entrance with a glazed, metal door flanked by sidelights, while the western opening now contains two metal-sash fixed windows. Another door is located on the east elevation, and an additional entrance, four loading docks, and a small one-story addition are located on the south elevation. The smaller office/warehouse building stands just south of the main building. It features concrete construction, an L-shaped plan, and a flat roof. Five loading docks are located on the east and north elevations, while no entrances or windows are located on the west and south elevations.

Continuation of B10. Significance:

Despite scattered industrial buildings, development in the Midway/Pacific Highway corridor did not pick up until just before World War II when numerous buildings were constructed for the defense industries. The Army Air Corps took over Lindbergh Field and improved its infrastructure to handle heavy bomber and jet airplanes in 1942. In 1935, Reuben H. Fleet moved his company Consolidated Aircraft (later Consolidated Vultee Aircraft or Convair) from Buffalo, New York, to San Diego due to its more favorable weather for test flights. Consolidated Aircraft's first large-scale plant (Plant No. 1) was located just west of the railroad tracks between Washington Street south to just north of Sassafras Street. Convair's massive industrial plants jumpstarted the aerospace industry in the city, as smaller firms developed to produce aircraft tools and parts for larger manufacturing and design firms (Galvin Preservation Associates 2011:18-21; Van Wormer 1996).

Following World War II, development followed the already established pattern, and vacant spaces in the Midway/Pacific Highway corridor were filled in with other light industrial buildings, warehouses, smaller commercial buildings and shopping centers, and residences from single-family homes to large apartment buildings. Streets were improved and widened and I-5 and I-8 were constructed in the late 1950s and 1960s (Galvin Preservation Associates 2011:21-24).

The subject property, including the main building facing W. Palm Street and the rear L-shaped building, was completed around 1949 during this later period of post-war development. Although its original building permit is not on file at the City of San Diego Development Services Department, it first appears on a 1920 Sanborn Fire Insurance Map, revised to 1950, and on a 1951 aerial photograph. Additionally, its first listing in city directories dates to 1950, indicating it was constructed around this time. A review of building permits did not reveal its architect or builder (warehouses of this period typically were not architect-designed) (City of San Diego Building Permits; San Diego City Directories; Sanborn Fire Insurance Maps; Nationwide Environmental Title Research [NETR] Historic aerial photographs; San Diego History Center, historic photographs). The main building's one-story height, large rectangular plan, and concrete construction are typical of multi-use warehouses constructed along the corridor during this time. It features a box-like shape and utilitarian design, except for minimal Art Deco designs on the façade, including raised, stepped, chevron-like treatment of the parapets and coping along the roofline of the façade.

Continuation of B10. Significance:

According to city directories, the building originally functioned as a brewery warehouse operated by L. A. Brewery Co. from 1950 to around 1955. Pabst Brewing Co. then occupied the building from around 1955 to 1961. It has served as an office/warehouse for a variety of companies throughout the past several decades, including Courtesy Interstate Corp. Sales Promotion Services and Courtesy Products Corp. Restaurant Equipment (ca. 1966 to 1976), Federal Express Corp (also known as FedEx) ca. 1980, and Precise Construction Management ca. 2001 (San Diego City Directories; City of San Diego Building Permits). The Precise Construction Management is a comprehensive Project Development and Construction Management company based in San Diego that has provided services for institutional, educational, charitable, religious and public works projects in southern California since 1987 (Precise Construction Management 2011). Currently, Port of San Diego operates a branch of its central shipping and receiving services at the property (Port of San Diego 2011a). The San Diego Unified Port District was created by the California State Legislature in 1962 to manage San Diego Bay and the surrounding waterfront. The port currently oversees shipping, cruise ships, 17 public parks and wildlife reserves, and the Harbor Police Department, and manages over 600 tenant and sub-tenant properties within its jurisdiction (Port of San Diego 2011b). No other consequential information regarding other owners or tenants was available.

Evaluation

Summary Statement
As described below, the industrial property at 1411-1415 W. Palm Street was found not eligible for listing in the NRHP/CRHR due to lack of significance.

National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR) Evaluation
The property was found to be ineligible for listing in the NRHP/CRHR under Criterion A/1, for an association with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States. The warehouse was constructed during the postwar period in the Midway/Pacific Highway Corridor area, by which time the development pattern had already been established. It did not spur significant development of the area as did Lindburgh Field and the Municipal Airport in the 1920s around 1 block to the west. While the businesses which have owned and occupied the property, including Pabst Brewing Co. and FedEx, may be prominent corporations in the United States, they housed secondary operations at 1411-1415 W. Palm Street. These, along with the other business, such as L.A. Brewing Co., located at the property, also did not contribute substantially to the growth of the surrounding area, in comparison to the military and aerospace industries. Therefore, it was found to not meet the significance threshold for listing under Criterion A/1.

The property also was found not to be associated with the lives of persons important to local, California, or national history. Archival research did not reveal significant persons associated with L.A. Brewery Co., Pabst Brewing Co., or subsequent tenants. Therefore, it was found not eligible for listing in the NRHP/CRHR under Criterion B/2.

Additionally, the property was found to be ineligible for listing in the NRHP/CRHR under Criterion C/3, for possessing the distinctive characteristics of a type, period, region, or method of construction; for representing the work of a master; or possessing high artistic values. Although the main building has some Art Deco design features, including the raised, stepped parapets and coping, these are merely applied to the façade and do not represent a significant example of this design. Also common of warehouses constructed in San Diego, the two buildings are not known to be associated with a master architect or builder. They were constructed using typical material and methods of industrial buildings of that era.

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DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # _____
HRI # _____
Trinomial _____

Page 6 **of** 8 **Resource Name or #** Property No. 2 (1411-1415 W. Palm Street)
***Recorded by** E. Schultz, K. Harper, and R. Greenlee, GANDA ***Date** March 17, 2011 ☒ Continuation ☐ Update

Continuation of B10. Significance:

Integrity Evaluation

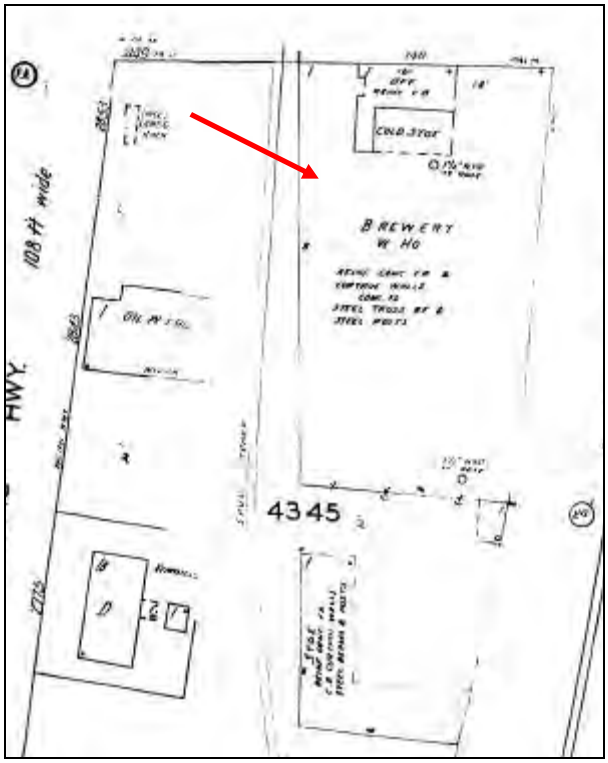
The property appears to retain a good level of integrity. The main building retains its Art Deco style features, rectangular plan, box-like form, concrete construction, and flat roof. Major exterior alterations are limited to the conversion of two loading dock bays in 1976. The rear L-shaped building does not possess an identifiable architectural style, but retains its plan, concrete construction, flat roof, and loading bays on the east and north elevations. Therefore, the buildings retain their integrity of design, workmanship, and materials. They also retain their integrity of location, having never been moved, and their integrity of setting, which continues to consist of large-scale, multi-use warehouses or light industrial buildings.

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Primary # _____
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Resource Name or # Property No. 2 (1411-1415 W. Palm Street)
***Recorded by** E. Schultz, K. Harper, and R. Greenlee, GANDA ***Date** March 17, 2011 ☒ Continuation ☐ Update

Additional Map:



Plan view of 1411-1415 W. Palm Street from the 1920, updated to 1950, Sanborn Fire Insurance Map. Arrow indicates existing building.

Continuation of B12. References:

City of San Diego. Building Permits #K79490, 1976; #N37658, 1980; and #B-202159-01, 2001.

City of San Diego Planning Department
2006 *Midway/Pacific Highway Corridor Community Plan and Local Coastal Program Land Use Plan.*

Galvin Preservation Associates
2011 *Draft City of San Diego Midway Community Plan Area Historic Resources Reconnaissance Survey: Historic Context and Survey Report.* Prepared for City of San Diego City Planning & Community Investment Department.

Heritage Architecture and Planning
2005 *Warehouse Thematic Historic District, Draft City of San Diego Local District Nomination.* Prepared for Centre City Development Corporation, San Diego, California.

Nationwide Environmental Title Research. Historic aerial photographs, 1953, 1964, 1980-1, 1989, 2003, 2005. www.historicaerials.com (accessed April 15, 2011).

Port of San Diego.
2011a http://www.portofsandiego.org/business/view-current-rfprfbs.html (accessed April 15, 2011).

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # _____
HRI # _____
Trinomial _____

Page 8 **of** 8 **Resource Name or #** Property No. 2 (1411-1415 W. Palm Street)
***Recorded by** E. Schultz, K. Harper, and R. Greenlee, GANDA ***Date** March 17, 2011 ☒ Continuation ☐ Update

Continuation of B12. References:

Port of San Diego
2011b "About Us." http://www.portofsandiego.org/about-us.html (accessed April 15, 2011).

Precise Construction Management. http://www.preciseconstructionmanagement.com (accessed April 15, 2011).

San Diego City Directories, 1943-2001.

San Diego County Assessor records.

San Diego History Center. Historic photographs, 1940s-1960s.

Sanborn Fire Insurance Maps, 1920-1950; 1920-1956.

Van Wormer, Stephen R.
1996 California Department of Parks and Recreation 523 Forms, P-37-015531, Consolidated Aircraft Plant No. 1, San Diego, California. Prepared by KEA Environmental, San Diego. On file at South Coastal Information Center, San Diego State University, San Diego, California.

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

Primary #_____
HRI #_____
Trinomial_____
NRHP Status Code_____
Other Listings_____
Review Code 3, 3CS, 5S3 Reviewer Daniel Paul Date March 14, 2013

Page 1 **of** 8 ***Resource Name or #** Property No. 3 (2750 Kettner Boulevard)

P1. Other Identifier:
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** San Diego
and (P2b and P2c or P2d. Attach a Location Map as necessary.)
***b. USGS 7.5' Quad:** Point Loma **Date: T** 16 South; **R** 3 West; **of Sec** unsectioned**;** S.B. **B.M.**
c. Address: 2750 Kettner Boulevard **City:** San Diego **Zip:** 92101
d. UTM: 11S 483764.08 mE, 3621620.12 mN
e. Other Locational Data: APN# 451-65-305-00, southwest corner of W. Olive Street and Kettner Boulevard, immediately adjacent to the San Diego Northern Railway tracks

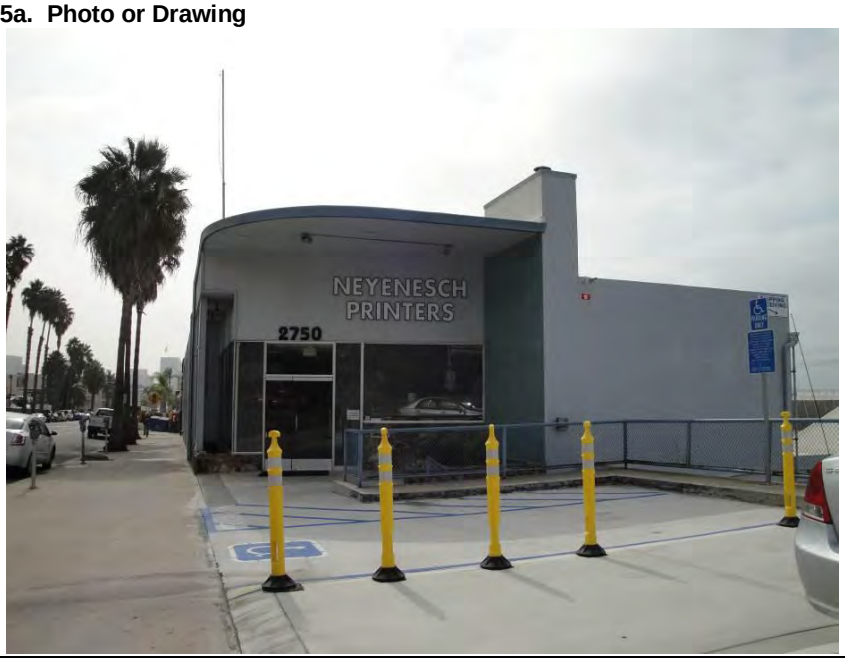
***P3a. Description:**

2750 Kettner Boulevard is a square plan, split level, flat-roofed light industrial property. Multi-light metal frame windows in bands and as large bays with operable awning units are part of the design. The stucco-clad manufacturing portion of the building is down-grade and split from the masonry and stucco-clad office and reception areas, which are elevated and up-grade. Rows of sawtooth toplighting are present upon the manufacturing portion. The main entrance is at the northwest corner of the property, and the entrance faces north. The elevated, up-grade portion of the building presents a variety of Late-Moderne design features, particularly at the entrance. These include: a pronounced canopy overhang with a flat roof and rounded corner; an asymmetrical design composition with a vertical monument slab that doubling as ventilation, a mast-like flag pole, and banded multi-light windows and decorative brick paneling at the east elevation. Constructed in 1959, the building also features Mid-Century Modern design motifs of that era and these include full-height glazing at the entrance, a pair of frameless glass doors topped by a large glass transom, a travertine floor, flagstone veneer planters, decorative ceramic tile glazing, and a wide paneled, structurally integrated screen near the main entrance at the east elevation.

***P3b. Resource Attributes:** HP8. Industrial building

***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other (Isolates, etc.)

P5a. Photo or Drawing



P5b. Photo: View southwest toward the façade of 2750 Kettner Boulevard. Taken on October 24, 2011 (Photo Accession #521-01-794).

***P6. Date Constructed/Age and Sources:**
☒Historic ☐Prehistoric ☐Both
Constructed ca. 1959; City of San Diego building permits.

***P7. Owner and Address:**
Neyenesch Printers
P.O. Box 81184
San Diego, CA 92138

***P8. Recorded by:**
E. Schultz and K. Harper
Garcia & Associates (GANDA)
104 S. C Street, Suite G
Lompoc, CA 93436

***P9. Date Recorded:** October 24, 2011

***P10. Survey Type:** Intensive

***P11. Report Citation**: San Diego Association of Governments (SANDAG). Historic Property Survey and Eligibility Determination Report for Mid-Coast Corridor Transit Project, San Diego, California. April 2013.

***Attachments:** ☐NONE ☒Location Map ☐Sketch Map ☒Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (List):

State of California — The Resources Agency **Primary #**_____
DEPARTMENT OF PARKS AND RECREATION **HRI#**_____

BUILDING, STRUCTURE, AND OBJECT RECORD

 ***NRHP Status Code** 3S, 3CS5S3
***Resource Name or #** Property No. 3 (2750 Kettner Boulevard)

B1. Historic Name: 2750 Kettner Boulevard
B2. Common Name: Neyenesch Printers
B3. Original Use: Commercial printing **B4. Present Use:** Commercial printing
***B5. Architectural Style:** Modern
***B6. Construction History:** Constructed ca. 1959. Telecommunications equipment installed on the building in 1991 (Building Permit [BP] #B-002600-91). Foundation reinforced to accommodate a printing press (BP #B-201695-00 and #B-203019-00).
***B7. Moved?** ☒**No** ☐**Yes** ☐**Unknown** **Date:** **Original Location:**
***B8. Related Features:** on-site telecommunications facility and paved parking lot
B9a. Architect: Unknown **b. Builder:** Unknown
***B10. Significance: Theme:** Industrial Development **Area:** Midway/Pacific Highway Corridor, San Diego
Period of Significance: 1959 **Property Type:** Industrial **Applicable Criteria:** 3

Context
Light Industrial Architecture:
The "light industrial," or "light manufacturing" property type is a version of industrial architecture focused upon the production process of smaller-scale items often directly consumer and business oriented, or "manufacturing activity that uses moderate amounts of partially processed materials to produce items of relatively high value per unit weight." The term "light industrial" gains usage during the post war era as city planners increasingly zoned for this property type.

Post-World War II U.S. light industrial architecture shares a consistent set of pragmatic needs and corresponding design features. Good industrial design of all types was to have a combination of features that included: speed of erection, enclosure free of obstructions, adequate daylight, low maintenance, provision for heavy fixtures, flexibility in use, ease of future expansion, and specialized production.

So that a building may be erected quickly, American light industrial architecture of all types is often designed in a uniform system with a redundant, repeating kit of mass-produced and easily fabricated, easily erected parts and components. In the U.S. elements of this process were refined after World War II, which demanded large new factories to be constructed in an instant to build weapons for the effort. Compared to other countries, foreign writers discussing American industrial architecture perceived it as hyper-functional. Regardless, the American architectural press perceived this same functionality as "really very wholesome."

North American light industrial architecture is commonly single story with a large, rectangular plan. For proximities sake, many of the processes as possible occur under one roof, and this concept develops from the earlier "consolidated works." The single story is necessitated by the fact that the most evolved materials handling and transport technologies are horizontal rather than vertically acclimated. The square plan, of vast and open square bays, offered the most flexibility regarding potential alterations related to changing machines, layouts, and even building uses over time. To keep the floor space open, locker rooms, restrooms, and other secondary amenities are often located in lofts roof trusses, penthouses or a mezzanine level. The mezzanine is a common feature of industrial and light industrial architecture—not only for the above-mentioned spatial and adaptability concerns, but such spaces were used to supervise workers or for members of the public to view the production process at a remove from the workers themselves. Along with the mezzanine, platforms and elevated walkways are other common features.
See Continuation Sheet.

B11. Additional Resource Attributes: None
***B12. References:** See continuation sheet.
B13. Remarks: None
***B14. Evaluator:** E. Schultz and K. Harper, GANDA; C. Anderson and D. Paul, ICF International
***Date of Evaluation:** November 18, 2011; March 14, 2013

(This space reserved for official comments.)

Sketch Map
No Scale. ↑ **N** Subject property outlined in blue.



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DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # _____
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Trinomial _____

Page 3 **of** 8 **Resource Name or #** Property No. 3 (2750 Kettner Boulevard)
***Recorded by** E. Schultz and K. Harper, GANDA; C. Anderson and D. Paul, ICF International. ***Date** 3/14/2013
☒ Continuation ☐ Update

B10: Significance Continued:

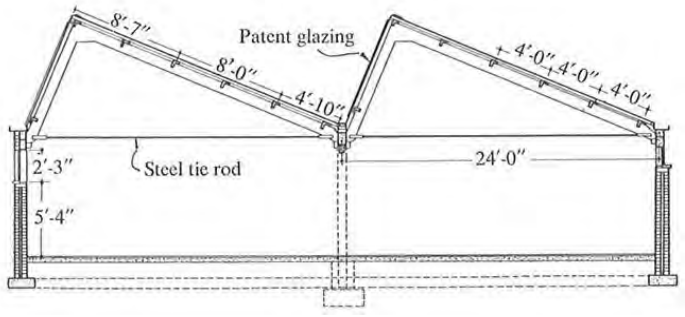


A stylized reception area. Shure Bros., Illinois. c.1956.
James F. Munce, Industrial Architecture: An analysis of international building practice (New York: F.W. Dodge Corporation, 1960) 40.

The reception and office areas are just off the main entrance and are often separated from the production area. The main entrance is often articulated and stylized in manner that the factory portion itself is not.

Such stylization at the main entrance, along with stylized reception and office areas, were designed to impress potential clients and visitors. But additionally, main entrance and lobby stylization was proposed as a morale booster for workers that would need to enter through it en route to the production area. Additionally it was hoped this feature may keep the workers tidy, as at any moment they could be sharing the space with visitors.

Many light industrial buildings have rhythmically spaced, periodic window bays. In many of the smaller-scale post-war variants, these windows were commonly multi-light metal frame with an operable awning or hopper window set within it to allow for ventilation. Often such natural lighting at exterior walls alone would not be enough to disperse across the span of a large floor and top lighting would be used. In instances where toplighting is natural, industrial buildings would commonly incorporate a "sawtooth" roof.



Sawtooth roof: typical section.
James F. Munce, Industrial Architecture: An analysis of international building practice (New York: F.W. Dodge Corporation, 1960) 89.

The term comes from the exterior profile of such roofs of repeating, jagged points akin to the teeth of a saw. The long, repeating angled banks of windows contain north-facing glazing, so as to allow in light but never the penetrating sun that would occur with south-facing glazing.

See Continuation Sheet.

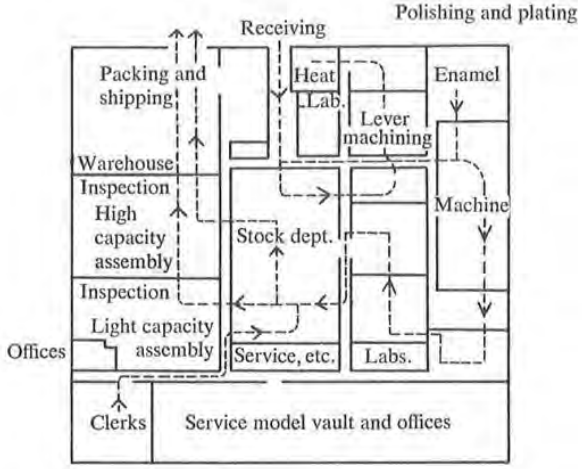
State of California — The Resources Agency Primary # _____
DEPARTMENT OF PARKS AND RECREATION HRI # _____
CONTINUATION SHEET Trinomial _____

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***Recorded by** E. Schultz and K. Harper, GANDA; C. Anderson and D. Paul, ICF International. ***Date** 3/14/2013
☒ Continuation ☐ Update

B10: Significance Continued:
Early fire insurance specialists first advocated the use of such roofs in America about 1879. By 1890 such roofs were in widespread use, primarily in the textile industry buildings, and would become prevalent in any variety of industrial architecture until World War II. Sawtooth roofs are typically supported by columns at their valleys but may also be supported by any variety of truss systems that alleviate the need for columns. It is unknown if columns or trusses support this portion of the Neyenesch Printers building, which constructed in 1959 is a fairly late example of using such a roof. After 1952, only 15% of American factories/ manufacturing buildings of any type had toplighting. For its consistency of illumination, artificial lighting became increasingly desirable, though a degree of natural light is presumably still desired.

Pre-Planning:
Arguably more than any other building type, the time and thought of planning industrial architecture is front-loaded compared to the rapidity with which the building was to be completed; lost time was lost productivity and profit. The approach mastered by Albert Kahn of assembling a consortium of engineering and factory design experts became common in the mass production era of the 1920s and gained even more momentum after the World War II, when architectural firms hires these experts as in-house staff. This is seen as a distinctly North American approach, and such firms designed numerous if not most post-war American factories and other industrial buildings. Such firms, which often featured a civil engineering component, would later become responsible for designing the major infrastructure and other institutional buildings of emerging cities, including post-war Los Angeles.

The flow of materials and employees, along with order of production within a space called “process engineering,” were among pre-planned elements. Mid-century factory design dictated that machines rather than human handling should be used whenever possible to transform raw materials into a finished product.



The flow of materials through the Toledo Scale factory: all under one roof within a square-plan.
James F. Munce, Industrial Architecture: An analysis of international building practice (New York: F.W. Dodge Corporation, 1960) 43.

Many factories and light industrial buildings are parsed into three parts: process line, production area, and ancillary storage areas. In early factories and light industrial buildings the conveyor would connect the three separate portions, in the most efficient manner possible. Rollers, forklifts, and for larger scale buildings-- gantry and other cranes-- were also used to efficiently transport materials. Efficient movement of materials was not just an issue taken up within factory walls, but the building’s location became equally vital. The earliest industrial architecture was located near waterways, and later roads. With the advent of the locomotive, the property type would be constructed near railways, and this continues to be the case. The rear portion of 2750 Kettner Boulevard abuts an Atchison Topeka and Santa Fe rail right-of-way, and is part of a sizeable San Diego industrial district centered about the railway and located near an international airport.

The Late-Moderne:
Although the Neyenesch Printers building is foremost functionalist design, the building presents elements of an applied and decorative design system: the Late Moderne. Expressionist versions of Modernism had developed parallel to the International Style as developed and practiced by Behrens, Gropius, Mies, and pre-World War II Le Corbusier. As an increasing amount of the general public began to find Modernism alienating, architects introduced “Expressionist” concepts and design elements.

See Continuation Sheet.

B10: Significance Continued:
Largely a post World War II design system, Late-Moderne evolved out of the 1930s era "Streamline Moderne" design system. Modernist in spirit though subtly decorative, Streamline Moderne called for rounded corners, a lack of excessive ornament and decorative design references to the machines whose utilitarian functionalism early modernists so emulated. These machines include ocean liners, airplanes, locomotives and occasionally automobiles.

The post-war Late-Moderne style retains this decorative, softened modernism, sans the overt references to machines. Late-Moderne features include an emphasis on horizontality, rounded corners, horizontal window bands, bezeled window frames, block molding at edges, asymmetrical design compositions, integrated monument signs, mast-like flagpoles, and pronounced canopies over entrances. Angular, boxy compositions were also common.

Evaluation
2750 Kettner Boulevard appears to be NRHP/CRHR eligible under Criterion C/3.

2750 Kettner Boulevard, commonly known as "Neyenesch Printers," is an extremely intact example of the light industrial property type. As described above, post-World War II American light industrial architecture has a distinct set of character defining features. For San Diego the building appears to be a remarkably intact and expressive example of its vernacular. The building features a variety of features historically associated with the light industrial property type: a large open space for production work, a separated reception area of highly articulated design, operable metal frame windows in bands and as large bays, and a sawtooth roof for toplighting. Additionally, the building features a variety of Late-Moderne design characteristics that convey its mid-century construction date. These include an asymmetrical entry composition with a pronounced, flat-roofed, rounded entrance canopy, block molding running atop the building's street-facing east wall, abstracted decorative brickwork paneling at columns between window bays, a mast-like flagpole, an asymmetrical design composition at the entry that features a "monument slab" ventilation element off the main entrance, abstract but decorative brickwork paneling at the east-wall pilasters, and bands of multi-light metal frame windows. At the building's entryway, the use of flagstone and decorative ceramic tiles in addition to the integrated panel screen at the east wall are Expressionistic design flourishes of am more relaxed Mid-Century Modernism as opposed to the an earlier more austere Modernism associated with the International style. Other features of vernacular Mid-Century Modernism present include large-scale glazing and picture windows, frameless glass doors topped by a large glass transom, and travertine flooring at the entrance. Overall the integrity of the building is exceptional and excellent: all seven aspects of integrity are retained. As an extremely intact and expressive example of a Post-World War II light industrial building, 2750 Kettner Boulevard appears to be National Register of Historic Places eligible under Criterion C, and California Register of Historical Resources eligible under Criterion 3.

The architect of 2750 Kettner Boulevard, H. Louis Bodmer (1898-1982), appears to be a notable "master architect." Bodmer, born in Switzerland, attended University at the Gewerbeschule in Zurich. By 1924 Bodmer was working as a Senior Designer under San Diego architect Frank Allen. Noted San Diego area buildings by Bodmer include: 1st Federal Savings and Loan Association, Bank Building (1953); California Pacific International Exposition, Federal Building, Balboa Park (1934-1935); California Pacific International Exposition, Ford Motor Company Building (1934-1935); San Diego County Regional Airport Authority, San Diego Municipal Airport Lindbergh Field (1928); San Diego Federal Savings and Loan Association, Building, San Diego (1952). At least two of his works were published in national journals and one: the 1952 San Diego Savings and Loan Association, was called by described by *National Architect* magazine in the May 1952 issue as the " largest and most modern [bldg.] constructed in downtown San Diego during the past 25 years." 2750 Kettner Boulevard appears NRHP and CRHR eligible under Criteria C/3 for its important associations to a master architect: H. Louis Bodmer.

2750 Kettner Boulevard does not appear to be NRHP/CRHR eligible under Criteria A/1 or B/2.

The property at 2750 Kettner Boulevard was found to be ineligible for listing in the NRHP/CRHR under Criterion A/1, for an association with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States. Neyenesch Printers was constructed during the postwar period in the Midway/Pacific Highway Corridor area, by which time the development pattern had already been established. Although the San Diego-based firm has been in operation for more than a century and has occupied the building in the 1950s, it does not appear to have made a significant contribution to the history or development of the neighborhood or the city. Therefore, it was not found to meet the significance threshold for listing under Criterion A/1.

See Continuation Sheet.

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Primary # _____
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***Recorded by** E. Schultz and K. Harper, GANDA; C. Anderson and D. Paul, ICF International. ***Date** 3/14/2013
☒ Continuation ☐ Update

B10: Significance Continued:
With experience in the industry since age 10, but William Barrend Neyenesch founded his printing firm in 1899. By the 1930s, he was running the company with his four sons and two daughters: in 1932, John was foreman of the composing room, Robert was foreman of the press room, Mary and Margaret were a compositors, James was a floorman and typographical expert, Fred was a pressman, and son-in-law Harold Brucker ran the business office. At that time, the family business was located at 2580 K Street in San Diego. Around 1959, the firm relocated to thesubject property where it has continued to maintain operations as a printing press.

While individual members of the Neyenesch have successfully run the firm since it moved to the subject property around 1959, this information alone does not appear to render William B. Neyenesch or other members of the immediate Neyenesch family as significant personages. Therefore, 2750 Kettner Boulevard does not appear eligible under NRHP/ CRHR under Criteria B/2.

As 2750 Kettner Boulevard appears to be NRHP and CRHR eligible, the property therefore appears eligible as a City of San Diego Historical Resource under Criterion E, as a property that "is listed or has been determined eligible by the National Park Service for listing on the National Register of Historic Places or is listed or has been determined eligible by the State Historical Preservation Office for listing on the California Register of Historical Resources." 2750 Kettner Boulevard was not otherwise evlautated for municipal level listing as part of this survey.

Additional Photographs:



View west toward the north elevation of 2730-2750 Kettner Boulevard. Taken on October 24, 2011 (Photo Accession #521-01-796).



View southwest toward the east elevation of 2730-2750 Kettner Boulevard. Taken on October 24, 2011 (Photo Accession #521-01-799).

B12. References Continued:

"8 Members of Neyenesch Family in Same Print Shop, But Mother Remains at Home." Newspaper clipping from an unknown newspaper. December 27, 1933. On file at the San Diego Public Library, Central Library California Room.

City of San Diego.
Building Permits #014954, 1959; #B-002600-91, 1991; #B-201695-00, 2000; and B #-203019-00, 2000.

2007 *San Diego Modernism Historic Context Statement.*

City of San Diego Planning Department
2006 *Midway/Pacific Highway Corridor Community Plan and Local Coastal Program Land Use Plan.*

See Continuation Sheet.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # _____
HRI # _____
Trinomial _____

*__Recorded by__ E. Schultz and K. Harper, GANDA; C. Anderson and D. Paul, ICF International. ***Date** 3/14/2013
☒ Continuation ☐ Update

B12. References Continued:

Galvin Preservation Associates
2011 *Draft City of San Diego Midway Community Plan Area Historic Resources Reconnaissance Survey: Historic Context and Survey Report.* Prepared for City of San Diego City Planning & Community Investment Department.

Heritage Architecture and Planning
2005 *Warehouse Thematic Historic District, Draft City of San Diego Local District Nomination.* Prepared for Centre City Development Corporation, San Diego, California.

Nationwide Environmental Title Research (NETR). Historic aerial photographs, 1953, 1964, 1980-1, 1989, 2003, and 2005. http://www.historicaerials.com (accessed November 12, 2011).

Neyenesch Printers
2011 "History." http://www.neyenesch.com/documents/history.htm (accessed on November 8, 2011).

Neyenesch, W. B. "The Grandest Time in Life." Newspaper clipping from an unknown newspaper. October [?]1, 1933. On file at the San Diego Public Library, Central Library California Room.

Ajay Kumar Ghosh, Dictionary of Geology (New Delhi : Isha Books, 2005) 170.
Munce, Industrial Architecture.

"War Requirements Accelerate Progress in Design," in Kenneth Reid, A.I.A. (Ed.), Industrial Buildings: The Architectural Record of a Decade (New York: F.W. Dodge Corporation, 1951).

"Factory Design Offers a Challenge to Every Architect." in Kenneth Reid, A.I.A. (Ed.), Industrial Buildings: The Architectural Record of a Decade (New York: F.W. Dodge Corporation, 1951).

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

James F. Munce, Industrial Architecture: An analysis of international building practice (New York: F.W. Dodge Corporation, 1960)

University of Washington, "Bodmer, Herman," Pacific Coast Architecture Database.
https://digital.lib.washington.edu/architect/architects/5009/

"San Diego Federal Savings & Loan, San Diego, Calif" National architect, 1952 May, v. 8, n. 5, p. 6.

State of California — The Resources Agency DEPARTMENT OF PARKS AND RECREATION **LOCATION MAP**	Primary # HRI# Trinomial

***Resource Name or #:** Property No. 3 (2750 Kettner Boulevard)

***Map Name:** *Point Loma, California*, USGS 7.5-minute topographic quadrangle ***Scale:** 1:24,000 ***Date of Map:** 1994



***Required information**

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

Primary #_____
HRI #_____
Trinomial_____
NRHP Status Code_____
Other Listings_____
Review Code_____ Reviewer_____ Date_____

Page 1 **of** 6 ***Resource Name or** # Property No. 4 (3225 Bean Street)

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** San Diego

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

***b. USGS 7.5' Quad:** Point Loma **Date:** 1994 **T** 16 South; **R** 3 West; **of Sec** unsectioned; S.B. **B.M.**

c. Address: 3225 Bean Street City: San Diego Zip: 92110

d. UTM: Zone: ; mE/ mN (G.P.S.)

e. Other Locational Data: APN# 451-69-032-00, north side of Frontage Road and west of W. Washington Street, immediately adjacent to the San Diego Northern Railway tracks

***P3a. Description:**

The light industrial property addressed as 3225 Bean Street is located on a parcel bounded by other light industrial properties to the northwest and southeast, San Diego Northern Railroad tracks on the northeast (separating it from the Bean Street cul-de-sac), and a Pacific Highway frontage road on the southwest in San Diego's Midway/Pacific Highway Corridor community. The surrounding development is largely comprised of light industrial buildings. Interstate 5 (I-5) runs northwest-southeast approximately 600 feet to the northeast of the property, and San Diego International Airport (Lindbergh Field) is located approximately 200 feet to the south, across Pacific Highway. The subject property is located mid-block on a flat parcel, which slopes down sharply on the south side to meet the street. A paved parking area/equipment yard is located to the west of the building. (See continuation sheet.)

***P3b. Resource Attributes:** HP8. Industrial building;

***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other (Isolates, etc.)

P5a. Photo or Drawing



P5b. Photo: View east toward the façade of 3225 Bean Street. Taken on October 24, 2011 (Photo Accession #521-01-860).

***P6. Date Constructed/Age and Sources:**
☒Historic ☐Prehistoric ☐Both
Constructed ca. 1945; historic aerial photographs, San Diego city directories, and Sanborn Fire Insurance Maps

***P7. Owner and Address:**
Opal Bentley
P.O. Box 83404
San Diego, CA 92138

***P8. Recorded by:**
E. Schultz and K. Harper
Garcia & Associates (GANDA)
104 S. C Street, Suite G
Lompoc, CA 93436

***P9. Date Recorded:** October 24, 2011

***P10. Survey Type:** Intensive

***P11. Report Citation:** San Diego Association of Governments (SANDAG). Historic Property Survey and Eligibility Determination Report for Mid-Coast Corridor Transit Project, San Diego, California. April 2013.

***Attachments:** ☐NONE ☒Location Map ☐Sketch Map ☒Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (List):

State of California — The Resources Agency **Primary #**_____
DEPARTMENT OF PARKS AND RECREATION **HRI#**_____

BUILDING, STRUCTURE, AND OBJECT RECORD

***NRHP Status Code** 6Z
***Resource Name or #** Property No. 4 (3225 Bean Street)

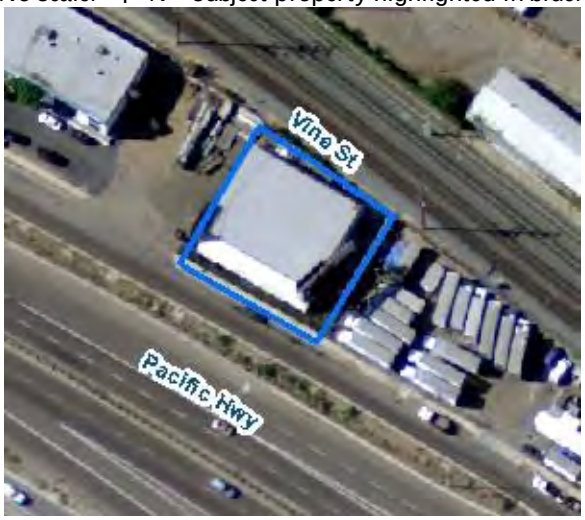
B1. Historic Name:
B2. Common Name:
B3. Original Use: Multi-use warehouse B4. Present Use: Multi-use warehouse
***B5. Architectural Style:** Quonset hut
***B6. Construction History:** Constructed in ca. 1945 based on aerial photographs and building type. Neon sign installed in 1955 (Building Permit [BP] #00737). Outdoor advertising structure added ca. 1960-1961 (Caltrans File No. XI-SD-2-SD; BP #A3434X[?]). New roof installed in 1975 (BP #K50785). New sign installed in 1976 (BP #K50785). Flat roof installed and main pedestrian entrance on the façade altered (date unknown).
***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** **Original Location:**
***B8. Related Features:** two non-original billboards, one at the façade and the other at the rear elevation
B9a. Architect: Unknown b. Builder: Unknown
***B10. Significance: Theme:** Industrial Development **Area:** Midway/Pacific Highway Corridor, San Diego
Period of Significance: N/A **Property Type:** Industrial **Applicable Criteria:** N/A

Historic Context
(See continuation sheet.)

B11. Additional Resource Attributes: None
***B12. References:** See continuation sheet.
B13. Remarks: None
***B14. Evaluator:** E. Schultz and K. Harper, GANDA; C. Anderson, ICF International (peer review)
***Date of Evaluation:** November 18, 2011; March 7, 2013

(This space reserved for official comments.)

Sketch Map
No Scale. ↑ N Subject property highlighted in blue.



State of California — The Resources Agency DEPARTMENT OF PARKS AND RECREATION **LOCATION MAP**	Primary # HRI# Trinomial

***Resource Name or #:** Property No. 4 (3225 Bean Street)

***Map Name:** *Point Loma, California*, USGS 7.5-minute topographic quadrangle ***Scale:** 1:24,000 ***Date of Map:** 1994



State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # _____
HRI # _____
Trinomial _____

*__Resource Name or #__ Property No. 4 (3225 Bean Street)

*__Recorded by__ E. Schultz and K. Harper, GANDA

*__Date__ October 25, 2011 ☒ Continuation ☐ Update

Continuation of P3a. Description:

The light industrial property is a tall one-story, Quonset hut "multiple building" (three-arch design), with a rectangular plan that fronts northwest onto the paved parking area/equipment yard. The building is clad with corrugated metal and capped by a flat roof that has been installed on top of the barrel-vaulted roofs of the Quonset hut. Fenestration includes sliding aluminum-sash windows and fixed, multi-lite, steel-sash windows, some of which are boarded up. The façade features three service entrances, the center larger than those flanking it. These entrances were open during the intensive survey and likely have metal roll-up doors. A pedestrian entrance is located on the right side of the façade and features a flush wood door with a small diamond window in the upper portion. The wall around this entrance and adjacent windows is clad with vertical T1-11 siding.

Continuation of B10. Significance:

Despite scattered industrial buildings, development in the Midway/Pacific Highway corridor did not pick up until just before World War II when numerous buildings were constructed for the defense industries. The Army Air Corps took over Lindbergh Field and improved its infrastructure to handle heavy bomber and jet airplanes in 1942. In 1935, Reuben H. Fleet moved his company Consolidated Aircraft (later Consolidated Vultee Aircraft or Convair) from Buffalo, New York, to San Diego due to its more favorable weather for test flights. Convair's massive industrial plants jumpstarted the aerospace industry in the city, as smaller firms developed to produce aircraft tools and parts for larger manufacturing and design firms (Galvin Preservation Associates 2011:18-21; Van Wormer 1996).

Based on a review of aerial photographs, the Quonset hut at 3225 Bean Street was constructed ca. 1941-1945 during this period of wartime development. It does not appear in a 1940 aerial photograph of the area, but it does appear on a 1946 aerial photograph suggesting that it was constructed during World War II immediately adjacent to the non-extant Consolidated Aircraft Plant No. 1 (now demolished and part of San Diego International Airport [Lindbergh Field]). The original building permit was not located, so its original owner, occupant, and function remain unknown.

Quonset huts were first designed and constructed during World War II as an economic, portable structure that could be easily shipped and assembled abroad to shelter troops. In 1941, the United States Navy contracted George A. Fuller's construction company to design and construct a prefabricated hut structure at a military base at Quonset Point near Davisville, Rhode Island. Fuller's design team, including Otto Brandenberger as its only licensed architect, based its design on the semi-circular, corrugated metal-clad Nissen hut developed by Lt. Col. Peter Norman Nissen for the British army during World War I (Decker and Chiei 2005).

Following the war, development followed the already established pattern, and vacant spaces in the Midway/Pacific Highway corridor were filled in with other light industrial buildings, warehouses, smaller commercial buildings and shopping centers, and residences from single-family homes to large apartment buildings. Streets were improved and widened and I-5 and I-8 were constructed in the late 1950s and 1960s. Among the more prominent developments during the postwar era was the International Sports Arena, completed in 1966 on land formerly belonging to the Frontier Housing Project and used largely for hockey and basketball games (Galvin Preservation Associates 2011:21-24).

The Quonset hut at 3225 Bean Street was converted to a warehouse, thereby following the area's postwar development trend. Its address does not appear in city directories until 1952 when it housed the Davidson Plywood & Labor Co., a wholesale lumber company. A building permit indicates that Jarbin Inc. owned the property in 1955. From 1956 to 1958, Rubin Maurice & Sons operated Arrow Surplus, a distribution company in the building, followed by Vinyard Overhead Garage Doors from 1958 to the present. The Vinyard family, including Fred A. and Marian Y. Vinyard and their son Fred A. Vinyard Jr., continue to operate their business selling "overhead garage doors of all types, electrically and manually controlled, residential and commercial" (San Diego city directories). Archival research did not reveal additional information on the Vinyard family or the other tenants. Today, the building is currently owned by Opal Bentley, and it continues to stand adjacent to the airport to the west and within surrounding light industrial and commercial properties.

Evaluation

Summary Statement

As described below, the Quonset hut at 3225 Bean Street was found to be not eligible for listing in NRHP due to a lack of significance. Therefore NRHP Status Code 6Z (found ineligible for NRHP/CRHR through survey evaluation) has been assigned to the building.

National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR) Evaluation

The property was found to be ineligible for listing in the NRHP/CRHR under Criterion A/1, for an association with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States. Although the Quonset hut was constructed during World War II in the Midway/Pacific Highway Corridor area, it did not play a significant role in the city's military build-up and production during the war, as did larger nearby facilities like Consolidated Air Plant No. 1 and Air Force Plant 19 and annex. Its original function remains unknown, but it may have played a secondary role by housing raw materials or finished parts. Therefore, it was found to not meet the significance threshold for listing under Criterion A/1.

The property also was found not to be associated with the lives of persons important to local, California, or national history. Archival research did not reveal significant persons associated with Davidson Plywood & Labor Co., Rubin Maurice & Sons, Arrow Surplus, or Vinyard Overhead Garage Doors. Therefore, it was found not eligible for listing in the NRHP/CRHR under Criterion B/2.

Additionally, the property was found to be ineligible for listing in the NRHP/CRHR under Criterion C/3, for possessing the distinctive characteristics of a type, period, region, or method of construction; for representing the work of a master; or possessing high artistic values. Common of Quonset huts, the building was likely erected using standardized plans and therefore, is not known to be associated with a master architect or builder. It was constructed using typical material, including corrugated metal cladding, and methods of this building type. Therefore, this structure does not appear to be a particularly significant example of this building type.

Integrity Evaluation

The property appears to retain a good level of integrity. Most importantly, the building retains its three-arched, barrel-vaulted roof underneath the later flat-roofed addition on top, its corrugated metal cladding, and three large loading bays on the façade. Alterations appear to be limited to the pedestrian entrances and windows on the façade and the installation of large-scale billboards. Therefore, the building retains sufficient integrity of design, material, feeling, and association to convey the Quonset hut building type. It retains its integrity of location, having never been moved, and its integrity of setting which continues to consist of commercial and light industrial properties and the adjacent airport.

Continuation of B12. References:

City of San Diego Building Permits, #00737, 1955; Caltrans File No. XI-SD-2-SD, 1960; # A3434X(?), 1961; #A78900, 1964; and K50785, 1975.

City of San Diego Planning Department
2006 *Midway/Pacific Highway Corridor Community Plan and Local Coastal Program Land Use Plan.*

Galvin Preservation Associates
2011 *Draft City of San Diego Midway Community Plan Area Historic Resources Reconnaissance Survey: Historic Context and Survey Report.* Prepared for City of San Diego City Planning & Community Investment Department.

Heritage Architecture and Planning
2005 *Warehouse Thematic Historic District, Draft City of San Diego Local District Nomination.* Prepared for Centre City Development Corporation, San Diego, California.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # _____
HRI # _____
Trinomial _____

Page 6 **of** 6 *__Resource Name or #__ Property No. 4 (3225 Bean Street)
*__Recorded by__ E. Schultz and K. Harper, GANDA *__Date__ October 24, 2011 ☒ Continuation ☐ Update

Nationwide Environmental Title Research. Historic aerial photographs, 1953, 1964, 1980-1, 1989, 2003, 2005. www.historicaerials.com (accessed April 15, 2011).

Decker, Julie, and Chris Chiei
2005 *Quonset Hut: Metal Living for a Modern Age.* Princeton Architectural Press, New York.

San Diego City Directories, 1943-2001.

San Diego County Assessor records.

San Diego History Center. Historic photographs, 1940s-1960s.

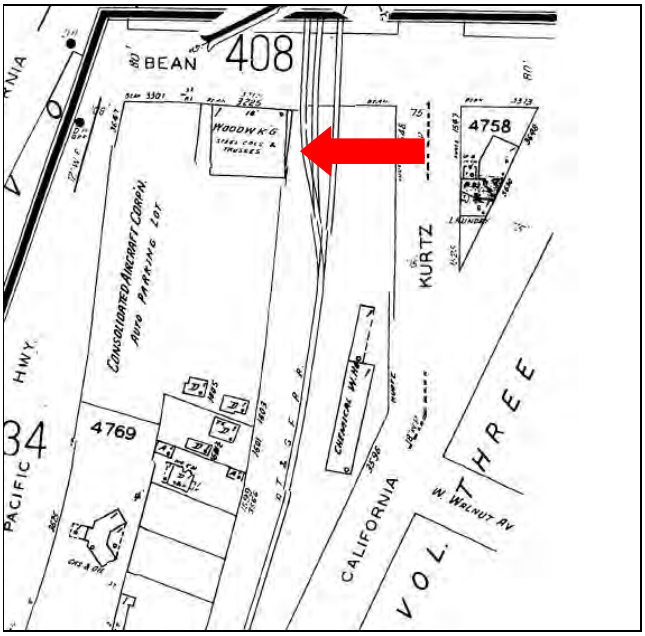
Sanborn Fire Insurance Maps, 1920s-1950; 1920-1956.

Van Wormer, Stephen R.
1996 California Department of Parks and Recreation 523 Forms, P-37-015531, Consolidated Aircraft Plant No. 1, San Diego, California. Prepared by KEA Environmental, San Diego. On file at South Coastal Information Center, San Diego State University, San Diego, California.

Additional Photographs:



View west toward the billboard located adjacent to the east elevation of 3225 Bean Street. Taken on October 24, 2011 (Photo Accession #521-01-860).



3225 Bean Street as it appears on the 1920-1950 Sanborn Fire Insurance Map, Sheet 408. The arrow points to its location.

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

Primary #_____
HRI #_____
Trinomial_____
NRHP Status Code_____
Other Listings_____
Review Code_____ Reviewer_____ Date_____

Page 1 **of** 6 ***Resource Name or** # Property No. 5 (1691 Hancock Street)

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** San Diego

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

***b. USGS 7.5' Quad:** Point Loma **Date:** 1994 **T** 16 South; **R** 3 West; **of Sec** unsectioned; S.B. **B.M.**

c. Address: 1691 Hancock Street City: San Diego Zip: 92101

d. UTM: Zone: ; mE/ mN (G.P.S.)

e. Other Locational Data: APN# 451-59-032-00, southeast corner of Hancock and Emory streets, just north of where Hancock Street turns into Kettner Boulevard

***P3a. Description:**

The commercial property addressed as 1691 Hancock Street is located on a parcel bounded by Emory Street on the northwest, Hancock and California streets on the northeast, Bean Street on the southeast, and a light industrial property on the southwest in San Diego's Midway/Pacific Highway Corridor community. The surrounding development is largely comprised of light industrial and commercial buildings. The San Diego Northern Railroad tracks run northwest-southeast about 125 feet to the southwest; Interstate 5 (I-5) also runs northwest-southeast approximately 450 feet to the northeast; San Diego International Airport (Lindbergh Field) is located approximately 200 feet to the south of the subject property. It is located on a parcel that fills almost the entire block and slopes very gently down to the southeast. The majority of the parcel consists of a paved parking lot, with the subject building located at the northwest corner.

(Continued on page 4)

***P3b. Resource Attributes:** HP6. 1-3 story commercial building

***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other (Isolates, etc.)

P5a. Photo or Drawing



P5b. Photo: View southwest toward the entrance of 1691 Hancock Street. Taken on October 24, 2011 (Photo Accession #521-01-820).

***P6. Date Constructed/Age and Sources:**
☒Historic ☐Prehistoric ☐Both
Constructed in 1954; City of San Diego building permits and San Diego County Assessor records

***P7. Owner and Address:**
Berry Wajeeh Revocable Trust
2731 Schenley Terrace
San Diego, CA 92122

***P8. Recorded by:**
E. Schultz and K. Harper
Garcia & Associates (GANDA)
104 S. C Street, Suite G
Lompoc, CA 93436

***P9. Date Recorded:** October 24, 2011

***P10. Survey Type:** Intensive

***P11. Report Citation:** San Diego Association of Governments (SANDAG). Historic Property Survey and Eligibility Determination Report for Mid-Coast Corridor Transit Project, San Diego, California. April 2013.

***Attachments:** ☐NONE ☒Location Map ☐Sketch Map ☒Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (List):

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
Primary #_____
HRI#_____

BUILDING, STRUCTURE, AND OBJECT RECORD

***NRHP Status Code** 6Z
***Resource Name or #** Property No. 5 (1691 Hancock Street)

B1. Historic Name:
B2. Common Name:
B3. Original Use: Bank
B4. Present Use: Commercial Building

***B5. Architectural Style:** Modern

***B6. Construction History:** Constructed in 1954 (Building Permit [BP] #A14778). Interior remodeled in 1957 (BP# B99899). New platforms constructed on the roof in 1963 (BP #A60143). Double pole revolving sign installed in 1967 (BP# A66203). Walk up windows installed in 1970 (BP #E93509). Two interior rooms remodeled in 1975 (BP# K28156). Interior lifts installed in 1986 (BP #A50530). New door installed in 1994 (BP #E-504116-94). Building converted to car rental facility in 1998 (BP #A108298-97). Above-ground 2,500-square foot concrete gas tank pad installed in 1998 (BP #A109971-97). New shade structure installed to cover car drop off area in 2010 (Project #223370).

***B7. Moved?** ☒**No** ☐**Yes** ☐**Unknown** **Date:** **Original Location:**

***B8. Related Features:** ancillary structures and paved parking lot; façade retains an old bank deposit

B9a. Architect: Unknown
b. Builder: Capital Company

***B10. Significance: Theme:** Commercial Development **Area:** Midway / Pacific Highway Corridor, San Diego
Period of Significance: N/A **Property Type:** Commercial **Applicable Criteria:** N / A

Historic Context
(See continuation sheet.)

B11. Additional Resource Attributes: None

***B12. References:** See continuation sheet.

B13. Remarks: None

***B14. Evaluator:** E. Schultz and K. Harper, GANDA; C. Anderson, ICF International (peer review)

***Date of Evaluation:** November 18, 2011; March 7, 2013

(This space reserved for official comments.)

Sketch Map
No Scale. ↑ N Subject property highlighted in blue.



State of California — The Resources Agency DEPARTMENT OF PARKS AND RECREATION **LOCATION MAP**	Primary # HRI# Trinomial

 ***Resource Name or #:** Property No. 5 (1691 Hancock Street)

***Map Name:** *Point Loma, California*, USGS 7.5-minute topographic quadrangle ***Scale:** 1:24,000 ***Date of Map:** 1994



State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # _____
HRI # _____
Trinomial _____

*__Resource Name or #__ Property No. 5 (1691 Hancock Street)

*__Recorded by__ E. Schultz and K. Harper, GANDA *__Date__ October 24, 2011 ☒ Continuation ☐ Update

Continuation of P3a. Description:

The commercial property is a one-story, Modern style building with a rectangular plan. The building is clad with scored stucco and capped by a flat roof with a low parapet. Fenestration includes fixed, aluminum-sash storefront windows. The northeast (primary) façade features a storefront with fully-glazed, metal, double-doors, with a transom. This entrance is surrounded by projecting shadow box trim and flanked by vertical panels of Roman brick veneer at the corners that terminate at a full-width a box cornice. A secondary entrance comprised of a fully-glazed, metal door within a storefront assembly is located on the southeast elevation. A projecting bay is located left of this entrance.

Continuation of B10. Significance:

Despite scattered industrial buildings, development in the Midway/Pacific Highway corridor did not pick up until just before World War II when numerous buildings were constructed for the defense industries. The Army Air Corps took over Lindbergh Field and improved its infrastructure to handle heavy bomber and jet airplanes in 1942. In 1935, Reuben H. Fleet moved his company Consolidated Aircraft (later Consolidated Vultee Aircraft or Convair) from Buffalo, New York, to San Diego due to its more favorable weather for test flights. Convair's massive industrial plants jumpstarted the aerospace industry in the city, as smaller firms developed to produce aircraft tools and parts for larger manufacturing and design firms (Galvin Preservation Associates 2011:18-21; Van Wormer 1996).

Following the war, development followed the already established pattern, and vacant spaces in the Midway/Pacific Highway corridor were filled in with other light industrial buildings, warehouses, smaller commercial buildings and shopping centers, and residences from single-family homes to large apartment buildings. Streets were improved and widened and I-5 and I-8 were constructed in the late 1950s and 1960s. Among the more prominent developments during the postwar era was the International Sports Arena, completed in 1966 on land formerly belonging to the Frontier Housing Project and used largely for hockey and basketball games (Galvin Preservation Associates 2011:21-24).

The subject property at 1691 Hancock Street was completed in 1954 during this later period of post-war development. According to building permits, the commercial building was constructed by Capital Company and designed by an unknown architect. Bank of America operated its Five Points bank branch at the building until around 1986, when a building permit lists the property's owner as Cousins Warehouse. In 1997, Enterprise Rent-A-Car remodeled the building to operate a branch rental car facility, resulting in substantial changes to the building's east elevation and the construction of ancillary buildings in the adjacent parking lot.

Evaluation

Summary Statement

As described below, the commercial property at 1691 Hancock Street was found not eligible for listing in NRHP/CRHR due to a lack of significance. Therefore NRHP Status Code 6Z (found ineligible for NRHP/CRHR designation through survey evaluation) has been assigned to the building.

National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR) Evaluation

The property at 1691 Hancock Street was found to be ineligible for listing in the NRHP/CRHR under Criterion A/1, for an association with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States. The commercial building was constructed during the postwar period in the Midway/Pacific Highway Corridor area, by which time the development pattern had already been established. This corporation, along with the other business located at the property, also did not contribute substantially to the growth of the surrounding area, in comparison to the military and aerospace industries prior to and during World War II. Although the national corporation Bank of America occupied the building from 1954 through the 1980s, they operated a small bank branch at this location. Therefore, the property did not contribute significantly to its history or development. Therefore, it was not found to meet the significance threshold for listing under Criterion A/1.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # _____
HRI # _____
Trinomial _____

Page 5 **of** 6 *__Resource Name or #__ Property No. 5 (1691 Hancock Street)
*__Recorded by__ E. Schultz and K. Harper, GANDA **__Date__** October 24, 2011 ☒ Continuation ☐ Update

Continuation of B10. Significance:

The property also was found not to be associated with the lives of persons important to local, California, or national history. Archival research did not reveal significant persons associated with Bank of America or subsequent tenants. Therefore, it was found not eligible for listing in the NRHP/CRHR under Criterion B/2.

Additionally, the property was found to be ineligible for listing in the NRHP/CRHR under Criterion C/3, for possessing the distinctive characteristics of a type, period, region, or method of construction; for representing the work of a master; or possessing high artistic values. The main building possesses a box-like form and largely utilitarian design. Although the main building has some minimal design features, mostly limited to expanses of Roman brick veneer cladding on the façade, it is not a significant example of mid-century Modern architecture. Additionally, it is not known to be associated with a master architect or builder, and it was constructed using typical material and methods of commercial buildings of that era.

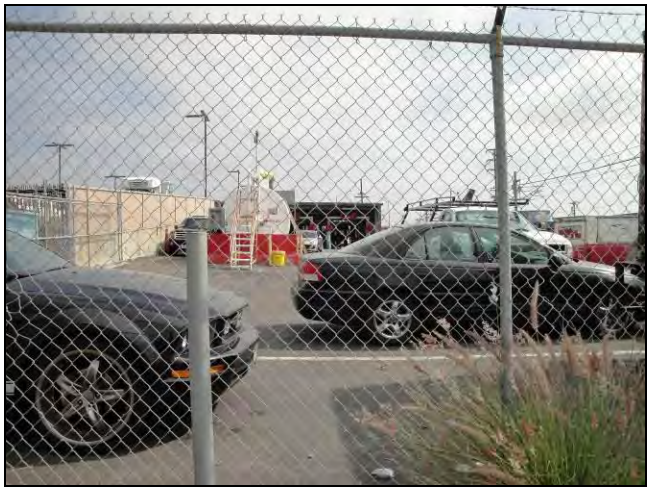
Appliance Alley, a home appliance retail store, occupies the storefront facing Hancock Street, suggesting that multiple businesses have continually occupied the building. The Berry Wajeeh Revocable Trust is the current owner, and the building continues to stand adjacent to the airport to the west and within surrounding light industrial and commercial properties.

Integrity Evaluation
The property at 1691 Hancock Street appears to retain a fair level of integrity. The main building constructed in 1954 retains its brick veneer cladding on the façade; rectangular plan; box-like form; metal-sash, multi-lite windows; and flat roof. However, its east elevation was entirely remodeled, and ancillary buildings were constructed in 1997 when it was converted to a car rental facility. Therefore, its integrity of materials, workmanship, design, feeling, and association has been diminished. It retains its integrity of location, having never been moved, and its integrity of setting, which continues to consist of commercial and light industrial properties.

Additional Photographs:



View west toward southeast elevation of 1691 Hancock Street. Taken on October 24, 2011 (Photo Accession #521-01-830).


View southeast toward the modern car washing facility associated with 1691 Hancock Street. Taken on October 24, 2011 (Photo Accession #521-01-825).

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # _____
HRI # _____
Trinomial _____

Page 6 **of** 6 *__Resource Name or #__ Property No. 5 (1691 Hancock Street)
*__Recorded by__ E. Schultz and K. Harper, GANDA **__Date__** October 24, 2011 ☒ Continuation ☐ Update

Continuation of B12. References:

City of San Diego. Building permits #A14778, 1954; BP# B99899, 1957; #A60143, 1963; BP# A66203, 1967; BP #E93509, 1970; BP# K28156, 1975; BP #A50530, 1986; BP #E-504116-94, 1994; BP #A108298-97, 1997; BP #A109971-97, 1998; and Project #223370, 2010.

City of San Diego Planning Department
2006 *Midway/Pacific Highway Corridor Community Plan and Local Coastal Program Land Use Plan.*

Galvin Preservation Associates
2011 *Draft City of San Diego Midway Community Plan Area Historic Resources Reconnaissance Survey: Historic Context and Survey Report.* Prepared for City of San Diego City Planning & Community Investment Department.

Heritage Architecture and Planning
2005 *Warehouse Thematic Historic District, Draft City of San Diego Local District Nomination.* Prepared for Centre City Development Corporation, San Diego, California.

Nationwide Environmental Title Research. Historic aerial photographs, 1953, 1964, 1980-1, 1989, 2003, 2005. www.historicaerials.com (accessed April 15, 2011).

San Diego City Directories, 1943-2001.

San Diego County Assessor records.

San Diego History Center. Historic photographs, 1940s-1960s.

Sanborn Fire Insurance Maps, 1920s-1950; 1920-1956.

Van Wormer, Stephen R.
1996 California Department of Parks and Recreation 523 Forms, P-37-015531, Consolidated Aircraft Plant No. 1, San Diego, California. Prepared by KEA Environmental, San Diego. On file at South Coastal Information Center, San Diego State University, San Diego, California.

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

Primary #_____
HRI #_____
Trinomial_____
NRHP Status Code_____
Other Listings_____
Review Code_____ Reviewer_____ Date_____

 ***Resource Name or** # Property No. 6 (3703-3705 Pacific Highway)

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** San Diego

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

***b. USGS 7.5' Quad:** Point Loma **Date:** 1994 **T** **R** **of Sec** **;** S.B. **B.M.**

c. Address: 3703-3705 Pacific Highway City: San Diego Zip: 92110

d. UTM: Zone: ; mE/ mN (G.P.S.)

e. Other Locational Data: APN# 451-59-043-00, between Washington Street and light industrial properties, immediately south of the San Diego Northern Railway tracks

***P3a. Description:**

The commercial property located at 3703-3705 Pacific Highway is situated on a parcel bounded by Washington Street to the west, the San Diego Northern Railway tracks to the north, a light industrial property to the east, and Frontage Road to the south in San Diego's Midway/Pacific Highway Corridor community. The surrounding development is largely comprised of light industrial and commercial buildings. The San Diego Northern Railroad tracks run northwest-southeast about 90 feet to the north; Interstate 5 (I-5) also runs northwest-southeast approximately 675 feet to the north; and San Diego International Airport (Lindbergh Field) is located approximately 400 feet to the south of the subject property. The subject building is located at the southeast corner of the small, flat, triangular-shaped parcel. (See continuation sheet.)

***P3b. Resource Attributes:** HP6. 1-3 story commercial building

***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other (Isolates, etc.)

P5a. Photo or Drawing



P5b. Photo: View northwest toward 3703-3705 Pacific Highway. Taken on October 24, 2011 (Photo Accession #521-01-852).

***P6. Date Constructed/Age and Sources:**
☒Historic ☐Prehistoric ☐Both
Constructed ca. 1945; visual estimation

***P7. Owner and Address:**
Gary C. and Elizabeth W. Becker
3327 Hawk Street
San Diego, CA 92103

***P8. Recorded by:**
E. Schultz and K. Harper
Garcia & Associates (GANDA)
104 S. C Street, Suite G
Lompoc, CA 93436

***P9. Date Recorded:** October 24, 2011

***P10. Survey Type:** Intensive

***P11. Report Citation:** San Diego Association of Governments (SANDAG). Historic Property Survey and Eligibility Determination Report for Mid-Coast Corridor Transit Project, San Diego, California. April 2013.

***Attachments:** ☐NONE ☒Location Map ☐Sketch Map ☒Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (List):

State of California — The Resources Agency **Primary #**_____
DEPARTMENT OF PARKS AND RECREATION **HRI#**_____

BUILDING, STRUCTURE, AND OBJECT RECORD

***NRHP Status Code** 6Z
***Resource Name or #** Property No. 6 (3703-3705 Pacific Highway)

B1. Historic Name:
B2. Common Name:
B3. Original Use: commercial B4. Present Use: commercial
***B5. Architectural Style:** vernacular
***B6. Construction History:** Smaller building constructed ca. 1945 and larger building to the west constructed ca. 1950; expansion of a warehouse (permit # E56676 – 5/5/1969)
***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** **Original Location:**
***B8. Related Features:** small paved parking lot
B9a. Architect: Unknown b. Builder: Unknown
***B10. Significance: Theme:** Commercial Development **Area:** Midway / Pacific Highway Corridor, San Diego
Period of Significance: N/A **Property Type:** Commercial **Applicable Criteria:** N / A

The subject property appears to be part of the northward expansion of industrial and commercial businesses along the Pacific Highway in San Diego during the first half of the 20th Century. However, the area's development history does not differ substantially from that of other San Diego industrial and commercial areas that expanded from the downtown during this period.

Original building permits were unavailable and the property is not listed in available San Diego City Directories. The building does not appear on San Diego Sanborn maps prior to 1940. Alterations to the property include the construction and expansion of a warehouse (permit # E56676 – 5/5/1969) on the west end of the property as well as non-original stucco, replacement windows, and replacement doors on the office building. In addition, the property does not appear associated with events, activities, or developments that were important to the past (Criterion A, NR; Criterion 1, CR); does not appear to be associated with the lives of people important in the past (Criterion B, NR; Criterion 2, CR); and, according to available information, does not appear associated with significant architectural history, a master architect or builder, or engineering achievement (Criterion C, NR; Criterion 3, CR). The subject property lacks the overall architectural quality and distinction required of an excellent example of the vernacular architectural style. As a result, due to a lack of sufficient historical and architectural merit, and for reasons of compromised integrity, this property does not appear to be eligible for individual listing in the National Register of Historic Places or the California Register of Historical Resources.

B11. Additional Resource Attributes: None
***B12. References:** None
B13. Remarks: None
***B14. Evaluator:** E. Schultz and K. Harper, GANDA; A. Bursan, ICF International
***Date of Evaluation:** September 7, 2012; March 11, 2013

(This space reserved for official comments.)

Sketch Map
No Scale. ↑ N Subject property highlighted in blue.



State of California — The Resources Agency	Primary #
DEPARTMENT OF PARKS AND RECREATION	HRI#
LOCATION MAP	Trinomial

Page 3 **of** 4 ***Resource Name or #:** Property No. 6 (3703-3705 Pacific Highway)

***Map Name:** *Point Loma, California*, USGS 7.5-minute topographic quadrangle ***Scale:** 1:24,000 ***Date of Map:** 1994



State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # _____
HRI # _____
Trinomial _____

Page 4 **of** 4 **Resource Name or #** Property No. 6 (3703-3705 Pacific Highway)
***Recorded by** E. Schultz and K. Harper, GANDA ***Date** October 24, 2011 ☒ Continuation ☐ Update

Continuation of P3a. Description:

The commercial property consists of two separate, one-story buildings. The large building to the west is a vernacular style warehouse structure with a roughly triangular plan. The building is clad in stucco and features a flat roof with a wide eave overhang. The façade has a singular metal door with three small lights and a clerestory of metal-sash, fixed or sliding windows. A garage entrance with a wood door is located on the west elevation. The small building to the east is currently used as an office. It has a rectangular plan and a wide eave overhang with exposed rafter tails. Asbestos shingles clad the building. A porch with a flat roof, a simple metal support, wood lattice screen wall, and brick steps is located on the façade, while a tripartite window with a central fixed window flanked by casement windows is located on the south elevation. An additional metal-sash window and vinyl-sash window are located on the east elevation. Alterations to the property include the construction and expansion of a warehouse (permit # E56676 – 5/5/1969) on the west end of the property as well as non-original stucco, replacement windows, and replacement doors on the original building. As a result, the property exhibits a low level of integrity.

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

Primary #
HRI #
Trinomial
NRHP Status Code

Other Listings
Review Code | Reviewer | Date

*Resource Name or #: 2556 McCain Road

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** San Diego

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

***b. USGS 7.5' Quad:** Point Loma, CA **Date:** 1978 **T ; R** ; **¼ of ¼ of Sec** ; M.D. **B.M.**

c. Address: 2556 McCain Road City: San Diego Zip: 92101

d. UTM: Zone: 11s; 480478 mE/ 3621792 mN (G.P.S.)

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Elevation: APN 450-790-29-00

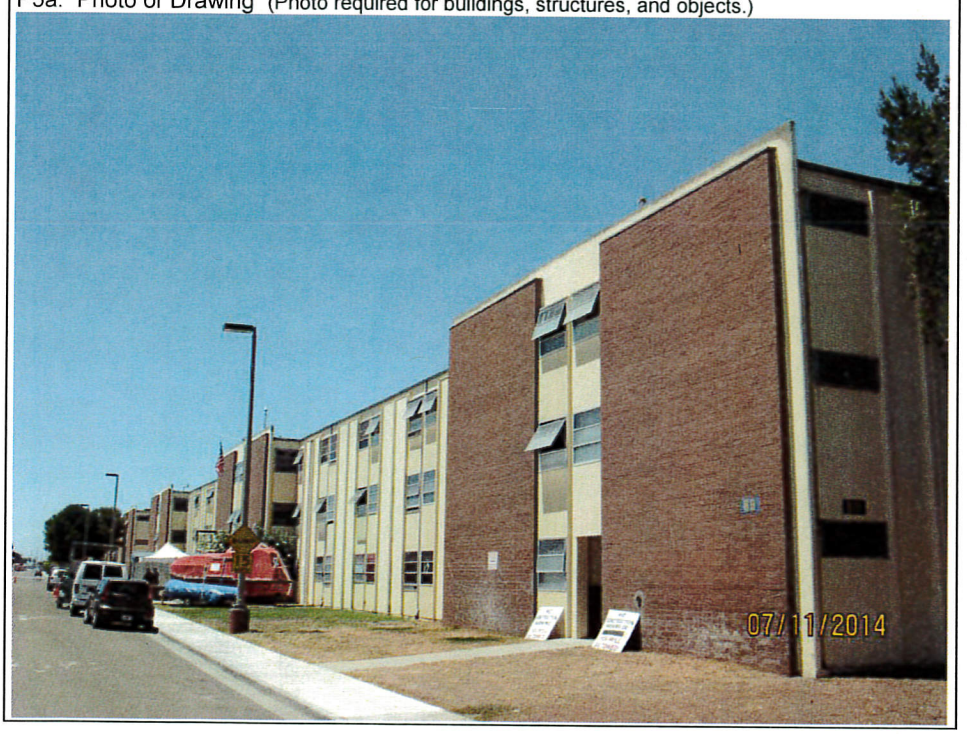
***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The Subject Property is a three-story modern style dormitory/barracks constructed between 1964 and 1967 in San Diego, California. The building has an E-shaped plan and features a flat roof. The walls are concrete with vertical line molding throughout and decorative brick on the north and south portions of the east and west elevations. The east elevation features awning windows arranged in groupings of two dispersed symmetrically over the façade. Entrances filled with metal doors are located off center on the north and south portions of the east elevation. The south and north elevations that for the legs of the E-shape feature awning windows arranged symmetrically. The ends of the legs that form the E-shape face towards the west and feature metal staircases partially enclosed with concrete as well as decorative brick siding. The west elevation of the north-south oriented portion of the E-shape features walkways with metal railings, fixed windows, and entrance doors. This building is one of two identical buildings that are part of a complex of dormitory/barracks, and educational buildings on the property.

***P3b. Resource Attributes:** (List attributes and codes) HP34. Military Property

***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other (Isolates, etc.)

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



P5b. Description of Photo: (View, date, accession #)
View south west, July 11, 2014, Photograph 1.

***P6. Date Constructed/Age and Sources:** ☒Historic ☐Prehistoric ☐Both
Built ca. 1964 (NETR Online)

***P7. Owner and Address:**
City of San Diego
1200 Third Ave., Suite 1700
San Diego, CA 92101

***P8. Recorded by:** (Name, affiliation, and address)
Justin Castells, Architectural Historian, EBI Consulting
11445 East Via Linda, Suite 2, #472
Scottsdale, AZ 85259

***P9. Date Recorded:** 8/26/2014

***P10. Survey Type:** (Describe)
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Proposed FCC Telecommunications Collocation Project for Ensite #20198 (282149), Verizon Wireless, 2014.

***Attachments:** ☐NONE ☒Location Map ☐Sketch Map ☒Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (List):

***Required information**

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
Primary #
HRI#

BUILDING, STRUCTURE, AND OBJECT RECORD

***NRHP Status Code** 6Y

***Resource Name or #** (Assigned by recorder) 2556 McCain Road

B1. Historic Name: n/a
B2. Common Name: n/a
B3. Original Use: military barracks
B4. Present Use: educational building
***B5. Architectural Style:** modern
***B6. Construction History:** (Construction date, alterations, and date of alterations) The Subject Property structure was constructed in 1964 and 1967 (NETR Online)
***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** **Original Location:**
***B8. Related Features:** None

B9a. Architect: unknown
b. Builder: unknown
***B10. Significance: Theme:** n/a
Area: San Diego, CA
Period of Significance: 1964 **Property Type:** military barracks **Applicable Criteria:** N/A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The Subject Property building was constructed 1964 and 1967 in San Diego, California. The first recorded European contact in San Diego was by Juan Rodriquez Cabrillo in 1542, prior to which native American tribes occupied the region for thousands of years. Spanish presence in the area was irregular until Father Junipero Serra founded the Mission San Diego de Alcala in 1769. San Diego County was created in 1850 as one of the original counties formed when California became a U.S. territory. The City of San Diego was incorporated a month later, six months before California became a state. The population of San Diego grew into the early twentieth century. The strategic location of San Diego attracted the Navy, and by 1919 San Diego became the home base of the Pacific Fleet. The presence of the Pacific Fleet resulted in military development along San Diego Bay, including the construction of the Naval Training Center in Point Loma in the 1920s (San Diego History Center, 2014).

The military population in San Diego had boomed as a result of World War II and the presence of the Naval Training Station near San Diego Bay. After the war, many sailors were decommissioned and chose to stay in the area. The population of the Naval Training Station increased during the 1950s due to the Korean War, and an extension, known as Camp Nimitz, was constructed nearby to accommodate new recruits. Camp Nimitz served as home for sailors as they completed their basic training before m crossing the bridge to the Naval Training Station to complete their specialized training. Camp Nimitz was originally comprised of 16 barracks, a headquarters building, a galley building, and medical and dental facilities. The initial phase of construction was completed in 1955. Camp Nimitz was further enlarged as the American efforts in the Vietnam War escalated. This expansion included the construction of the Subject Property building and its sister building (Camacho, 2014). The Navel Training Station and Camp Nimitz were decommissioned in 1993. Camp Nimitz is now a training facilty for the City of San Diego Fire Department.

(Continued on Continuation Sheet, p. 4 of 5)

B11. Additional Resource Attributes: (List attributes and codes) N/A

***B12. References:**

Camacho, Mary E.. Cradle of the Navy: The History of the Naval Training Center San Diego. http://www.quarterdeck.org/book/. Accessed August 25, 2014.
NETR Online. 2014. www.historicaerials.com. Accessed 8.25.14.
San Diego History Center. 2014. http://www.sandiegohistory.org/timeline/timeline2.htm. Accessed August 26, 2014.

B13. Remarks: None
***B14. Evaluator:** Justin Castells, EBI Consulting
***Date of Evaluation:** 8/26/2014

(This space reserved for official comments.)

(Sketch Map with north arrow required.)



Subject Property outlined in red no scale
Source: 2014 Google Maps, www.google.com/maps, accessed August 25, 2014.

***Required information**

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary #
HRI#
Trinomial

 *Resource Name or # (Assigned by recorder) 2556 McCain Road

*Recorded by: Justin Castells, EBI Consulting *Date: 8/26/2014 ☒ Continuation ☐ Update

(Continued from p. 3 of 5, B10. Significance)

The area surrounding the Subject Property is characterized by an airport with associated structures and buildings, 1-2 story industrial buildings, 1-2 story commercial buildings, developed parkland, landscaped vegetation, and hardscape. The area surrounding the Subject property was initially developed prior to 1953 for military and commercial airline use. Between 1953 and the present the area has undergone many changes due to new construction, the expansion of the airport, and the modification of existing buildings over time. (NETR Online, 2014).

Integrity Statement

The Subject Property was evaluated based on the seven aspects of integrity: location, design, setting, materials, workmanship, feeling, and association. The building has remained in its original location at 2556 McCain Road. The workmanship appears to have been adequate for a building of its kind. The design and materials appear to generally be intact, however the building is in a poor state of repair. The association and feeling remain intact since the building is still recognizable as a military barracks building although it no longer continues to operate in that capacity. The setting has changed due to new construction and the modification of existing buildings over time.

National Register of Historic Places Eligibility Evaluation

The Subject Property building was evaluated under National Register of Historic Places **Criterion A** for its potential significance as part of any historic trends or events that may have made an important contribution to the broad patterns of our history. This building was constructed at Fort Nimitz, and existing mid-twentieth century military facility associated with the Navel training Station. The building was constructed during a period of troop buildup for the Vietnam War. While the building is indicative of the larger patter of militarization resulting from the Vietnam War, there are better examples throughout the country that embody this historic trend. Furthermore, research has not indicated that this particular building is specifically associated with any significant events or contributed to the broad patterns of history. **Therefore, the Subject Property building does not appear to meet the criteria for significance under Criterion A: Event.**

The Subject Property building was evaluated under National Register of Historic Places **Criterion B** for its potential significance and association with a person of importance in national history. While the building has been home to countless military recruits, no information was discovered regarding any specific individuals important in national history significantly associated with this particular building. In addition, any person of national historic interest who may have at one point lived in this building would be better associated with another location. **Therefore, the Subject Property building does not appear to meet the criteria for significance under Criterion B: Person.**

The Subject Property building was evaluated under National Register of Historic Places **Criterion C** for its potential significance as a property which embodies the distinctive characteristics of a type, period, method of construction or style of architecture, represents the work of a master architect, builder, or craftsman, possesses high artistic values, or represents a significant or distinguishable entity whose components have individual distinction. The building is of modern design. This building is essentially similar to many within the area, as well as within California and the United States. Since the architect and builder of the building have not been discovered, it cannot be considered to represent the work of a master architect, builder, or craftsman. **Therefore, the Subject Property building does not appear to meet the criteria for significant under Criterion C: Architecture.**

The Subject Property building was evaluated under National Register of Historic Places **Criterion D** for its potential significance and its ability to convey information. The building does not and is not likely to convey information important to history. In order to buildings, structures, or objects to be considered significant under Criterion D, they need to "be, or must have been, the principal source of information." This is not the case for this building. **Therefore, the Subject Property building does not appear to meet the criteria for significance under Criterion D: Information Potential.**

In summary, the Subject Property building does not appear to qualify for the National Register of Historic Places under Criterion A, B, C, or D. Therefore, the building is not considered to be a historic resource under the National Historic Preservation Act. The building was not evaluated for eligibility under the California Register or local listing.

(Continued on p. 5 of 5, Continuation Sheet)

(Continued from p. 3 of 5, B10. Significance)

The area surrounding the Subject Property is characterized by an airport with associated structures and buildings, 1-2 story industrial buildings, 1-2 story commercial buildings, developed parkland, landscaped vegetation, and hardscape. The area surrounding the Subject property was initially developed prior to 1953 for military and commercial airline use. Between 1953 and the present the area has undergone many changes due to new construction, the expansion of the airport, and the modification of existing buildings over time. (NETR Online, 2014).

Integrity Statement

The Subject Property was evaluated based on the seven aspects of integrity: location, design, setting, materials, workmanship, feeling, and association. The building has remained in its original location at 2556 McCain Road. The workmanship appears to have been adequate for a building of its kind. The design and materials appear to generally be intact, however the building is in a poor state of repair. The association and feeling remain intact since the building is still recognizable as a military barracks building although it no longer continues to operate in that capacity. The setting has changed due to new construction and the modification of existing buildings over time.

National Register of Historic Places Eligibility Evaluation

The Subject Property building was evaluated under National Register of Historic Places **Criterion A** for its potential significance as part of any historic trends or events that may have made an important contribution to the broad patterns of our history. This building was constructed at Fort Nimitz, and existing mid-twentieth century military facility associated with the Navel training Station. The building was constructed during a period of troop buildup for the Vietnam War. While the building is indicative of the larger patter of militarization resulting from the Vietnam War, there are better examples throughout the country that embody this historic trend. Furthermore, research has not indicated that this particular building is specifically associated with any significant events or contributed to the broad patterns of history. **Therefore, the Subject Property building does not appear to meet the criteria for significance under Criterion A: Event.**

The Subject Property building was evaluated under National Register of Historic Places **Criterion B** for its potential significance and association with a person of importance in national history. While the building has been home to countless military recruits, no information was discovered regarding any specific individuals important in national history significantly associated with this particular building. In addition, any person of national historic interest who may have at one point lived in this building would be better associated with another location. **Therefore, the Subject Property building does not appear to meet the criteria for significance under Criterion B: Person.**

The Subject Property building was evaluated under National Register of Historic Places **Criterion C** for its potential significance as a property which embodies the distinctive characteristics of a type, period, method of construction or style of architecture, represents the work of a master architect, builder, or craftsman, possesses high artistic values, or represents a significant or distinguishable entity whose components have individual distinction. The building is of modern design. This building is essentially similar to many within the area, as well as within California and the United States. Since the architect and builder of the building have not been discovered, it cannot be considered to represent the work of a master architect, builder, or craftsman. **Therefore, the Subject Property building does not appear to meet the criteria for significant under Criterion C: Architecture.**

The Subject Property building was evaluated under National Register of Historic Places **Criterion D** for its potential significance and its ability to convey information. The building does not and is not likely to convey information important to history. In order to buildings, structures, or objects to be considered significant under Criterion D, they need to "be, or must have been, the principal source of information." This is not the case for this building. **Therefore, the Subject Property building does not appear to meet the criteria for significance under Criterion D: Information Potential.**

In summary, the Subject Property building does not appear to qualify for the National Register of Historic Places under Criterion A, B, C, or D. Therefore, the building is not considered to be a historic resource under the National Historic Preservation Act. The building was not evaluated for eligibility under the California Register or local listing.

(Continued on p. 5 of 5, Continuation Sheet)

*Recorded by: Justin Castells, EBI Consulting *Date: 8/26/2014 ☒ Continuation ☐ Update

(Continued from p. 4 of 5, Continuation Sheet, B10. Significance)

Additional Subject Property Photographs (taken by EBI Consulting on July 11, 2014 unless otherwise noted).



1. Photograph 2 – View of Subject Property, facing south east



2. Photograph 3 – View of Subject Property, facing north east



2. Photograph 4 – View of Subject Property, facing north east



2. Photograph 5 – View of Subject Property, facing north east

South Coastal Information Center
San Diego State University
5500 Campanile Drive
San Diego, CA 92182-5320
(619) 594-5682
nick@scic.org

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Reports

Aerial © ESRI 2017

REPORTS

ReportNum	Authors	CitYear	CitTitle	CitPublisher	Resources
SD-00320	Carrico, Richard	1977	Cultural Resource Inventory of the United Stated Coast Guard Air Station Administration Building, San Diego, California	Westec Services, Inc.	
SD-00733	Jacques, Terri and Richard Carrico	1981	Cultural Resources Inventory of the United States Coast Guard Air Station (Five Structures) San Diego, California	Westec Services, Inc.	37-000036, 37-000037, 37-000053, 37-000054, 37-007252
SD-02788	OLSEN, RICHARD and SUE WADE	1993	ARCHAEOLOGICAL MONITORING RESULTS REPORT FOR CONSTRUCTION OF MIDDLETOWN TRUNK SEWER, PHASE 1 SAN DIEGO WATER UTILITES SAN DIEGO, CALIFORNIA	ADVANCES SCIENCES INC	37-013329
SD-02932	SCHAEFER, JERRY	1994	CULTURAL RESOURCES EVALUATION FOR THE PROPOSED NORTH METRO INTERCEPTOR SEWER PROJECT, SAN DIEGO,CALIF. APPENDIX F.	BRIAN F. MOONEY AND ASSOCIATES	
SD-02939	MANLEY, WILLIAM R., SUE A. WADE, and MATT C. BISCHOFF	1994	CULTURAL RESOURCES SURVEY COASTA GUARD GROUP SAN DIEGO	WILLIAM MANLEY CONSULTING	
SD-02997	ROTH, LINDA and JUDY BERRYMAN	1995	HISTORIC PROPERTIES ELIGIBILITY STUDY OF PIER 9, NAVAL TRAINING CENTER, SAN DIEGO, SAN DIEGO COUNTY	ROTH AND BERRYMAN	
SD-03461	KYLE, CAROLYN and ROXANA L. PHILLIPS	1998	CULTURAL RESOURCE CONSTRAINT STUDY FOR THE NORTH BAY REDEVELOPMENT PROJECT CITY OF SAN DIEGO, CALIFORNIA	GALLEGO & ASSOCIATTES	37-000036, 37-000037, 37-000041, 37-000042, 37-000043, 37-000044, 37-000051, 37-000052, 37-000053, 37-000054, 37-002530, 37-012453, 37-013747
SD-03985	VARIOUS		MISSION BREWERY/AMERICAN AGAR COMPANY	VARIOUS	
SD-04096	KYLE, CAROLYN, ROXANA L. PHILLIPS, SUSAN BUGBEE, and DENNIS R. GALLEGOS	1998	CULTURAL RESOURCE CONSTRAIN STUDY FOR THE NORHT BAY REDEVELOPMENT PROJECT, CITY OF SAN DIEGO, CA	GALLEGOS AND ASSOCIATES	
SD-04523	CRAWFORD, KATHLEEN and RICHARD CARRICO	1995	FINAL HISTORIC PROPERTIES PHASE II ELIGIBILITY STUDY OF THE NAVAL TRAINING CENTER, SAN DIEGO COUNTY, CA	OGDEN ENVIRONMENTAL	
SD-04867	KEA ENVIRONMENTAL	1996	GENERAL DYNAMIC FACILITIES DEMOLITION PROJECT: FINAL EIR	KEA ENVIRONEMENTAL	5507
SD-05507	WADE, SUE	1990	Historic Properties Inventory for Secondary Treatment Clean Water Program for Greater San Diego: Confidential Appendices	RECON	
SD-05915	CITY OF SAN DIEGO	1996	MITIGATED NEGATIVE DECLARATION FOR SEWER AND WATER GROUP JOB NO. 639	CITY OF SAN DIEGO	
SD-05921	CITY OF SAN DIEGO	1993	DEIR FOR NORTH METRO TRUNK SEWER	CITY OF SAN DIEGO	
SD-07480	MILLER, JASON	2001	ARCHAEOLOGICAL MONITORING DURING EXCAVATION OF SEWER GROUP JOB 635	RMW PALEO ASSOC.	37-014258, 37-024257
SD-08199	CITY OF SAN DIEGO	2002	PUBLIC NOTICE OFA PROPOSED MITIGATED NEGATIVE DECLARATION; NAVAL TRAINING CENTER PARK GENERAL DEVELOPMENT PLAN	CITY OF SAN DIEGO DEVELOPMENT SERVICES DEPARTMENT	

REPORTS

ReportNum	Authors	CitYear	CitTitle	CitPublisher	Resources
SD-08451	Brandes, Ray	1981	Historic Resources Inventory for Middletown Area, San Diego, California Completed by the University of San Diego, January 1981	Department of Parks and Recreation	
SD-09323	Burke Lia, Marie, Ray Brandes, Susan H. Carrico, Kathleen Flanigan, Anne Pierce Cooper, and Kathleen Crawford	1989	Historic Site Inventory of Harborview	Marie Burke Lia and Associates	
SD-10444	May, Vonn Marie	2006	UPTOWN HISTORIC ARCHITECTURAL AND CULTURAL LANDSCAPE RECONNAISSANCE SURVEY	IS Architecture	
SD-10825	VARIOUS		GENERAL DYNAMICS FACILITIES, 3302 PACIFIC HIGHWAY, SAN DIEGO, CA		
SD-10989	VARIOUS		MARINE CORPS RECRUIT DEPOT, BARNETT AVENUE, SAN DIEGO, CALIFORNIA		
SD-11098	ROBBINS-WADE, MARY	2006	DRAFT ARCHAEOLOGICAL SURVEY REPORT SAN DIEGO INTERNATIONAL AIRPORT, AIRPORT MASTER PLAN, SAN DIEGO, CALIFORNIA	AFFINIS	
SD-11099	VAN WORMER, STEPHEN R. and ROBBINS-WADE, MARY	2006	HISTORIC ARCHITECTURAL SURVEY REPORT: SAN DIEGO INTERNATIONAL AIRPORT MASTER PLAN UPDATE	AFFINIS	
SD-11135	VAN WORMER, STEPHEN	2006	RYAN AERONAUTICAL COMPANY HISTORIC DISTRICT, 2701 NORTH HARBOR DRIVE, SAN DIEGO, CA 92133	WALTER ENTERPRISES	
SD-11286	VARIOUS		SPANISH LANDING SITE		
SD-11386	KTU+A PLANNING AND LANDSCAPE ARCHITECTURE	2007	MARINE CORPS RECRUIT DEPOT HISTORIC DISTRICT LANDSCAPE PLAN, BASE EXTERIOR ARCHITECTURE PLAN - APPENDIX D	KTU+A PLANNING AND LANDSCAPE ARCHITECTURE	
SD-11460	REDDY, SEETHA N.	2007	A PROGRAMMATIC APPROACH FOR NATIONAL REGISTER ELIGIBILITY DETERMINATIONS OF PREHISTORIC SITES WITHIN THE SOUTHERN COAST ARCHAEOLOGICAL REGION, CALIFORNIA	STATISTICAL RESEARCH, INC.	
SD-11511	VARIOUS		NAVAL TRAINING STATION HISTORIC DISTRICT - AMENDMENT TO THE NATIONAL REGISTER OF HISTORIC PLACES REGISTRATION FORM		
SD-11574	BRG CONSULTING, INC.	2003	DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE PROPOSED SAN DIEGO COUNTY ADMINISTRATION CENTER WATERFRONT PARK DEVELOPMENT AND MASTER PLAN	BRG CONSULTING, INC.	
SD-11651	U.S .COAST GUARD	2007	REMOVAL OF AN EXISTING CONCRETE FLOATING DOCK AT CG SECTOR SAN DIEGO, 2710 NORTH HARBOR DRIVE, SAN DIEGO, CALIFORNIA	U.S .COAST GUARD	
SD-11664	KYLE, CAROLYN	2009	CULTURAL RESOURCE MONITORING FOR THE SHORELINE PLAZA PROJECT LOCATED WITHIN THE FORMER NAVAL TRAINING CENTER, CITY OF SAN DIEGO, CALIFORNIA	KYLE CONSULTING	
SD-11845	BECKER, MARK S. and ARLEEN GARCIA-HERBST	2008	A CULTURAL RESOURCES SURVEY USING THE ARCHAEOLOGICAL RESOURCES REPORT FORM (APPENDIX D) FOR THE VETERANS VILLAGE OF SAN DIEGO PROJECT, SAN DIEGO, CALIFORNIA	ASM AFFILIATES	

REPORTS

ReportNum	Authors	CitYear	CitTitle	CitPublisher	Resources
SD-11919	POTTER, ELIZABETH and JERRY SCHAEFER	2007	ARCHAEOLOGICAL MONITORING OF THE A-1 STORAGE PROJECT, SAN DIEGO, CALIFORNIA	ASM AFFILIATES	
SD-11955	KIM, STEVE	2008	PROPOSED FEDERAL AVIATION ADMINISTRATION (FAA) AIRPORT SURFACE DETECTION EQUIPMENT-MODEL X (ASDE-X) UPGRADE SYSTEM TO SERVE SAN DIEGO INTERNATIONAL AIRPORT (SAN), SAN DIEGO, CALIFORNIA	FEDERAL AVIATION ADMINISTRATION	
SD-12078	US 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	US DEPARTMENT OF HOMELAND SECURITY	
SD-12430	URS CORP.	2009	RESULTS OF ARCHITECTURAL HISTORY SURVEY FOR VERIZON CELLULAR COMMUNICATIONS TOWER SITE - SOLAR CATERPILLAR 2200 PACIFIC HIGHWAY	URS CORP.	
SD-12734	SAN DIEGO UNIFIED PORT DISTRICT	2001	(APN: 760-071-03) SAN DIEGO, CA 92101	SAN DIEGO UNIFIED PORT DISTRICT	
SD-13672	UNITED STATES MARINE CORPS	1997	ANNUAL REPORT FOR FY 1996-1997, MARINE CORPS RECRUIT DEPOT, SAN DIEGO, SAN DIEGO COUNTY	UNITED STATES MARINE CORPS	
SD-13331	MACASKILL, JAYE E.	2011	NOMINATION TO THE CITY OF SAN DIEGO REGISTER OF HISTORICAL RESOURCES: THE MISSION BREWERY BOTTLING PLANT 1747 HANCOCK STREET, SAN DIEGO, CA 92101	JAYE E. MACASKILL	
SD-13438	STROPES, TRACY A. and BRIAN F. SMITH	2012	RESULTS OF THE MITIGATION MONITORING PROGRAM FOR THE MISSION BREWERY VILLAS PROJECT	BRIAN F. SMITH & ASSOCIATES	37-000053, 37-032540
SD-13448	LOFTUS, SHANNON	2011	CULTURAL RESOURCE RECORDS SEARCH AND SITE SURVEY AT&T SITE SD0332 SPANISH LANDING 4000 BLOCK HARBOR DRIVE SPANISH LANDING NEXT TO COMFORT STATION #2 SAN DIEGO, SAN DIEGO COUNTY, CALIFORNIA, 92101	ACE ENVIRONMENTAL, LLC	37-028904
SD-13453	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	37-028619, 37-028620, 37-028904
SD-13458	LOFTUS, SHANNON	2011	CULTURAL RESOURCE RECORDS SEARCH AND SITE SURVEY AT&T SITE SS0121 COMMUTER TERMINAL SAN DIEGO PORT AUTHORITY RIGHT-OF WAY ON HARBOR DRIVE SAN DIEGO, SAN DIEGO COUNTY, CALIFORNIA 92101	ACE ENVIRONMENTAL, LLC	37-015551, 37-028619, 37-028904
SD-13491	U.S. DEPARTMENT OF TRANSPORTATION	2011	SECTION 106 CONSULTATION FOR THE MID COAST CORRIDOR TRANSIT PROJECT, SAN DIEGO COUNTY, CA	U.S. DEPARTMENT OF TRANSPORTATION	
SD-13672	UNITED STATES MARINE CORPS	1997	ANNUAL REPORT FOR FY 1996-1997, MARINE CORPS RECRUIT DEPOT, SAN DIEGO, SAN DIEGO COUNTY	UNITED STATES MARINE CORPS	
SD-13905	CRAWFORD, KATHLEEN	2012	1895 HANCOCK STREET, SAN DIEGO, CA 92110	OFFICE OF MARIE BURKE LIA	
SD-13982	KRAFT, JENNIFER R. and BRIAN F. SMITH	2012	MITIGATION MONITORING REPORT FOR THE PACIFIC HIGHWAY TRUNK SEWER, SAN DIEGO, CALIFORNIA	BRIAN F. SMITH AND ASSOCIATES, INC.	
SD-14311	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	37-028904

REPORTS

ReportNum	Authors	CitYear	CitTitle	CitPublisher	Resources
SD-14431	FARLEY, SARAH L.	2012	ADDENDUM TO FCC FORM 620 HARBOR DRIVE HARBOR ISLAND DRIVE (ROW), SAN DIEGO, SAN DIEGO COUNTY, CALIFORNIA 92101 EBI PROJECT	EBI CONSULTING	37-028619, 37-028620, 37-028904
SD-14451	STALTERS, DAVE	2012	SECTION 106 CONSULTATION FOR REPAIRS TO HANGAR TWO, COAST GUARD AIR STATION SAN DIEGO, SAN DIEGO COUNTY	U.S. COAST GUARD	
SD-14577	CITY OF SAN DIEGO	2013	THE UPAS STREET PIPELINE REPLACEMENT PROJECT	CITY OF SAN DIEGO	
SD-14676	GLOBA, VICTOR	2012	SAN DIEGO INTERNATIONAL AIRPORT DRAFT ENVIRONMENTAL ASSESSMENT RUNWAY 9 DISPLACED THRESHOLD PROJECT SAN DIEGO, CALIFORNIA SECTION 106 CONSULTATION	FEDERAL AVIATION ADMINISTRATION	
SD-14740	CITY OF SAN DIEGO	2014	SEWER GROUP JOB 743	CITY OF SAN DIEGO	
SD-14750	GLOBA, VICTOR	2013	SAN DIEGO INTERNATIONAL AIRPORT, NORTHSIDE IMPROVEMENTS PROJECT, SAN DIEGO CA	FEDERAL AVIATION ADMINISTRATION	
SD-15065	CAROLE DENARDO, RACHAEL GREENLEE, and CAPRICE HARPER	2012	MID-COAST CORRIDOR TRANSIT PROJECT: ARCHAEOLOGICAL SURVEY REPORT, SAN DIEGO, CALIFORNIA	GARCIA AND ASSOCIATES	37-012557
SD-15066	SANDAG	2013	MID-COAST CORRIDOR TRANSIT PROJECT: HISTORIC PROPERTY EFFECTS REPORT	SANDAG	
SD-15075	JENNIFER R. KRAFT and BRIAN F. SMITH	2014	CULTURAL RESOURCE MONITORING REPORT FOR THE SEWER AND WATER GROUP 761 PROJECT	BRIAN F. SMITH AND ASSOCIATES, INC.	
SD-15151	DAVID BRUNZELL	2015	CULTURAL RESOURCES ASSESSMENT OF THE CROWN CASTLE/ VERIZON FIBER PUC PROJECT, SAN DIEGO, CALIFORNIA (BCR CONSULTING PROJECT NO. SYN1404)	BCR CONSULTING LLC	
SD-15658	Don C. Perez	2014	CULTURAL RESOURCES SURVEY SAN TERMINAL 2 SOUTH / ENSITE #20302	EBI Consulting	
SD-15798	Don C. Perez	2014	CULTURAL RESOURCES SURVEY, SASSAFRAS / ENSITE #20787 (280742), 3420 KETTNER COULEVARD, SAN DIEGO, SAN DIEGO COUNTY, CALIFORNIA 92101, EBI PROJECT NO. 61146854	EBI Consulting	
SD-16383	ENRIQUEZ, PAUL	2015	(282094) 4051 HARBOR DRIVE, SAN DIEGO, SAN DIEGO COUNTY, CALIFORNIA 92101	U.S. Customs and Border Protection	
SD-16448	GARCIA-HERBST, ARLEEN	2015	CULTURAL RESOURCES INVENTORY FOR THE PACIFIC BEACH PIPELINE PROJECT, CITY OF SAN DIEGO, CA	Spindrift Archaeological Consulting, LLC	
SD-16594	STALTERS, DAVE	2016	SIGNS ON HANGAR ONE AND HANGAR TWO AT AIR STATION SAN DIEGO, 2710 HARBOR HARBOR DRIVE, SAN DIEGO COUNTY	United States Coast Guard	
SD-16780	STROPES, J.R.K. and SMITH, BRIAN F.	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	Brian F. Smith and Associates	

REPORTS

ReportNum	Authors	CitYear	CitTitle	CitPublisher	Resources
SD-16796	AYALA, JENNIFER and BURKE LIA, MARIE	2016	3554-3590 KETTNER BLVD. & 1949 W. WALNUT ST., SD, CA 92101	Office of Marie Burke Lia	

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Historic Addresses

Aerial © ESRI 2017

OBJECTID	ADDRESS	CITY	ZIP	NR_STATUS	HISTRC_NM	COMMN_NM	PROP_	PROJ_REF	PNUMBER	SHPO_ID	REPORT	CHL	CNSTR_DATE	RESRCE_ATT	ARCHT_STYL	THEME_SIG	PERIOD_SIG	APN
3809	1747 HANCOCK ST	SD	92110	3S	MISSION BREWING CO, SAN DIEGO	MISSION BREWING COMPANY; SAN DIEGO LINEN SUPPLY CO	43161	2138-0067-0000					1913					
3812	1751 HANCOCK ST	SD	92110	1S	MISSION BREWING COMPANY/ AMERICAN AGAR CO.	MISSION BREWING COMPANY/ AMERICAN AGAR CO.	43162	2138-0068-0000	37-023914	HISTORIC31	1123985		1912-13		MISSION REVIVAL			451-590-63 & 65
4278	2401 KETTNER BLVD	SD	92101			RED DIAMOND BATTERY CO; BOTANICAL INTERIORS	43187	2138-0093-0000										
4327	2419 KETTNER BLVD	SD	92101			CASTAGNOLA HOME	43188	2138-0094-0000										
4588	2601 KETTNER BLVD	SD	92101			PARKS BUNGALOWS; NEW POET RENTALS	43189	2138-0095-0000										
4675	2710 N HARBOR DR	SD	92101			COAST GUARD GROUP AIR STATION SAN DIEGO	106054	37-0090										
4676	2710 N HARBOR DR	SD	92101			HANGAR 2 - COAST GUARD GROUP/AIR STATION SAN DIEGO	107197	USCG970225A										
5023	3302 PACIFIC HWY	SD	92101			LINDBERGH FIELD	102422	37-0084										
6815	3005 CALIFORNIA ST	SAN DIEGO	92101			CASTAGNOLA HOME	43126	2138-0032-0000										
7253	0 HARBOR DR	SD	92133			SPANISH LANDING PARK	80372	FAA920831A				891						
7254	0 HARBOR DR	SD	92133			SPANISH LANDING (SHL)	89520	SHL-0891-0000			NOMINATION	891						
8093	2340 SILLWATER ROAD, SUITE A-D	SAN DIEGO	92133		UNITED AIRLINES 1931 HANGER & TERMINAL	ASIG BUILDING	0		37-028620				1931	HP8	INDUSTRIAL, MODEST ART DECO PILLARS AT CORNERS		1931-1940	
8254	3302 PACIFIC HIGHWAY	SAN DIEGO	92101		GENERAL DYNAMICS FACILITIES		0			HISTORIC95	1130825		0			ENGINEERING, INDUSTRY, MILITARY, TRANSPORTATION	1935-1946	0
8750	1747 HANCOCK STREET		0		THE MISSION BREWERY BOTTLING PLANT		0	THE MISSION BREWERY BOTTLING PLANT			1133331		1913	HP6- COMMERCIAL 1-3 STORY BUILDING	MISSION REVIVAL	HISTORIC BREWERY/FIRST MISSION REVIVAL STYLE BREWERY IN U.S.	1913	451-590-30
8852	2550 MCCAIN ROAD		0		MCCAIN HOUSE		0	MCCAIN HOUSE					CA1910	HP2 - SINGLE FAMILY PROPERTY	VERNACULAR	EARLY SETTLEMENT		611-100-06

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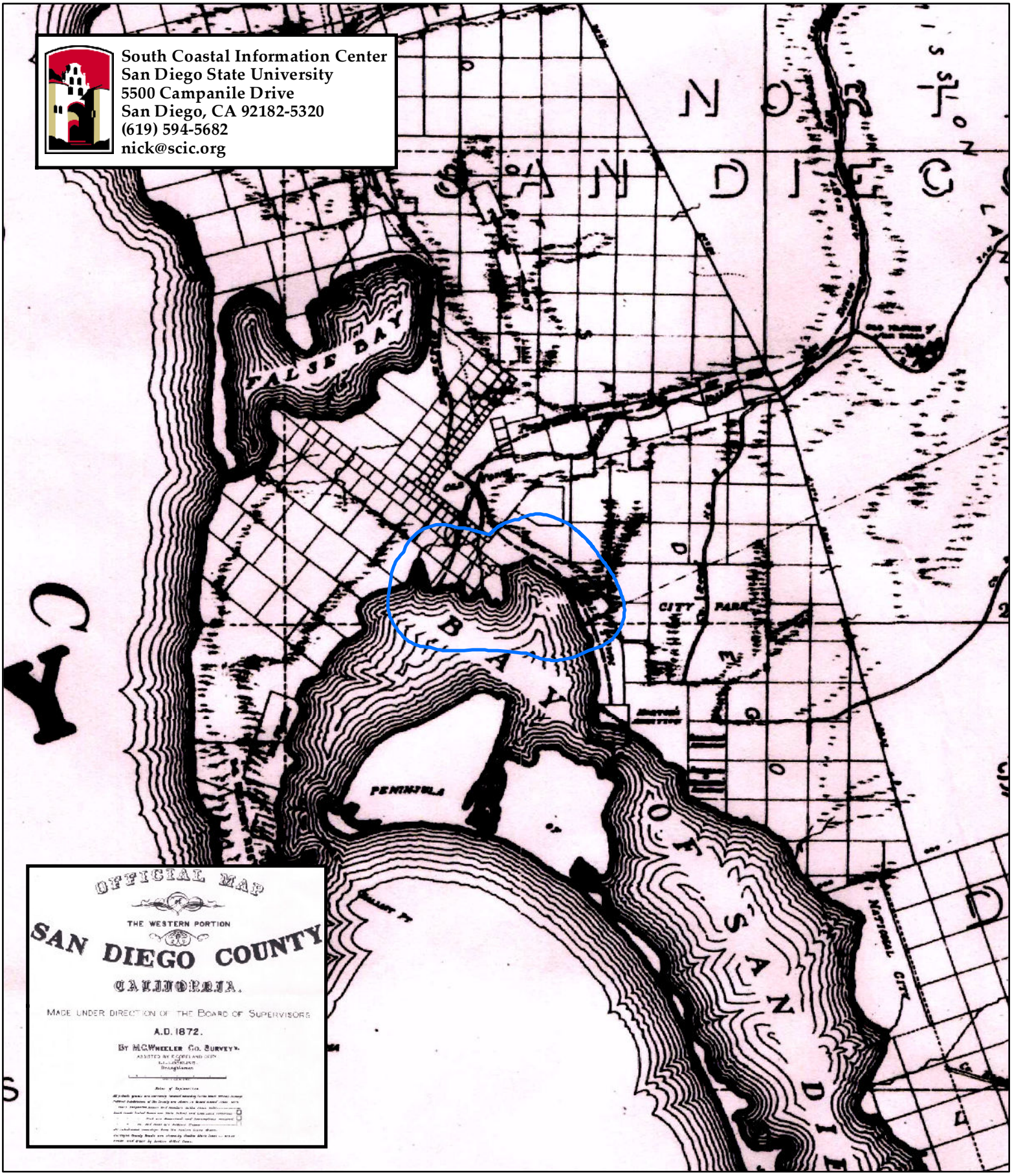


1:100,000

0 1 Mile

Nick Doose, Aug 31, 2017

Historic Roads 1769-1885



1:100,000

0 1 Mile

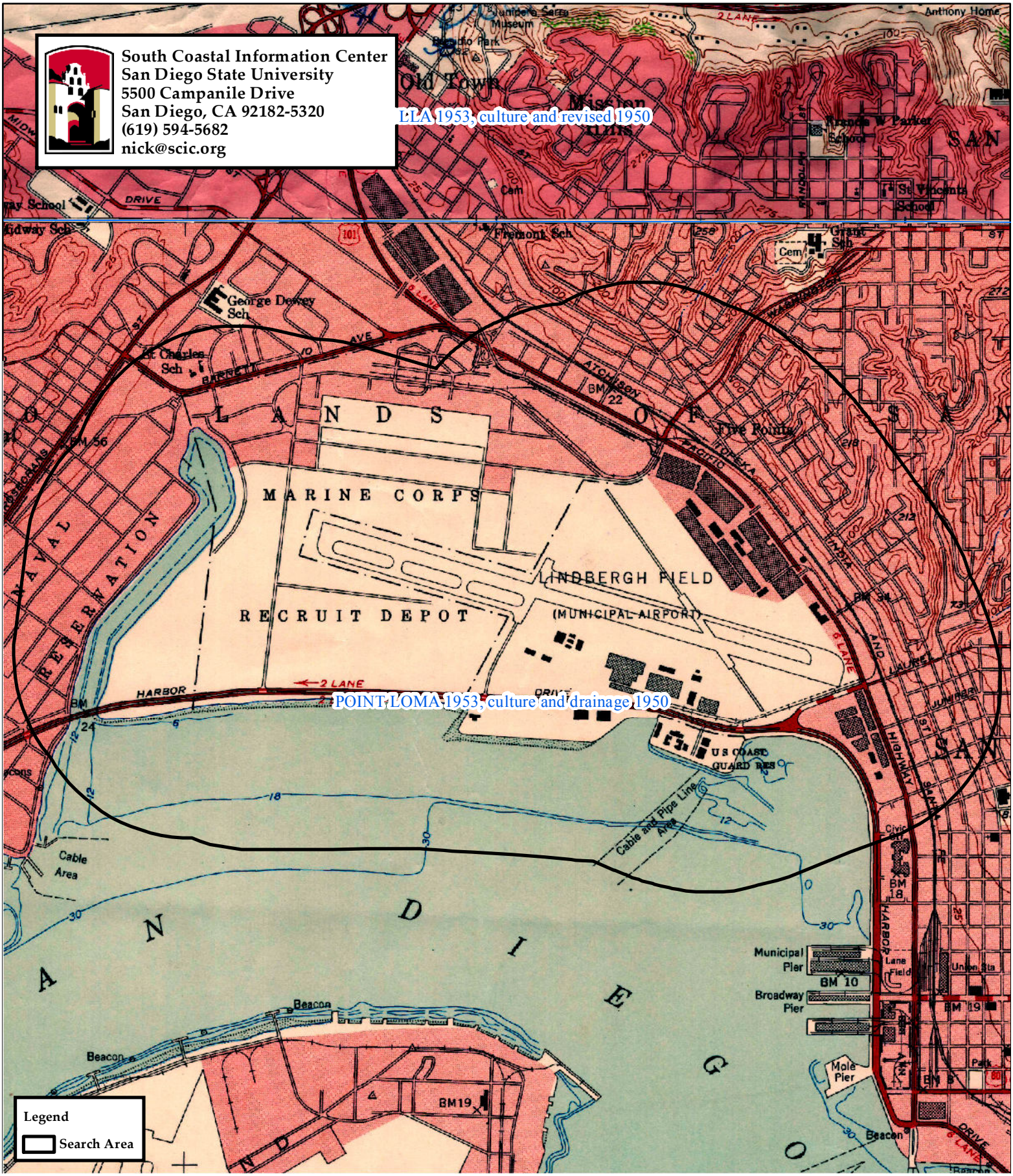
Nick Doose, Aug 31, 2017

San Diego County: 1872

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LLA 1953, culture and revised 1950

POINT LOMA 1953, culture and drainage 1950



1:24,000

24K Historic Quad

0 1 Mile

Nick Doose, Aug 31, 2017

USGS 7.5 Minute Series Topographic Maps

APPENDIX E

Tables 5.13–1 and 5.13–2

Table 5.13–1

Archaeological Resources Located Within 1,000 Feet of the APE

Site Number	Site Type	Site Dimensions	Report Reference/Recorded By
P-37-015531	Consolidated Aircraft Plant No. 1, Historic District	159,465.65 square meters	Stephen Van Wormer, KEA Environmental
P-37-015532	Final Assembly Building 2, Consolidated Aircraft Plant No. 1	360x720 feet	
P-37-015533	Final Assembly Building 3, Consolidated Aircraft Plant No. 1	360x720 feet	
P-37-015534	Major Parts Assembly Building 4, Consolidated Aircraft Plant No. 1	200x1,500 feet	
P-37-015535	Building 8, Final Finish Building, Consolidated Aircraft Plant No. 1	120x240 feet	
P-37-015536	Building 9, Boiler House, Consolidated Aircraft Plant No. 1	50x150 feet	
P-37-015537	North Overpass, Northern Foot Bridge, Consolidated Aircraft Plant No. 1	25x260 feet	
P-37-015538	Building 1, Manufacturing Building, Consolidated Aircraft Plant No. 1	720x1,000 feet	
P-37-015539	Building 5, Experimental Building, Consolidated Aircraft Plant No. 1	325x405 feet	
P-37-015540	Building 6, Woodmill, Consolidated Aircraft Plant No. 1	50x120 feet	
P-37-015541	Building 14, Office Building, Consolidated Aircraft Plant No. 1	50x100 feet	
P-37-015542	Building 15, First Aid Facilities, Consolidated Aircraft Plant No. 1	37x50 feet	
P-37-015543	Building 16, Office Building, Consolidated Aircraft Plant No. 1	60x170 feet	
P-37-015544	Building 17, Fire Station	30x30 feet	
P-37-015545	Building 20, Automatic Service Garage, Consolidated Aircraft Plant No. 1	30x120 feet	
P-37-015546	Building 28, Security Building, Consolidated Aircraft Plant No. 1	20x20 feet	
P-37-015547	Building 33, Cafeteria/Classrooms, Consolidated Aircraft Plant No. 1	81x280 feet	
P-37-015548	Building 35, Wind Tunnel, Consolidated Aircraft Plant No. 1	90x255 feet	
P-37-015549	Building 39, Salvage Warehouse, Consolidated Aircraft Plant No. 1	30x80 feet	
P-37-015550	Building 40, Convair Prototype Test Shop	Unknown	
P-37-015551	Building 42,	20x40 feet	

Site Number	Site Type	Site Dimensions	Report Reference/Recorded By
	Hydrodynamics Laboratory, Consolidated Aircraft Plant No. 1		
P-37-015552	Building 47, Fire Sprinkler System Pump House, Consolidated Aircraft Plant No. 1	20x30 feet	
P-37-015553	Scales Office and Salvage Scales, Consolidated Aircraft Plant No. 1	10x40 feet	
P-37-015554	Southern Footbridge, Consolidated Aircraft Plant No. 1	30x200 feet	
P-37-023914	Mission Brewery	Unknown	
P-37-024258	Isolated Historic Artifacts		Jason Miller, RMW Paleo Associates
P-37-028620	United Airlines 1931 Hangar and Terminal (ASIG Building)	75 square feet	Stephen Van Wormer, Walter Enterprises
P-37-028904	Spanish Landing Park	4,807.52 square meters	Julie Roy
P-37-030946	1911 Arrow Packing Company Fish Cannery	Unknown	URS Corporation
P-37-034303	1949 Art Deco Warehouse	Unknown	E. Schultz, K. Harper, and R. Greenlee, Garcia & Associates
P-37-034304	1959 Commercial Printing Building		E. Schultz and K. Harper, Garcia & Associates
P-37-034305	Circa 1945 Quonset Hut		
P-37-034306	1954 Bank Building		
P-37-034307	Circa 1945 and 1950 Commercial Buildings		
P-37-035841	Circa 1964 Military Barracks	Unknown	Justin Castells, EBI Consulting
SDI-53	Probable Prehistoric Campsite	4,668.02 square meters	N.C. Nelson
SDI-54	Traces of Prehistoric Refuse Heap	4,569.19 square meters	N.C. Nelson; updated by R. Greenlee and C. Letter, Garcia & Associates
SDI-13,329/H	Historic Refuse Deposit	8x5 feet	Richard Olson and Sue Wade, Advanced Sciences, Inc.
SDI-13,761/H	The Barth Foundry Historic Dump	3x50 meters	Jerry Schaefer, Brian F. Mooney Associates; updated by R. Greenlee and C. Letter, Garcia & Associates
SDI-18,401	Ryan Aeronautical Company Historic District	233,258.66 square meters	Stephen Van Wormer, Walter Enterprises
SDI-20,663	Historic Trash Dump	60x210 feet	Tracy Stropes, Brian F. Smith and Associates, Inc.

Table 5.13–2

Archaeological Studies Located Within One Mile of the APE

Ayala, Jennifer and Marie Burke Lia

2016 3554-3590 Kettner Blvd. & 1949 W. Walnut St., SD, CA 92101. Office of Marie Burke Lia. Unpublished report on file at the South Coastal Information Center at San Diego State University, San Diego, California.

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2008 A Cultural Resources Survey Using the Archaeological Resources Report Form (Appendix D) for the Veterans Village of San Diego Project, San Diego, California. ASM Affiliates. Unpublished report on file at the South Coastal Information Center at San Diego State University, San Diego, California.

Brandes, Ray

1981 Historic Resources Inventory for Middletown Area, San Diego, California Completed by the University of San Diego, January 1981. Department of Parks and Recreation. Unpublished report on file at the South Coastal Information Center at San Diego State University, San Diego, California.

BRG Consulting, Inc.

2003 Draft Environmental Impact Report for the Proposed San Diego County Administration Center Waterfront Park Development and Master Plan. Unpublished report on file at the South Coastal Information Center at San Diego State University, San Diego, California.

Brunzell, David

2015 Cultural Resources Assessment of the Crown Castle/Verizon Fiber PUC Project, San Diego, California (BCR Consulting Project No. SYN1401). BCR Consulting, LLC. Unpublished report on file at the South Coastal Information Center at San Diego State University, San Diego, California.

Burke Lia, Marie, Ray Brandes, Susan H. Carrico, Kathleen Flanigan, Anne Pierce Cooper, and Kathleen Crawford

1989 Historic Site Inventory of Harborview. Marie Burke Lia and Associates. Unpublished report on file at the South Coastal Information Center at San Diego State University, San Diego, California.

Carrico, Richard

1977 Cultural Resource Inventory of the United States Coast Guard Air Station Administration Building, San Diego, California. Westec Services, Inc. Unpublished report on file at the South Coastal Information Center at San Diego State University, San Diego, California.

City of San Diego

1993 DEIR for North Metro Trunk Sewer. Unpublished report on file at the South Coastal Information Center at San Diego State University, San Diego, California.

1996 Mitigated Negative Declaration for Sewer and Water Group Job No. 639. Unpublished report on file at the South Coastal Information Center at San Diego State University, San Diego, California.

2002 Public Notice of a Proposed Mitigated Negative Declaration; Naval Training Center Park General Development Plan. Unpublished report on file at the South Coastal Information Center at San Diego State University, San Diego, California.

2013 The Upas Street Pipeline Replacement Project. Unpublished report on file at the South Coastal Information Center at San Diego State University, San Diego, California.

2014 Sewer Group Job 743. Unpublished report on file at the South Coastal Information Center at San Diego State University, San Diego, California.

Crawford, Kathleen A.

2012 1885 Hancock Street, San Diego, CA 92110. Office of Marie Burke Lia. Unpublished report on file at the South Coastal Information Center at San Diego State University, San Diego, California.

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1995 Final Historic Properties Phase II Eligibility Study of the Naval Training Center, San Diego County, CA. Ogden Environmental. Unpublished report on file at the South Coastal Information Center at San Diego State University, San Diego, California.

Denardo, Carole, Rachael Greenlee, and Caprice Harper

2012 Mid-Coast Corridor Transit Project: Archaeological Survey Report, San Diego, California. Garcia and Associates. Unpublished report on file at the South Coastal Information Center at San Diego State University, San Diego, California.

Enriquez, Paul

2015 U.S. Border Patrol, San Diego Sector (SDC), Implementation of Energy Conservation Measures (ECMS) for Facilities in San Diego, El Cajon, San Ysidro, and Otay Mesa, All Located in San Diego County, California. U.S. Customs and Border Protection. Unpublished report on file at the South Coastal Information Center at San Diego State University, San Diego, California.

Farley, Sarah L.

2012 Addendum to FCC Form 620 Harbor Drive Harbor Island Drive (ROW), San Diego, San Diego County, California 92101, EBI Project #61110632. EBI Consulting. Unpublished report on file at the South Coastal Information Center at San Diego State University, San Diego, California.

Garcia-Herbst, Arleen

2015 Cultural Resources Inventory for the Pacific Beach Pipeline Project, City of San Diego, CA. Spindrift Archaeological Consulting, LLC. Unpublished report on file at the South Coastal

Information Center at San Diego State University, San Diego, California.

Globa, Victor

2012 San Diego International Airport Draft Environmental Assessment Runway 9 Displaced Threshold Project San Diego, California Section 106 Consultation. Federal Aviation Administration. Unpublished report on file at the South Coastal Information Center at San Diego State University, San Diego, California.

2013 San Diego International Airport, Northside Improvements Project, San Diego CA. Federal Aviation Administration. Unpublished report on file at the South Coastal Information Center at San Diego State University, San Diego, California.

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2008 2415-2421 Union Street, San Diego, CA 92101. Unpublished report on file at the South Coastal Information Center at San Diego State University, San Diego, California.

Jackson Research Projects

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Jacques, Terri and Richard Carrico

1981 Cultural Resources Inventory of the United States Coast Guard Air Station (Five Structures) San Diego, California. Westec Services, Inc. Unpublished report on file at the South Coastal Information Center at San Diego State University, San Diego, California.

KEA Environmental

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Kim, Steve

2008 Proposed Federal Aviation Administration (FAA) Airport Surface Detection Equipment-Model X (ASDE-X) Upgrade System to Serve San Diego International Airport (SAN), San Diego, California. Federal Aviation Administration. Unpublished report on file at the South Coastal Information Center at San Diego State University, San Diego, California.

Kraft, Jennifer R. and Brian F. Smith

2012 Mitigation Monitoring Report for the Pacific Highway Trunk Sewer, San Diego, California. Brian F. Smith and Associates, Inc. Unpublished report on file at the South Coastal Information Center at San Diego State University, San Diego, California.

2014 Cultural Resource Monitoring Report for the Sewer and Water Group 761 Project. Brian F. Smith and Associates, Inc. Unpublished report on file at the South Coastal Information Center at San Diego State University, San Diego, California.

KTU+A Planning and Landscape Architecture

2007 Marine Corps Recruit Depot Historic District Landscape Plan, Base Exterior Architecture Plan – Appendix D. Unpublished report on file at the South Coastal Information Center at San Diego State University, San Diego, California.

Kyle, Carolyn

2009 Cultural Resource Monitoring for the Shoreline Plaza Project Located Within the Former Naval Training Center, City of San Diego, California. Kyle Consulting. Unpublished report on file at the South Coastal Information Center at San Diego State University, San Diego, California.

Kyle, Carolyn and et al.

1992 Cultural Resource Evaluation for the Eastbound Harbor Drive Flyover, San Diego, California. Gallegos & Associates. Unpublished report on file at the South Coastal Information Center at San Diego State University, San Diego, California.

Kyle, Carolyn and Roxana L. Phillips

1998 Cultural Resource Constraint Study for the North Bay Redevelopment Project City of San Diego, California. Gallegos & Associates. Unpublished report on file at the South Coastal Information Center at San Diego State University, San Diego, California.

Kyle, Carolyn, Roxana L. Phillips, Susan Bugbee, and Dennis R. Gallegos

1998 Cultural Resource Constraints Study for the North Bay Redevelopment Project, City of San Diego, CA. Gallegos and Associates. Unpublished report on file at the South Coastal Information Center at San Diego State University, San Diego, California.

Loftus, Shannon

2011a Cultural Resource Records Search and Site Survey, AT&T Site SD0332, Spanish Landing, 4000 Block, Harbor Drive Spanish Landing Next to Comfort Station #2, San Diego, San Diego County, California 92101. Ace Environmental, LLC. Unpublished report on file at the South Coastal Information Center at San Diego State University, San Diego, California.

2011b Cultural Resource Records Search and Site Survey, AT&T Site SS0121, Commuter Terminal, San Diego Port Authority Right-of-Way on Harbor Drive, San Diego, San Diego County, California 92101. Ace Environmental, LLC. Unpublished report on file at the South Coastal Information Center at San Diego State University, San Diego, California.

Macaskill, Jaye E.

2011 Nomination to the City of San Diego Register of Historical Resources: The Mission Brewery Bottling Plant, 1747 Hancock Street, San Diego, CA 92101. Unpublished report on file at the South Coastal Information Center at San Diego State University, San Diego, California.

Manley, William R., Sue A. Wade, and Matt C. Bischoff

1994 Cultural Resources Survey, Coastal Guard Group San Diego. William Manley Consulting. Unpublished report on file at the South Coastal Information Center at San Diego State University, San Diego, California.

May, Vonn Marie

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APPENDIX F

Historic Maps

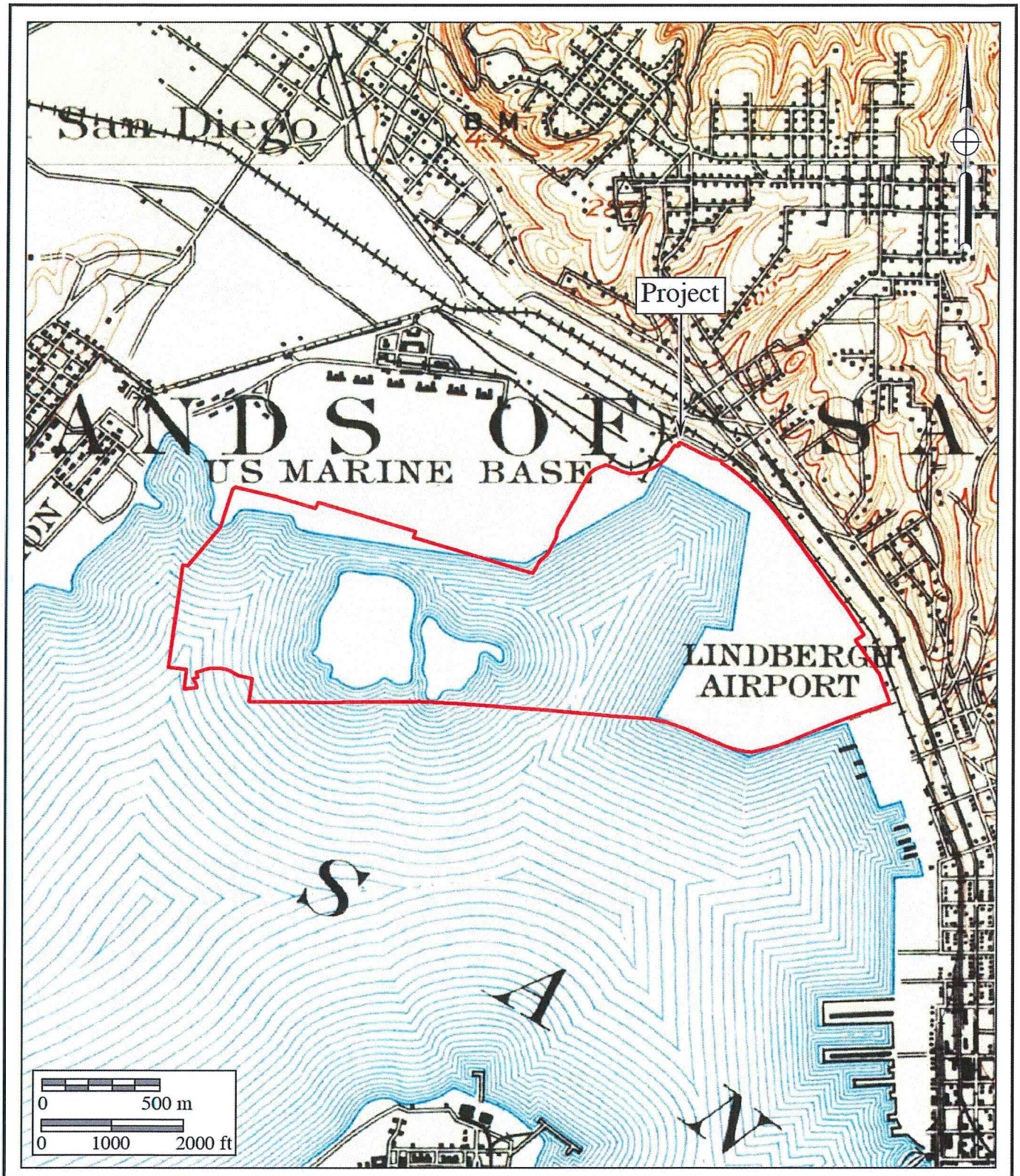


Figure 1

1930 USGS Map

The SAN Airfield Improvements and Terminal 1 Replacement Project

USGS *La Jolla* and *San Diego* Quadrangles (1:62,500 scale series)



Figure 2

1942 and 1943 USGS Maps

The SAN Airfield Improvements and Terminal 1 Replacement Project

USGS *La Jolla* and *Point Loma* Quadrangles (7 5-minute series)

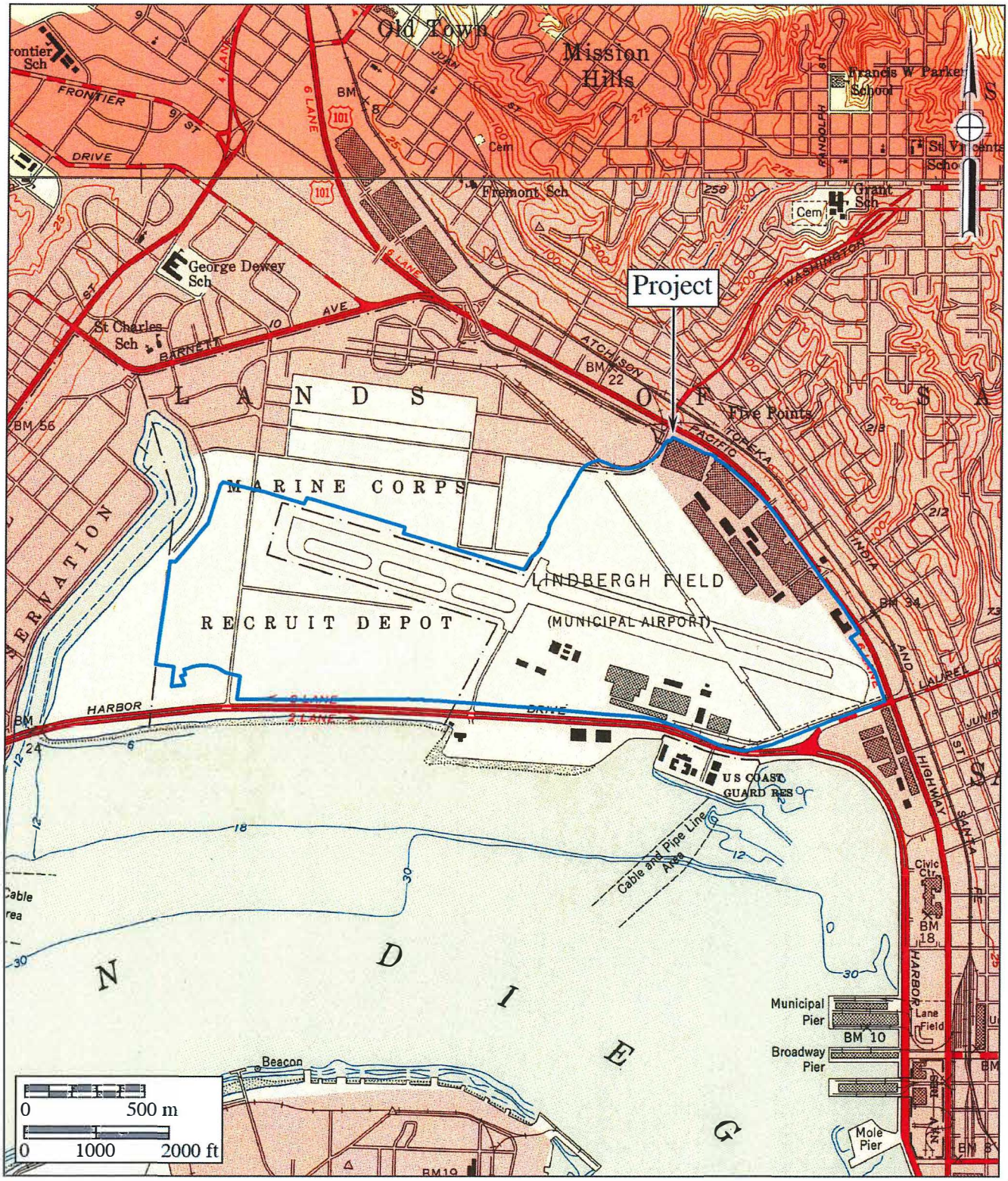


Figure 3

1953 USGS Map

The SAN Airfield Improvements and Terminal 1 Replacement Project

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

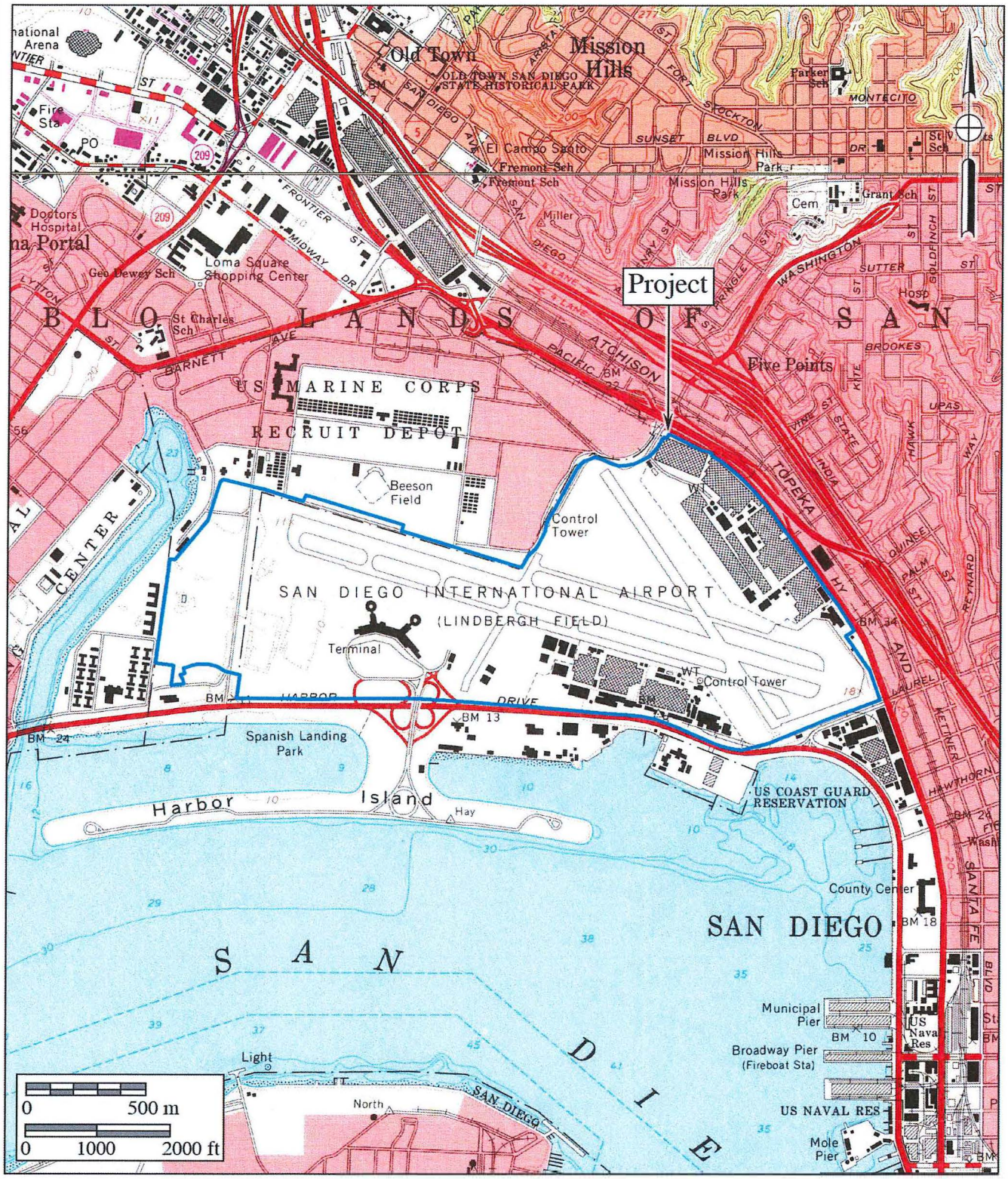


Figure 4

1967 USGS Map

The SAN Airfield Improvements and Terminal 1 Replacement Project

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



Figure 5

1975 USGS Map

The SAN Airfield Improvements and Terminal 1 Replacement Project

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

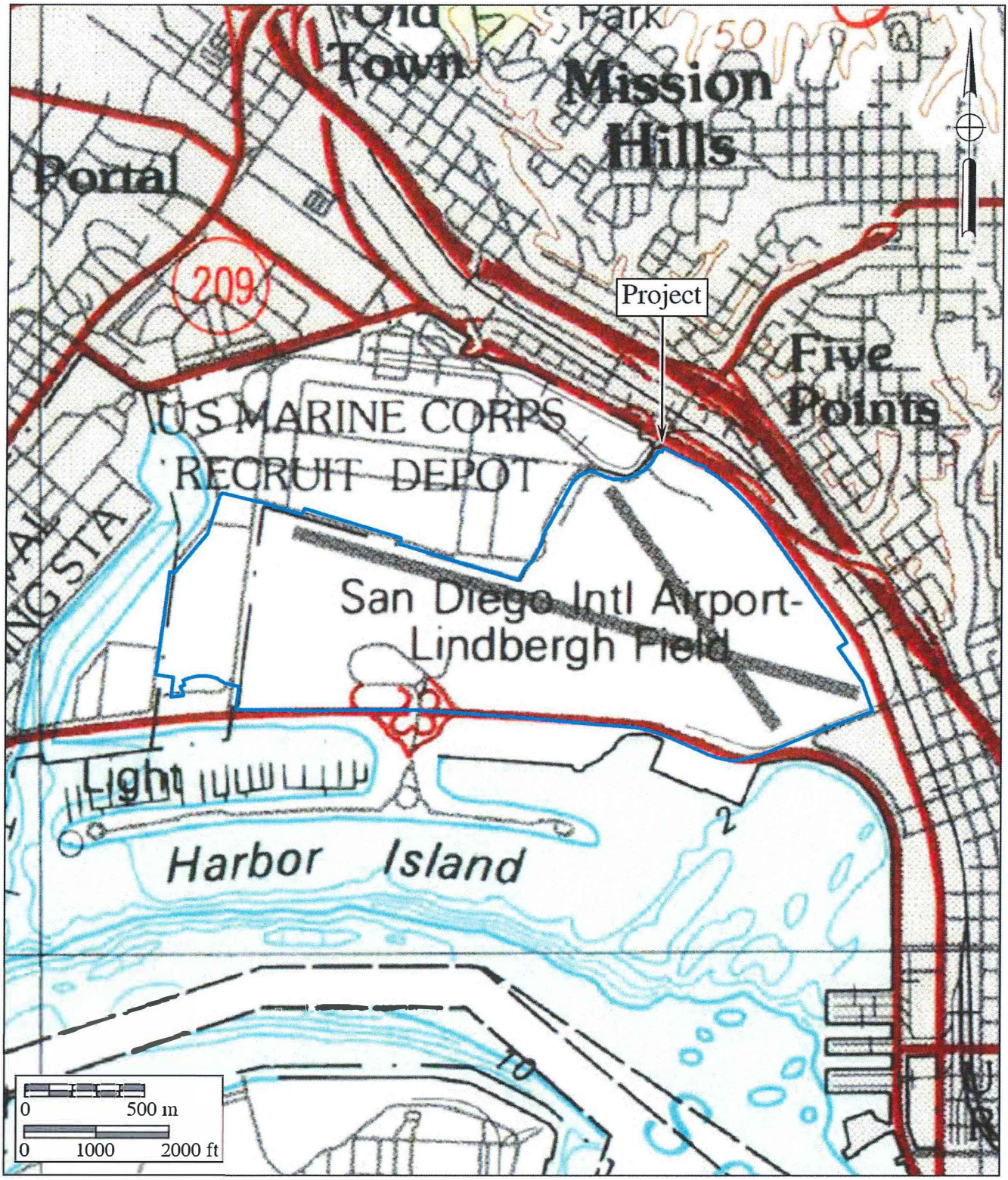


Figure 6

1979 USGS Map

The SAN Airfield Improvements and Terminal 1 Replacement Project

USGS *San Diego* Quadrangle (1:100,000 scale series)

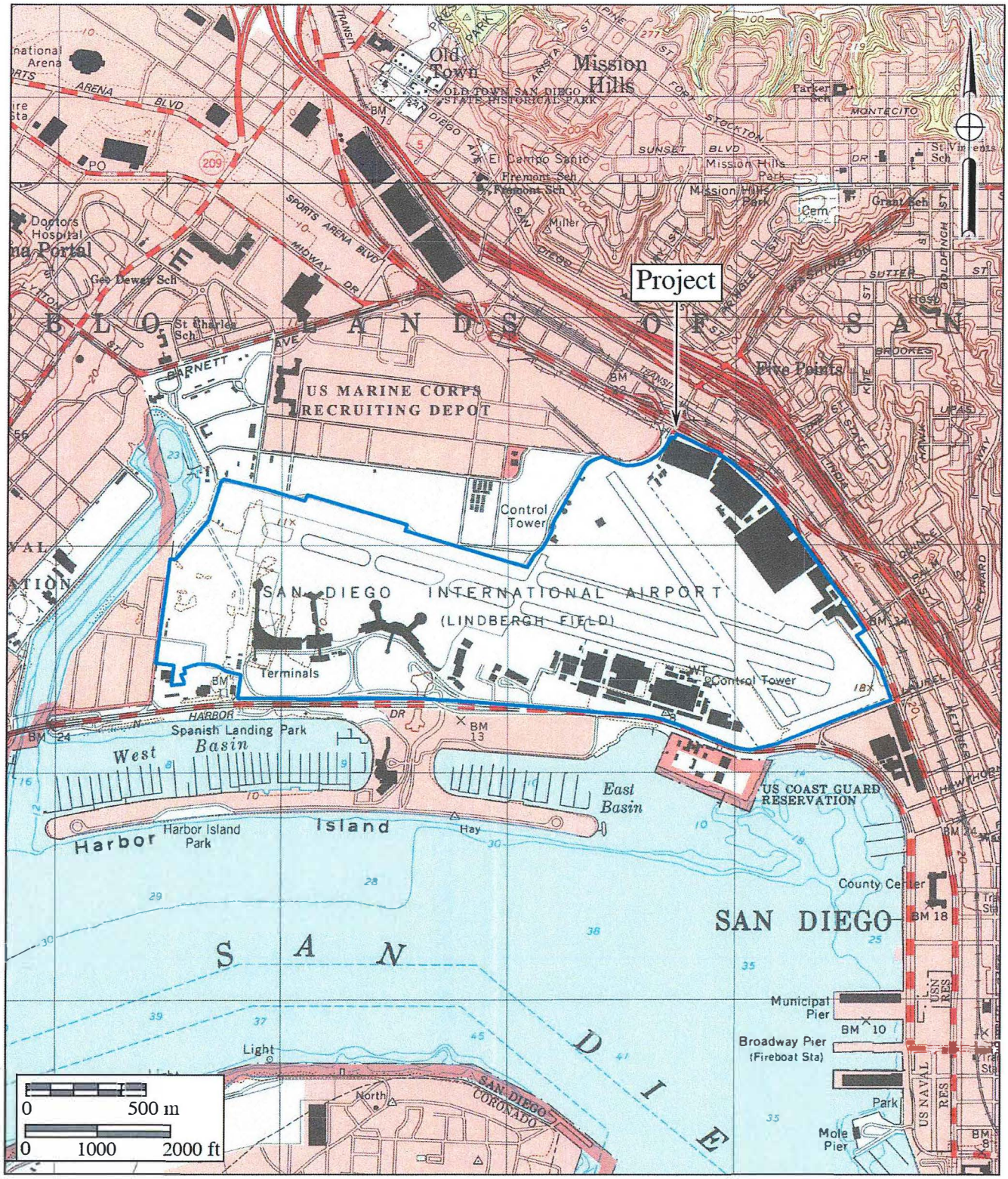


Figure 7

1996 USGS Map

The SAN Airfield Improvements and Terminal 1 Replacement Project

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

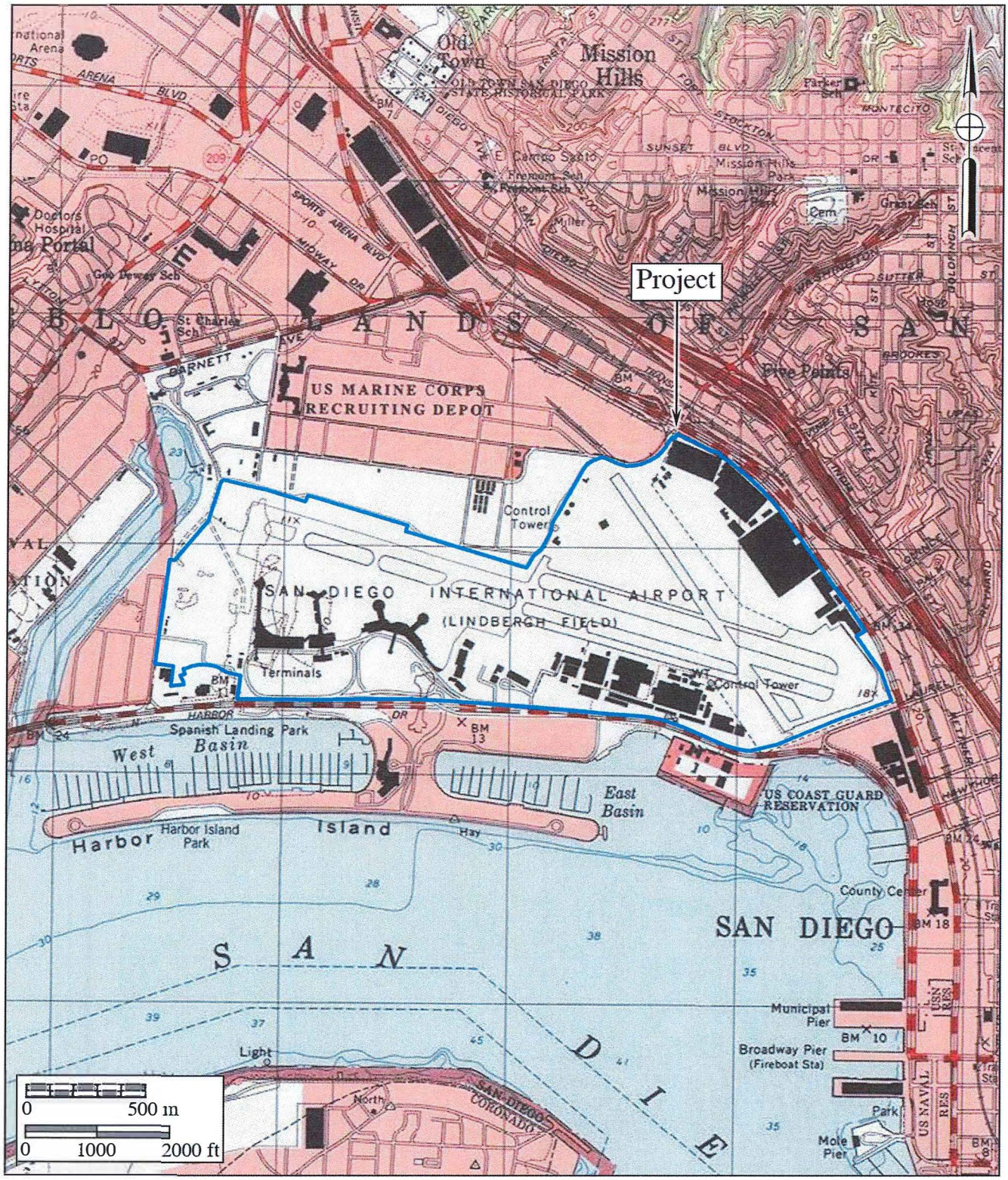


Figure 8

Current USGS Map

The SAN Airfield Improvements and Terminal 1 Replacement Project

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

08

760–060

4/7/00 MAS

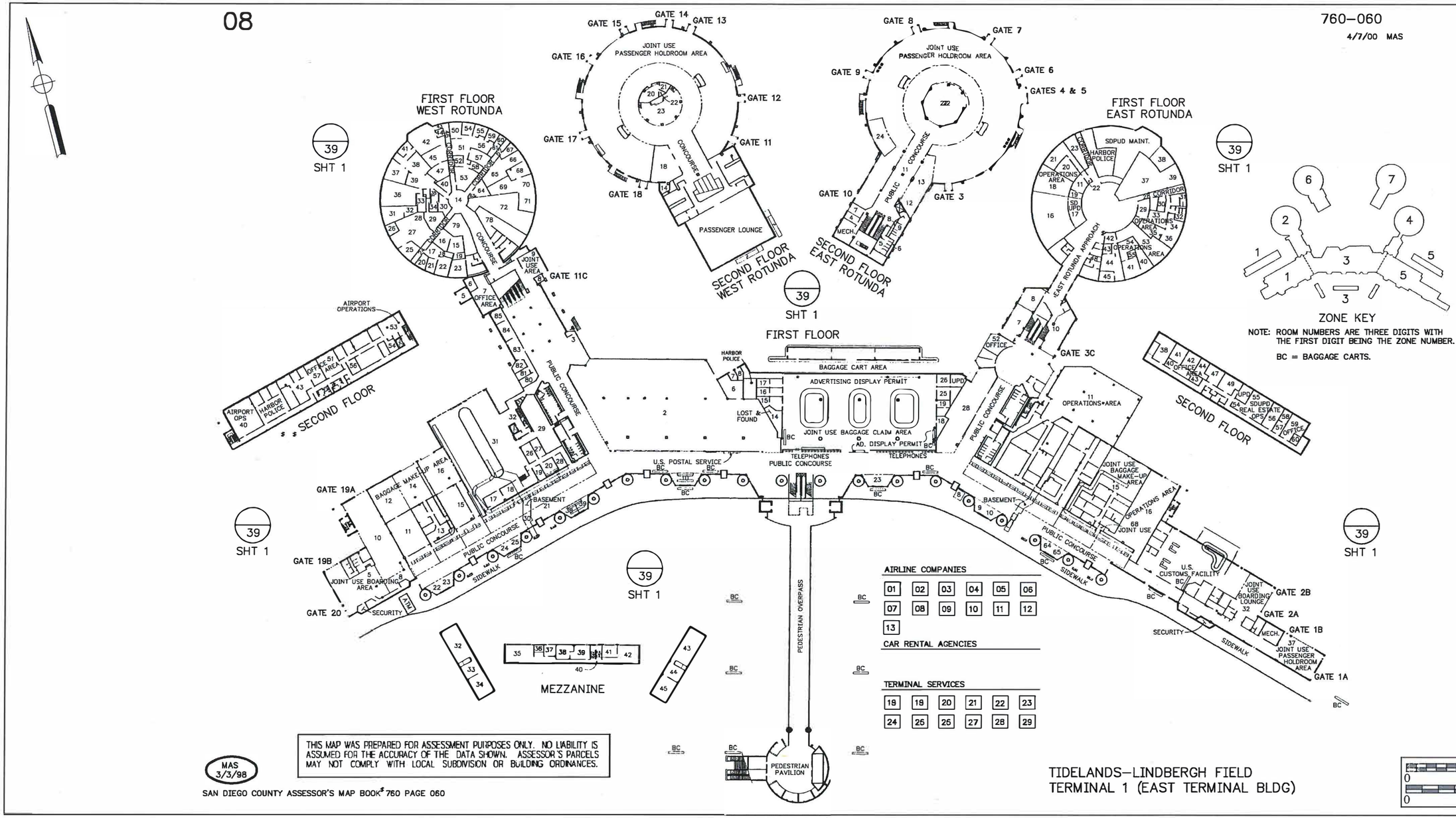


Figure 9

Current Assessor's Parcel Map for Terminal 1

The SAN Airfield Improvements and Terminal 1 Replacement Project

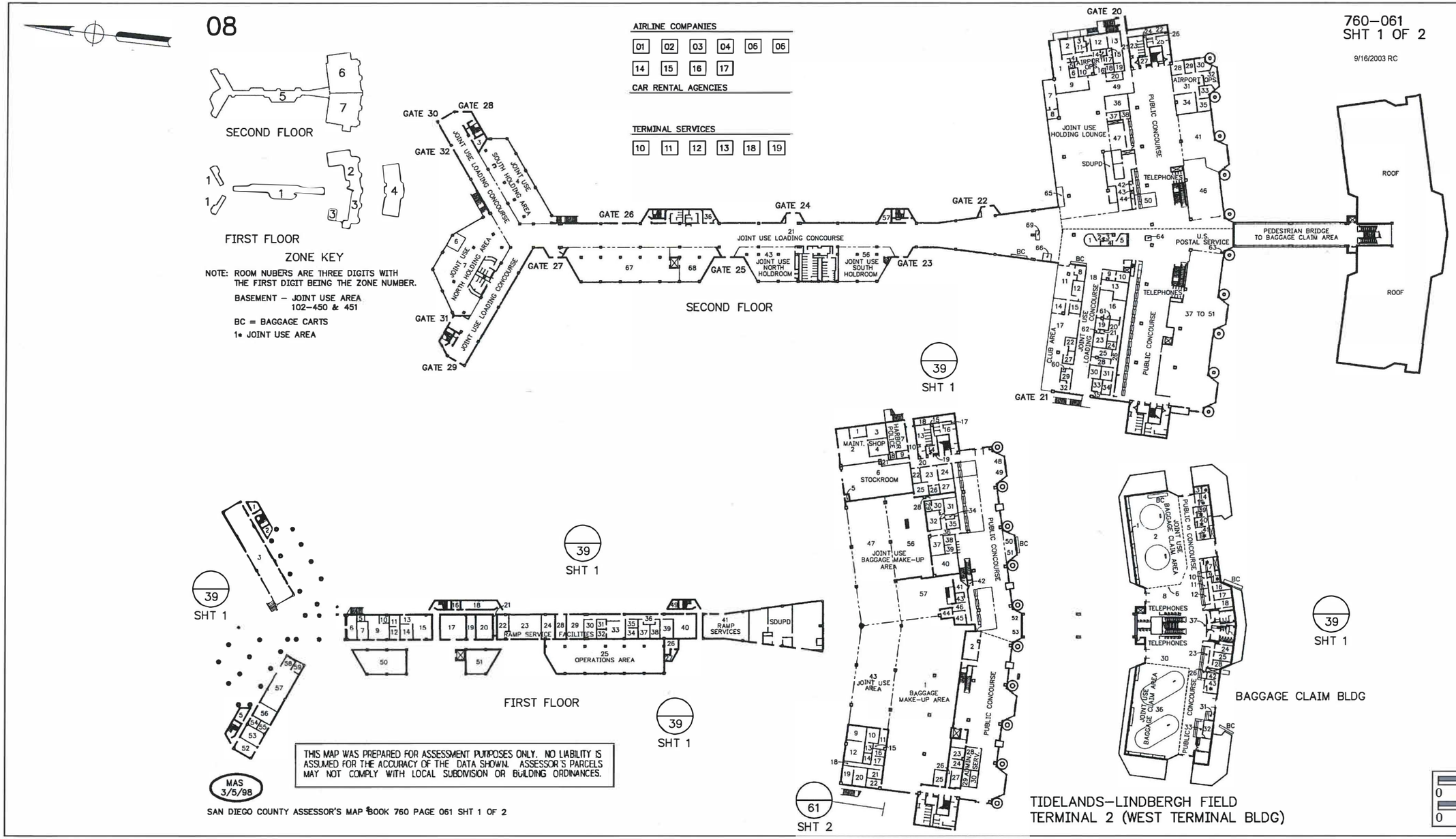


Figure 10

Current Assessor's Parcel Map for Terminal 2 East

The SAN Airfield Improvements and Terminal 1 Replacement Project

08

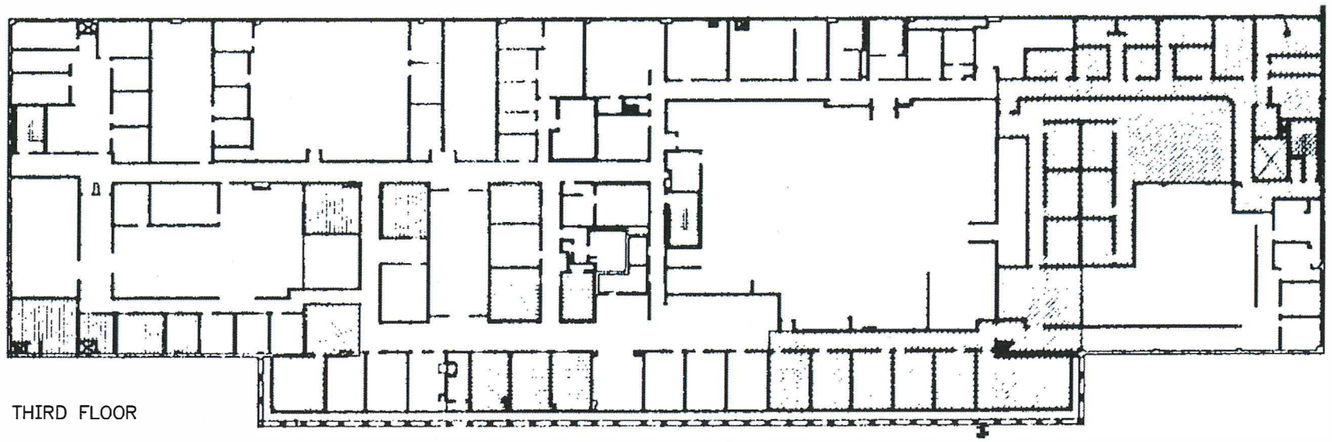
760–062
4/16/99 MAS ✓

AIRLINE COMPANIES

01 02 03

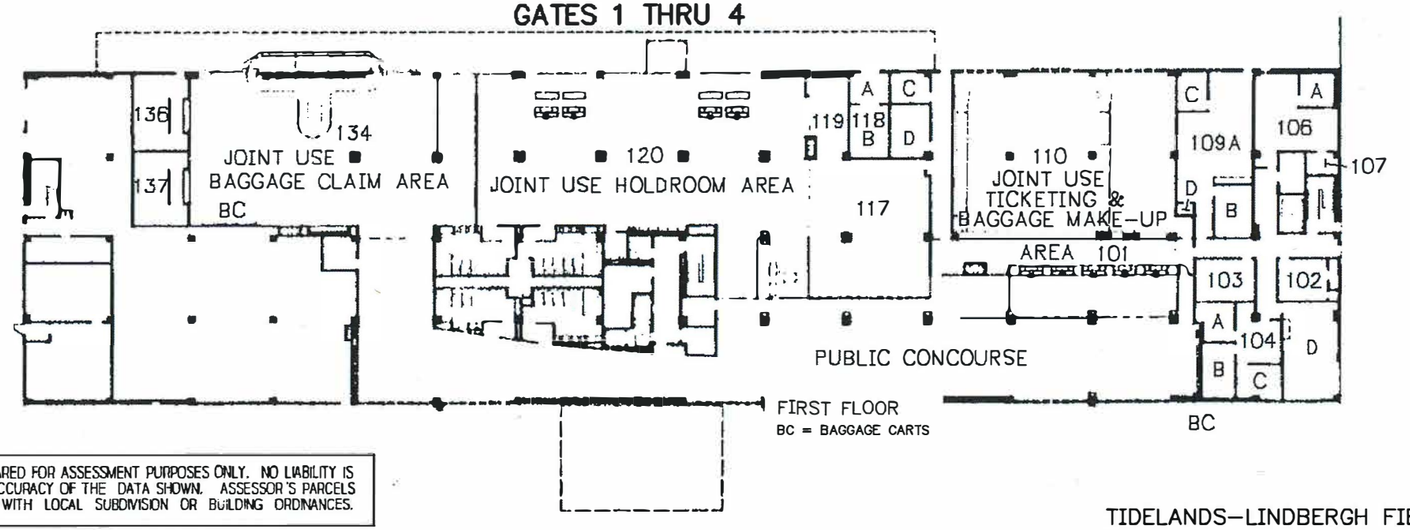
TERMINAL SERVICES

04 05



39
SHT 3

GATES 1 THRU 4



39
SHT 3

39
SHT 3

THIS MAP WAS PREPARED FOR ASSESSMENT PURPOSES ONLY. NO LIABILITY IS ASSUMED FOR THE ACCURACY OF THE DATA SHOWN. ASSESSOR'S PARCELS MAY NOT COMPLY WITH LOCAL SUBDIVISION OR BUILDING ORDINANCES.

MAS
3/10/98

SAN DIEGO COUNTY ASSESSOR'S MAP#BOOK 760 PAGE 062

TIDELANDS–LINDBERGH FIELD
COMMUTER TERMINAL

0 50 ft
0 15 m

Figure 11

Current Assessor's Parcel Map for the Pacific Southwest Airlines Administrative and Maintenance Facility Building

The SAN Airfield Improvements and Terminal 1 Replacement Project

760-039
SHT 2 OF 3
01/04/02 MAS

1* JOINT USE AREA

08

39 SHT 3

10 SHT 3

10 SHT 2

39 SHT 1

39 SHT 1

FUEL FARM

"FUEL SYSTEM" POR 51 SUB IDS 5.37 AC TOTAL

67 1.11 AC

66 1.20 AC

HANGAR NO. 5 BLDG

BLDG 19 39,039 ±

BLDG 17 8067 ±

29 10,483 ±

15 8306 ±

18 7,084 ±

STILLWATER RD

HARBOR DR

FIRE LANE

AIRPORT PERIMETER RD

C/L 5 FT SUBSURFACE PIPELINE ESMT

500 FROM C/L

512.83 FROM C/L OF RUNWAY 9-27 SWLY

542.5 FROM C/L

750 FROM C/L RUNWAY 9-27

PROLONGATION OF SELY LINE OF SUTHERLAND ST

WAKE TAXIWAY

55 SUB IDS 1.06 AC

68 SUB IDS 1.06 AC

54 POR 1.55 AC TOTAL

AIRCRAFT PARKING APRON

11 36,459 ±

12 50,154 ±

65 0.92 AC

38 11,893 ±

8 59,293 ±

7 35,431 ±

56

53

AIR CARGO BLDG

SEE DETAIL "A"

AIR FREIGHT TERMINAL

SLY. OBSTACLE LINE

C/L VEHICLE SERVICE RD

SLY. BLDG. RESTRICTION LINE

POR 54

DETAIL "A"
AIR CARGO BLDG
2ND FLOOR
NO SCALE

MAS 2-4-83

AIR OFF-RAMP

CLSD

OP

THIS MAP WAS PREPARED FOR ASSESSMENT PURPOSES ONLY. NO LIABILITY IS ASSUMED FOR THE ACCURACY OF THE DATA SHOWN. USES MAY NOT COMPLY WITH LOCAL SUBDIVISION OR BUILDING ORDINANCES.

SAN DIEGO COUNTY
ASSESSOR'S MAP
BOOK 760 PAGE 039 SHT 2 OF 3

TIDELANDS–LINDBERGH FIELD
MM 564, ROS 17055

0 140 ft
0 40 m

Figure 12

Current Assessor's Parcel Boundary for the United Airlines Hangar and Terminal Building

The SAN Airfield Improvements and Terminal 1 Replacement Project

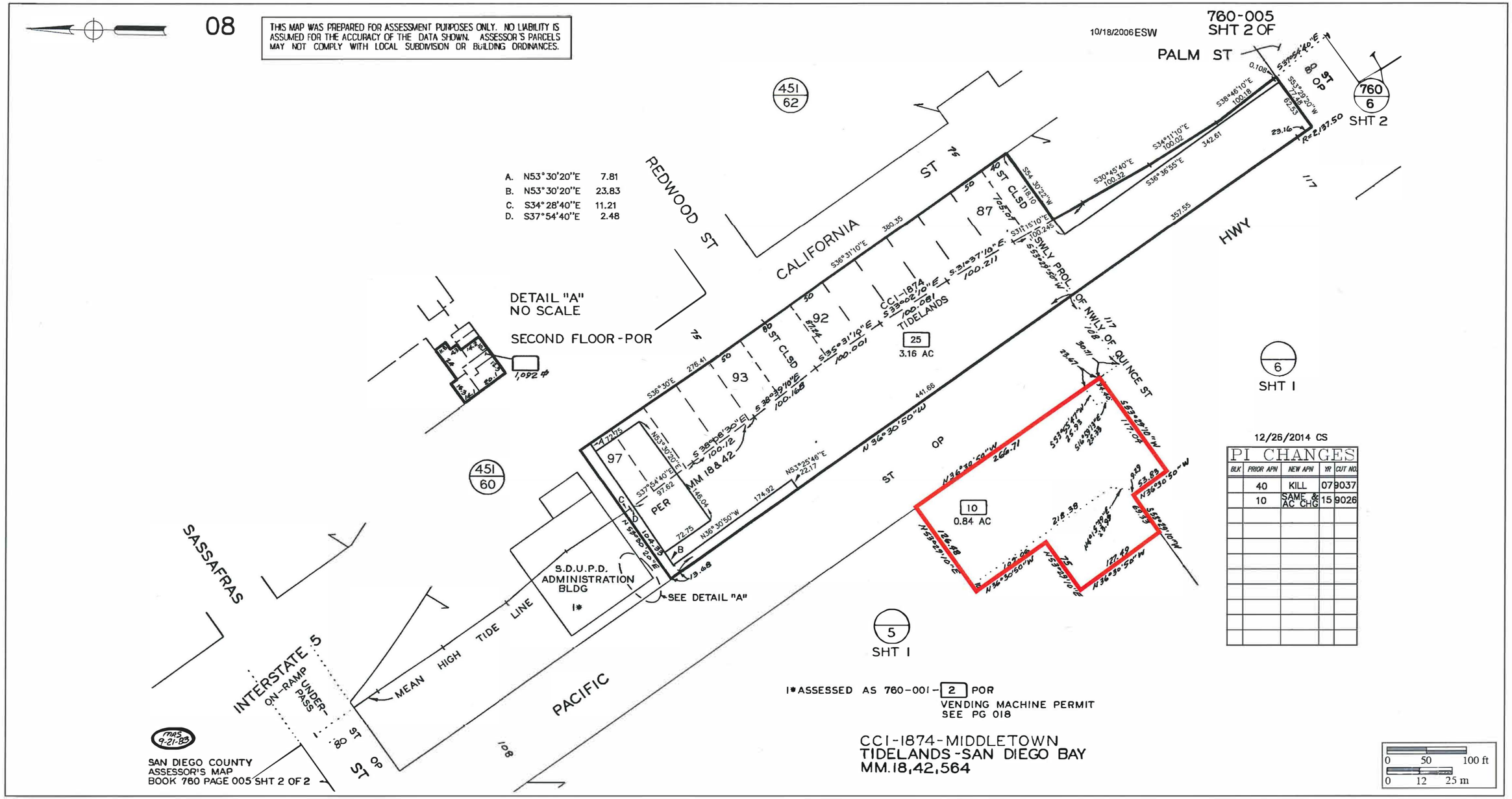


Figure 13

Current Assessor's Parcel Boundary for the Convair Wind Tunnel Building

The SAN Airfield Improvements and Terminal 1 Replacement Project

APPENDIX G

State Historic Preservation Officer
Area of Potential Effect Confirmation Letter

State of California • Natural Resources Agency
Gavin Newsom, *Governor*

DEPARTMENT OF PARKS AND RECREATION
OFFICE OF HISTORIC PRESERVATION
Lisa Ann L. Mangat, *Director*

Julianne Polanco, State Historic Preservation Officer
1725 23rd Street, Suite 100, Sacramento, CA 95816-7100
Telephone: (916) 445-7000 FAX: (916) 445-7053
calshpo.ohp@parks.ca.gov www.ohp.parks.ca.gov

October 23, 2020 Reply in Reference To: FAA_2020_0915_001

Submitted Via Electronic Mail

Gail Campos
Environmental Protection Specialist
Federal Aviation Administration
Western-Pacific Region Office of Airports
777 South Aviation Boulevard, Suite 150
El Segundo, CA 90245

Re: Airport Development Plan, Area of Potential Effects, San Diego International Airport, San Diego, California

Dear Ms. Campos:

The United States Federal Aviation Administration (FAA) is consulting with the State Historic Preservation Officer (SHPO) in order to comply with Section 106 of the National Historic Preservation Act of 1966 (54 U.S.C. § 306108), as amended, and its implementing regulations at 36 CFR Part 800. The FAA is requesting SHPO concurrence on the above-referenced undertaking's Area of Potential Effects (APE).

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 former 132,000 square-foot Commuter Terminal with a new 150,000 square-foot facility near the intersection of McCain Road and Airport Terminal Road. The replacement terminal would be east of its current location and will add eleven additional gates. The proposed undertaking also includes relocating Taxiway B (from 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 taxi lanes and aircraft parking north of the new terminal; and constructing a new remain overnight aircraft parking apron east of the new terminal. Proposed non-aeronautical components include: constructing a new 5,500 space parking structure south of the new terminal; and constructing new airport access roadways and associated bicycle and pedestrian pathway. Construction staging and laydown areas have not been defined but will be located within the boundaries of San Diego International Airport (SAN).

FAA has identified the APE for direct effects to cultural resources as the entire 661 acres of SAN property. The proposed taking will be primarily in the southern portion of the airport, south of the runway. The proposed undertaking will not change land use within the APE nor increase the number of flights, types of

aircraft, or capacity of the airport. Therefore, indirect effects of visual, physical, and noise impacts are not anticipated outside the APE.

Having reviewed your submittal, SHPO offers the following comments:

1) SHPO agrees that the APE appears adequate to account for direct and indirect effects to historic properties

If the FAA has any questions or comments, please contact staff historian Tristan Tozer at (916) 445-7027 or Tristan.Tozer@parks.ca.gov.

Sincerely,



Julianne Polanco
State Historic Preservation Officer

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