
R-F1 – Historic Resources Study (Continued)

HISTORIC AMERICAN BUILDINGS SURVEY

LINDBERGH FIELD WEST TERMINAL (Terminal 2 East)

Location: 3225 North Harbor Dr., San Diego, San Diego County, California 92101

**Present Owner/
Occupant:** San Diego County Regional Airport Authority

Present Use: Airport terminal

Significance: The significance of Lindbergh Field West Terminal (referred to as Terminal 2 East in this document) is identified as the year 1979, when the terminal building was completed and officially opened to the public.

Terminal 2 East was constructed in 1979 as a Brutalist-style airport terminal with Futurist influences on the primary (south) façade and International influences on the north, west, and east façades. Terminal 2 East was designed as an addition to the existing Terminal 1 at Lindbergh Field utilizing a similar design and materials.

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PART I: HISTORICAL INFORMATION

A. Physical History

- 1. Date of erection:** Terminal 2 East was completed and officially opened to the public on July 11, 1979¹, over six months after its projected completion date.² Construction of this new terminal building began in June 1977 by M.H. Golden Construction Co.³, 100 yards west of the existing Terminal 1 building.
- 2. Architect:** Paderewski, Dean & Associates, who designed Terminal 1 at Lindbergh Field, was also selected to design Terminal 2 East. Paderewski, Dean & Associates 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

¹ San Diego Unified Port District, *The History and Development of Lindbergh Field, San Diego's International Airport*, San Diego Unified Port District, San Diego, 1991.

² *San Diego Union*, Airport Terminal Ready to Open Wednesday, San Diego, California (July 8, 1979).

³ *San Diego Union*, Golden Has Low Bid on Airport Job, San Diego, California (April 28, 1977).

roof panel system used in several schools; an all-glass elevator at the El Cortez Hotel in 1956; and the Buckminster Fuller-inspired geodesic dome on the Physical Education Building at Palomar College.⁴

3. **Original and subsequent owners, occupants, uses:** Terminal 2 East was constructed under the ownership of the Unified Port District. On October 14, 2001, California Assembly Bill 93 established the San Diego County Regional Airport Authority (SDCRAA) as a local entity of regional government in charge of overseeing airport operations; the bill also required the SDCRAA to generate a comprehensive airport land use plan and submit a site selection for a future regional airport.⁵ In December 2002, the SDCRAA Board conducted its first meeting, and on January 1, 2003, airport ownership and operations were transferred from the Unified Port District to the SDCRAA.⁶ After the SDCRAA was formed, then-President/CEO Thella Bowens officially dropped the name “Lindbergh Field” in favor of the “San Diego International Airport” when applying for a new operating certificate from the Federal Aviation Administration (FAA).⁷ Terminal 2 East has been used as an airport terminal since its date of construction.
4. **Builder, contractor, suppliers:** The original portion of Terminal 2 East was built by M.H. Golden Construction Co.⁸ For Sections G and I built in 2013 (see site plan provided in Part III-F), the architect was William Nicholas Bodouva + Associates, the structural engineer was Simon Wong Engineering, the Mechanical Engineer was Syska Hennessy Group, and the Civil Engineer was URS Corporation.
5. **Original plans and construction:** When originally constructed in 1979, Terminal 2 East greatly eased parking congestion as it included two additional parking lots and included over 2,000 new parking spaces⁹, which brought the combined parking capacity at the airport to over 3,000 spaces.¹⁰ At that time, Terminal 2 East was referred to as the “West Terminal” and Terminal 1 was referred to as the “East Terminal.” Terminal 2 East was streamlined for maximum efficiency with new roadways, an electronic parking fee collection system at the parking exits¹¹, and a new baggage handling system in a separate building across Harbor Drive that was

⁴ Modern San Diego, “C.J. ‘Pat’ Paderewski (1908-2007), Paderewski, Mitchell and Dean,” <http://www.modernsandiego.com/Paderewski.html> (November 9, 2015).

⁵ Katrina Pescador, Alan Renga, Pamela Gay, and the San Diego Air and Space Museum, *Images of Aviation: San Diego International Airport, Lindbergh Field*, Arcadia Publishing, Charleston, South Carolina, 2012.

⁶ Katrina Pescador, Alan Renga, Pamela Gay, and the San Diego Air and Space Museum, *Images of Aviation: San Diego International Airport, Lindbergh Field*, 114.

⁷ San Diego International Airport, “San Diego County Regional Airport Authority,” <http://www.san.org/> (November 9, 2017).

⁸ *San Diego Union*, Golden Has Low Bid on Airport Job, B-1.

⁹ *San Diego Union*, Airport Terminal Ready to Open Wednesday, B-10.

¹⁰ San Diego Unified Port District, *The History and Development of Lindbergh Field, San Diego’s International Airport*, 12.

¹¹ San Diego Unified Port District, *The History and Development of Lindbergh Field, San Diego’s International Airport*, 12.

accessed via a covered pedestrian bridge.¹² The new terminal had ten gates that were exclusively operated by American Airlines, Western Airlines, and Delta Airlines.¹³ Additionally, 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.¹⁴

6. **Alterations and additions:** A site plan has been provided in Part III-F 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.

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.

In 1987, Section H, 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.

Ca. 1991-94, Section E, 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.

Ca. 1994-97, Section F, 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.

Two additions, which together comprise Section C, were constructed around the same time as the new Terminal 2 West in 1997: one addition is comprised of floor-to-ceiling windows between Terminal 2 East and Terminal 2 West to connect the two and the second is a second-story pedestrian walkway.

In 2000 and 2001, Section J, a trapezoidal addition and connector wing, was constructed on the north and east façades of the Section A terminal building, east of the concourse wing. The 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.

In 2005, Section D, a single-story addition, was constructed on the north façade of the Section A terminal building, west of the concourse wing. Currently, the first story of

¹² San Diego Unified Port District, *The History and Development of Lindbergh Field, San Diego's International Airport*, 12.

¹³ *San Diego Union*, Airport Terminal Ready to Open Wednesday, B-10

¹⁴ San Diego Unified Port District, *The History and Development of Lindbergh Field, San Diego's International Airport*, 12.

the addition is open and serves as a baggage handling space.

The original sky bridge and baggage claim building were demolished in 2010. In 2011, a second story, which houses the American Airlines Clubroom and food, beverage, and retail concessions, was added to Section D, a new service bridge was added to Section C, and Section A was modified to allow the connection of a new sky bridge (Section B), which was constructed to the west of the original sky bridge location in 2012. The new sky bridge leads to an elevated passenger loading area across the street to the south.

In 2013, Section G, a two-story addition, was constructed onto Section F on the west façade of the Section A concourse wing, which houses vendors and Gate 27. According to the Expand Terminal 2 East Facility, Gate 24 - Gate 28 Plans (see Part III-A), this work involved:

[D]emolition of portions of existing facilities between Gates 25 and 27 for the expansion of concession area on level 2 from column line 15 to 20 and F to H4, with one new existing stair. Level 1 work to include existing and new concession spaces with a new service elevator providing access between levels 1 and 2. Existing and new concessions areas on level 2 will be sprinklered. No additional aircraft contact gates are added and the occupancies remain as per the existing.

Also in 2013, immediately south of the original eastward projection of the Section A concourse wing, Section I, a two-story addition, was constructed alongside roughly half of the concourse and currently houses vendors and Gate 26. According to the Expand Terminal 2 East Facility, Gate 24 - Gate 28 Plans (see Part III-A), this work involved:

[D]emolition of existing portions of existing facilities between gates 24 and 28 to allow for the provision of updated concourses, expanded holdroom areas (gates 24, 26, and 28), an additional expansion of concession area on level two from column lines 16 to 19. In addition, public restrooms at the north end of the concourse between gates 27 and 31 will be demolished and new public restrooms will be provided adjacent to gates 26 and 28. Sprinklers will be provided throughout the entire second level of concourse with the exception of existing restrooms adjacent to gates 23 and 25. Two new stairs have been provided. No additional aircraft contact gates are added and the occupancies remain as per the existing.

B. Historical Context

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.¹⁵ 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.

Arthur D. Little, Inc., a planning consultant and systems analysis firm, was contracted by the Unified Port District in March 1968 to determine what additions or improvements to the airport were “necessary to meet anticipated demands upon this metropolitan airfield from the present through the year 1990.”¹⁶ Later that year, 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 1967-68 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.”¹⁷ 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.”¹⁸

In 1969, the Board of Port Commissioners selected Frank L. Hope & Associates to conduct expansion studies for the structures located within Lindbergh Field.¹⁹ However, the city’s economy took a downturn, and in 1971, plans for the new terminal were shelved due to cost and size issues.²⁰ It would take more than five years for any work to begin on the construction of a new terminal.

Debates arose concerning whether or not making additions to existing facilities would be adequate for San Diego’s long-term airport needs.²¹ The airport’s location presented flying dangers, and there was concern that an increase in air traffic would only increase the likelihood of a deadly incident. Residents in the area were still frustrated due to the noise pollution, worsening traffic conditions, and air pollution, which would all likely increase with the expansion of the airport.²² Despite opposition toward expansion, the Unified Port District commissioners recommenced planning the airport expansion in 1974 by hiring the firm of Paderewski, Dean & Associates, who had designed Terminal 1 at Lindbergh Field. In response to the

¹⁵ San Diego Unified Port District, Port of San Diego Unified Port District Annual Report, on file at the San Diego Historical Society Library and Manuscripts Collection, 1966-67.

¹⁶ San Diego Unified Port District, Port of San Diego Unified Port District Annual Report, on file at the San Diego Historical Society Library and Manuscripts Collection, 1967-68.

¹⁷ San Diego Unified Port District, Port of San Diego Unified Port District Annual Report, 1967-68.

¹⁸ *San Diego Union*, Port Bonds Assure More Area Growth, San Diego, California (November 4, 1968).

¹⁹ *San Diego Union*, Airport Terminal Expansion Sought, San Diego, California (October 3, 1971).

²⁰ *San Diego Union*, Airport Terminal Expansion Sought, B-4.

²¹ *San Diego Union*, To Expand or Not: That’s Lindbergh’s Terminal Question, San Diego, California (February 15, 1974).

²² *San Diego Union*, To Expand or Not: That’s Lindbergh’s Terminal Question, B-15.

controversy, the commissioners claimed that they had a “responsibility of providing adequate facilities for the traveling public,” which in 1973, was over four million passengers.²³

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

- **Late December 1967:** A new control tower was built to the new FAA standards.
- **July 1968:** A new, three-story administrative office building 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'.²⁴
- **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.²⁵

Construction of Terminal 2 East finally began in June 1977 and the terminal was completed and officially opened to the public on July 11, 1979²⁶, over six months after its projected completion date.²⁷

PART II: ARCHITECTURAL INFORMATION

A. General Statement

1. **Architectural character:** 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

²³ *San Diego Union*, Port Commissioners Move on Airport Expansion Plan, San Diego, California, 1974.

²⁴ San Diego Unified Port District, *The History and Development of Lindbergh Field, San Diego's International Airport*, 9.

²⁵ San Diego Unified Port District, *The History and Development of Lindbergh Field, San Diego's International Airport*, 9.

²⁶ San Diego Unified Port District, *The History and Development of Lindbergh Field, San Diego's International Airport*, San Diego Unified Port District, San Diego, 1991.

²⁷ *San Diego Union*, Airport Terminal Ready to Open Wednesday, San Diego, California (July 8, 1979).

through K) exhibit traits of the International architectural style. Because over 70 percent of the east, north, and west façades have been modified, only the south façade retains any character-defining features of its original architecture character; however, the south façade has also been impacted by the removal of the original pedestrian bridge in 2010 and construction of its replacement in 2012.

Primary character-defining features of Brutalism that the primary (south) façade of Section A possesses include: an exposed and expressive structural system, including “Jetsons”-esque supports, which are also a Primary character-defining feature of the Futurist architectural style; monumental massing; and angular and rectilinear forms. 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 2 East.

Secondary character-defining features of Brutalism that the primary (south) façade of Section A possesses include: repetitive patterns and international avoidance of traditional elements or ornament.

Terminal 2 East was designed to emulate the 1967 design of the existing Terminal 1 building, which 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 2010 removal of the original sky bridge and baggage claim building, which did not match Terminal 1, impacted the building’s overall integrity. The removal of these original features and the installation of a new sky bridge (Section B) in 2012 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.

2. **Condition of fabric:** Terminal 2 East has been well maintained and is in good condition. No deterioration or weathering of any exterior or interior portions is visible.

B. Description of Exterior

1. **Overall dimensions:** When constructed, Terminal 2 East possessed a roughly 160,240-square-foot, irregular-shaped footprint. The various additions to the building, however, have increased the overall square footage and modified the exterior appearance. Like Terminal 1, Terminal 2 East is only two stories tall, but was specifically designed to accommodate large jet engine aircraft. Although smaller than Terminal 1, Terminal 2 East still currently possesses an expansive, approximately 380' x 780' horizontal footprint.
2. **Foundations:** Terminal 2 East was constructed on artificial fill created by the

dredging of San Diego Bay. According to building plans, the maximum soil pressure at grade was measured at 3,000 P.S.F. Three different types of concrete spread footings were placed 40 feet apart and the foundation includes a moisture barrier and 4" concrete slab-on-grade.

3. **Walls:** The exterior of the primary (south) façade of Section A exhibits either floor-to-ceiling windows or concrete block. All other areas of Section A on the west, north, and east façades exhibit concrete block and/or smooth stucco walls.

The walls of Section B (the sky bridge) are comprised of modern metal and glass.

The walls on the southern portion of Section C are 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.

Section D is two stories and its exterior walls are comprised of modern metal and fixed-pane windows.

The walls of Section E include concrete block on the first story and smooth stucco on the second story.

The first story of Section F exhibits concrete block and the second story is covered in modern metal. In 2013, Section F was enlarged, expanding the addition to the north and west. The walls of the first story of this expansion (Section G) are stucco and the walls of the second story are comprised of the same modern metal as the second story of Section F.

The first story of Section H is open, with concrete support columns holding up the second story, which is comprised of floor-to-ceiling, fixed-pane windows that are evenly divided by the columns.

The first story of Section I is also open, with stucco-clad concrete support columns holding up the second story, which is comprised of modern metal and fixed-pane windows.

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. The modern metal and fixed-pane windows extend past the trapezoidal portion and across the entire north façade of the second story, wrapping around to cover the east façade, which houses international gates and connects to Terminal 1. The exterior finish of the lower level is concrete block. The connector wing of Section J, which extends to the east, features walls of fixed-pane windows.

4. **Structural system, framing:** The southern portion of the Section A roof is primarily supported by precast concrete columns spaced at 40' intervals. The precast concrete

surrounds 8" x 8' "double extra strong pipe" with 3/4" x 3" welded head studs. According to building plans, additional supports throughout the interior of the building include square concrete columns that measure 6", 12", and 24". Load-bearing walls are composed of 8" concrete block with wire ladder mesh at alternating courses. The load-bearing walls are connected to concrete columns on either end via dowels that are inserted into the wall and column. Non-load-bearing walls are affixed at the top to horizontal concrete beams via 4-1/2" studs welded to 3" pipes inside the walls. The roof is composed of a concrete waffle-slab system. Metal bars extend from the concrete beams and columns vertically into the 8"-wide concrete roof ribs of the waffle-slab roof. The voids in the roof system were created using 30" Sonovoid concrete void forms. Additions utilize similar framing and structural systems for the load-bearing walls.

5. Openings:

- a. **Doorways and doors:** Doors at the main entrances on the primary (south) façade of Section A consist of aluminum-framed, fixed, sliding glass doors with 1/4", tempered, bronze spandrel glass. Metal entrance doors and metal doors with 12" x 12" window inserts are present on the first story of the Section A concourse wing and the first story of Section E. The first story of the eastward projection of the Section A concourse wing also has metal doors, as well as a steel roll-up service door. Sections C and J exhibit metal-framed glass doors. Sections G, H, and I possess simple, hollow metal doors with metal frames.
- b. **Windows and shutters:** The primary (south) façade of Section A currently possesses floor-to-ceiling, fixed-pane glass panels. Angular forms can be seen in the trapezoidal floor-to-ceiling window bays, which project outward between the tapered support columns. Rectilinear forms can be seen in the different-sized, rectangular, floor-to-ceiling window panes.

The southern portion of Section C is comprised of metal-framed, floor-to-ceiling windows. All areas of Section A on the west, north, and east façades, the northern portion of Section C, Section D, Section E, and Sections G through J all exhibit fixed-pane windows.

6. Roof:

- a. **Shape, covering:** Terminal 2 East possesses a flat roof. The primary (south) façade of Section A exhibits a wide, cantilevered, concrete overhang supported by ten evenly spaced, poured-concrete columns. The columns taper toward the top quarter where they reach their narrowest point and reveal structural steel. The original ceiling of the overhang exhibited the same deeply coffered roof system of curved, concave, 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. 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. 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 overhang currently features a mixture of vinyl and concrete. 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.

All areas of Section A on the west, north, and east façades, Sections E and F, and Section H all feature coffered concrete overhangs. The connector wing portion of Section J features a modern metal overhang.

C. Description of Interior

- 1. Floor plans:** The footprint of the building is an upside down “T,” the cross portion of which is parallel with the street to the south. The public concourse terminates to the north in a modified “Y.” The main entrance is located in this portion of the terminal (Section A) and is accessed via either the sliding glass doors on the ground level or those within the sky bridge (Section B) on the second story. The ground level exhibits a relatively low ceiling. Stairways and escalators are available immediately to the north allowing access to the second-story security area. The northern portion of the ground level contains baggage handling areas and server, utility, and control closets. Much of this level is not accessible to the public. The second-story security area leads into the main concourse wing that extends to the north. After the security area and immediately to the left is the American Airlines Clubroom (Section D). Further down the concourse to the north are five gates, concessions, food and beverages, and other retail vendors located on the east and west sides.
- 2. Stairways:** A total of four stairways and three reversible escalators are located inside Section A. All of the staircases connect the first and second stories and are located near the southern end of the terminal building, south of the baggage handling areas. Additional stairways are located on the exterior of the terminal building.
- 3. Flooring:** The Terminal 2 East public concourses are primarily covered with 24" x 24", grey-, white-, and black-based epoxy terrazzo tile flooring with 1/8" stainless steel divider strips and Prism sure-color grout, which was installed in 2015. Some concession and vendor spaces are floored with 8" x 8" or greater smooth porcelain tile with dark brown epoxy grout. Passenger holding areas include a mixture of terrazzo and grey-based, multi-color carpet tiles with a textured patterned loop. These materials are not original and were installed in the early 2000s.

- 4. Wall and ceiling finish:** Interior walls consist of drywall and plaster covered with fabric wallpaper and a vinyl base. Restroom walls and rectangular support pillars along the main concourse are porcelain tile. A 6" Black Cambrian Granite Base is found on those walls clad in tile. Carpet and vinyl wall bases are found in restricted access areas. An aluminum-framed drop ceiling with fiberboard tiles is present. Plaster-clad drywall encases support beams that run along the length of the concourse.

5. Openings:

- a. Doorways and doors:** Most interior doors are hollow metal with metal framing that lead to restricted areas. Hollow metal doors located in high traffic areas include 18"-tall, stainless steel kick plates with hidden fasteners. Boarding bridge portal doors leading to the jet bridges at each gate are stainless steel or hollow metal. Restroom stall doors are made of stainless steel.

On the ground level of Sections G and F, electrical closet doors are single, hollow metal doors with louver panels for ventilation and hollow metal frames. The same style of door is used for the elevator control room doors; however, these do not possess louvered panels. Concession storage doors are double, hollow metal doors with hollow metal frames. The second-story queuing area has single, hollow metal doors with hollow metal frames. Food concession doors are hollow metal with stainless steel or hollow metal frames. Vestibule, service corridor, and janitor closet doors are double, hollow metal with hollow metal frames. All of the interior doors in Sections G and F were added in 2011.

- b. Windows:** The only interior windows within Terminal 2 East are located in vendor spaces. They are metal-framed and allow the public to view display items or shop interiors from the public concourses.

- 6. Decorative features and trim:** The skylights located in the ceiling of the public concourse areas and in the vinyl waffle-slab ceiling are decorative features.
- 7. Hardware:** The architectural as-built plans do not provide the hardware used in the construction of Terminal 2 East.

8. Mechanical equipment:

- a. Heating, air conditioning, ventilation:** Terminal 2 East is equipped with forced central air heating and cooling ducts. This system consists of one centrifugal water chiller, one cooling tower, one chilled water pump, one condenser water pump, one hot water pump, and one hot water boiler. The complete schedule of mechanical equipment may be found on Sheets M-1 and

M-2 of the original building plans in Part III-A.

- b. Lighting:** The majority of lighting within Terminal 2 East consists of surface-mounted and recessed fluorescent and incandescent light fixtures. Suspended fluorescent lighting can be seen over the baggage claim areas and stock rooms areas on Sheet EB-4 of the original building plans in Part III-A. The complete light fixture schedule may be found on Sheet E-2 of the original building plans in Part III-A.
- c. Plumbing:** When originally constructed, Terminal 2 East contained 12 restrooms within Section A. Within the main (southern) portion of Section A, four restrooms are located on the east and west sides, respectively, on both the first and second stories. Two additional restrooms are located within the baggage claim area in the main (southern) portion of Section A. Within the Section A concourse wing, two restrooms are located on the second story, near Section D.

Additional restrooms include: a single-stall manager's office restroom on the second story within the main (southern) portion of Section A; a single-stall restroom on the ground level of the concourse wing; and a single-stall restroom for use by the Harbor Police on the ground level.

Further, two multi-stall restrooms were added to Terminal 2 East with the construction of Section D, two multi-stall restrooms were added with the construction of Section F, and two multi-stall restrooms and one single-stall family restroom were added with the construction of Section I.

- 9. Original furnishings:** None of the furnishings in Terminal 2 East are original. These were updated in the early 2000s.

D. Site

- 1. Historic landscape design:** There is no historic landscaping associated with Terminal 2 East. All landscaping currently present was introduced in 2013.

PART III: SOURCES OF INFORMATION

A. Architectural drawings:

- 1. West Terminal Phase III, San Diego International Airport, Lindbergh Field: Door & Window Schedules, Paderewski, Dean & Associates (Sheet A-14, Drawing No. 1709, March 11, 1977)**
- 2. West Terminal Phase III, San Diego International Airport, Lindbergh Field: Lighting Fixture Schedule, Paderewski, Dean & Associates (Sheet E-2, Drawing No. 1709, March 11, 1977)**

3. West Terminal Phase III, San Diego International Airport, Lindbergh Field: Terminal Bldg. B First Floor Lighting Plan, Paderewski, Dean & Associates (Sheet EB-4, Drawing No. 1709, March 11, 1977)
4. West Terminal Phase III, San Diego International Airport, Lindbergh Field: Equipment Schedule, Paderewski, Dean & Associates (Sheet M-1, Drawing No. 1709, March 11, 1977)
5. West Terminal Phase III, San Diego International Airport, Lindbergh Field: Schedules & Notes, Paderewski, Dean & Associates (Sheet M-2, Drawing No. 1709, March 11, 1977)
6. West Terminal Phase III, San Diego International Airport, Lindbergh Field: Baggage Claim Bldg. A Floor Plan, Paderewski, Dean & Associates (Sheet PA-1, Drawing No. 1709, March 11, 1977)
7. West Terminal Phase III, San Diego International Airport, Lindbergh Field: Terminal Bldg. B First Floor Plan, Paderewski, Dean & Associates (Sheet PB-1, Drawing No. 1709, March 11, 1977)
8. West Terminal Phase III, San Diego International Airport, Lindbergh Field: Terminal Bldg. B Second Floor Plans, Paderewski, Dean & Associates (Sheet PB-2, Drawing No. 1709, March 11, 1977)
9. West Terminal Phase III, San Diego International Airport, Lindbergh Field: Concourse Bldg. C First Floor Plan, Paderewski, Dean & Associates (Sheet PC-1, Drawing No. 1709, March 11, 1977)
10. West Terminal Phase III, San Diego International Airport, Lindbergh Field: Partial Floor Plans Enlarged, Paderewski, Dean & Associates (Sheet PC-5, Drawing No. 1709, March 11, 1977)
11. West Terminal Phase III, San Diego International Airport, Lindbergh Field: General Notes & Typical Details, Paderewski, Dean & Associates (Sheet S-1, Drawing No. 1709, March 11, 1977)
12. West Terminal Phase III, San Diego International Airport, Lindbergh Field: Tunnel Framing Details, Paderewski, Dean & Associates (Sheet S-15, Drawing No. 1709, March 11, 1977)
13. West Terminal Phase III, San Diego International Airport, Lindbergh Field: Terminal Bldg. 'B' – Roof Framing Plan, Paderewski, Dean & Associates (Sheet SB-4, Drawing No. 1709, March 11, 1977)
14. West Terminal Phase III, San Diego International Airport, Lindbergh Field: Concourse Bldg. 'C' Foundation Plan, Paderewski, Dean & Associates (Sheet SC-1, Drawing No. 1709, March 11, 1977)
15. West Terminal Phase III, San Diego International Airport, Lindbergh Field: Concourse Bldg. 'C' Foundation Plan, Paderewski, Dean & Associates (Sheet SC-2, Drawing No. 1709, March 11, 1977)
16. West Terminal Phase III, San Diego International Airport, Lindbergh Field: Concourse Bldg. 'C' Foundation Details, Paderewski, Dean & Associates (Sheet SC-8, Drawing No. 1709, March 11, 1977)
17. Expand Terminal 2 East Facility, Gate 24 - Gate 28, San Diego International Airport: Title Sheet - Vicinity Map, Loc. Plan and Site Plan, William Nicholas Bodouva + Associates (Sheet 1, Drawing No. 4056-B, July 22, 2011)

18. **Expand Terminal 2 East Facility, Gate 24 - Gate 28, San Diego International Airport: Level 2 Plumbing Plan, William Nicholas Bodouva + Associates (Sheet 204, Drawing No. 4056-B, July 22, 2011)**
19. **Expand Terminal 2 - East Facility Terminal Building, San Diego International Airport: Key Plans and Scope of Work, HOK (Sheet 3, Drawing No. 4056-C, August 1, 2011)**
20. **Expand Terminal 2 - East Facility Terminal Building, San Diego International Airport: Plumbing Renovation Plans - Level 2 Airside, TMAD Taylor & Gaines (Sheet 120, Drawing No. 4056-C, August 1, 2011)**
21. **Expand Terminal 2 East Facility, Gate 25 - Gate 27, San Diego International Airport: Level 1 Plumbing Demolition, William Nicholas Bodouva + Associates (Sheet 142, Drawing No. 4056-D, October 31, 2011)**
22. **Smart Curb Plans, Landscaping Sheets, San Diego International Airport: Planting Legend, Kiewit Sundt: A Joint Venture and URS Corporation (Sheet 97, Drawing No. 3201, October 29, 2013)**
23. **Terminal 2 East, First Floor, San Diego International Airport, Facilities Development Department Tech Services (Exhibit, Information Only)**
24. **Terminal 2 East, Second Floor, San Diego International Airport, Facilities Development Department Tech Services (Exhibit, Information Only)**

B. Early views:

1. **San Diego Air and Space Museum Archives, San Diego, California:** Aerial photograph of the construction of Terminal 2 East from 1977 curated and available at <https://www.flickr.com/photos/sdasmarchives>.
2. ***The San Diego Union:*** 1979 newspaper photographs of the interior and exterior of Terminal 2 East available at <http://www.sandiegouniontribune.com/>.
3. **San Diego Unified Port District:** 1991 photograph of Terminal 2 East from *The History and Development of Lindbergh Field, San Diego's International Airport*, on file with the San Diego Unified Port District, San Diego, California.

C. Interviews: No interviews were conducted.

D. Selected sources: All sources are included herein.

E. Likely sources not yet investigated: There are no known sources to be investigated.

F. Supplemental material:

1. **Site Plan for Terminal 2 East, Prepared by Brian F. Smith and Associates, Inc. (2017)**

LOC	DR	DR	DIMENSIONS			DOOR			DETAILS				FRAME		HDW	DOOR SIGN	NOTES
			NO	TYPE	WIDTH	HEIGHT	THICK	MAT	FIN	CORE	HEAD	JAMB	JAMB	SILL			
BUILDING "A"	103	I	17'-8"	7'-10"	13'-4"	GLASS	ANOD.	-	22	AG	19	AG	15	ALUM.	ANOD.	1	(1)
	105	I	15'-0"	7'-10"	13'-4"	GLASS	ANOD.	-	22	AG	19	AG	15	ALUM.	ANOD.	30	(2)
	106	VIII	3'-0"	7'-10"	13'-4"	GLASS	ANOD.	-	17	AG	15	AG	15	ALUM.	ANOD.	3	(3)
	108A	I	3'-0"	7'-10"	13'-4"	GLASS	ANOD.	-	22	AG	19	AG	15	ALUM.	ANOD.	3	(2)
	108	I	3'-0"	7'-10"	13'-4"	GLASS	ANOD.	-	22	AG	19	AG	15	ALUM.	ANOD.	30	(2)
	110	VIII	3'-0"	7'-10"	13'-4"	GLASS	ANOD.	-	17	AG	15	AG	15	ALUM.	ANOD.	3	(3)
	110A	I	3'-0"	7'-10"	13'-4"	GLASS	ANOD.	-	22	AG	19	AG	15	ALUM.	ANOD.	3	(2)
	111	I	3'-0"	7'-10"	13'-4"	GLASS	ANOD.	-	22	AG	19	AG	15	ALUM.	ANOD.	3	(2)
	111A	I	3'-0"	7'-10"	13'-4"	GLASS	ANOD.	-	22	AG	19	AG	15	ALUM.	ANOD.	3	(2)
	112	I	3'-0"	7'-10"	13'-4"	GLASS	ANOD.	-	22	AG	19	AG	15	ALUM.	ANOD.	3	(2)
	113	I	3'-0"	7'-10"	13'-4"	GLASS	ANOD.	-	22	AG	19	AG	15	ALUM.	ANOD.	3	(2)
	113A	I	3'-0"	7'-10"	13'-4"	GLASS	ANOD.	-	22	AG	19	AG	15	ALUM.	ANOD.	3	(2)
	120	I	3'-0"	7'-10"	13'-4"	GLASS	ANOD.	-	22	AG	19	AG	15	ALUM.	ANOD.	3	(2)
	121	I	3'-0"	7'-10"	13'-4"	GLASS	ANOD.	-	22	AG	19	AG	15	ALUM.	ANOD.	3	(2)
	121A	I	3'-0"	7'-10"	13'-4"	GLASS	ANOD.	-	22	AG	19	AG	15	ALUM.	ANOD.	3	(2)
	122	I	3'-0"	7'-10"	13'-4"	GLASS	ANOD.	-	22	AG	19	AG	15	ALUM.	ANOD.	3	(2)
	123A	I	3'-0"	7'-10"	13'-4"	GLASS	ANOD.	-	22	AG	19	AG	15	ALUM.	ANOD.	3	(2)
	124	I	3'-0"	7'-10"	13'-4"	GLASS	ANOD.	-	22	AG	19	AG	15	ALUM.	ANOD.	3	(2)
	125	I	3'-0"	7'-10"	13'-4"	GLASS	ANOD.	-	22	AG	19	AG	15	ALUM.	ANOD.	3	(2)
	126	VIII	3'-0"	7'-10"	13'-4"	GLASS	ANOD.	-	17	AG	15	AG	15	ALUM.	ANOD.	30	(3)
126A	I	3'-0"	7'-10"	13'-4"	GLASS	ANOD.	-	22	AG	19	AG	15	ALUM.	ANOD.	3	(2)	
BUILDING "B"	201	I	3'-0"	7'-10"	13'-4"	GLASS	ANOD.	-	22	AG	19	AG	15	ALUM.	ANOD.	2	(1)
	201A	I	3'-0"	7'-10"	13'-4"	GLASS	ANOD.	-	22	AG	19	AG	15	ALUM.	ANOD.	2	(1)
	202	I	3'-0"	7'-10"	13'-4"	GLASS	ANOD.	-	22	AG	19	AG	15	ALUM.	ANOD.	2	(1)
	203	I	3'-0"	7'-10"	13'-4"	GLASS	ANOD.	-	22	AG	19	AG	15	ALUM.	ANOD.	2	(1)
	204	I	3'-0"	7'-10"	13'-4"	GLASS	ANOD.	-	22	AG	19	AG	15	ALUM.	ANOD.	2	(1)
	205	I	3'-0"	7'-10"	13'-4"	GLASS	ANOD.	-	22	AG	19	AG	15	ALUM.	ANOD.	2	(1)
	206	I	3'-0"	7'-10"	13'-4"	GLASS	ANOD.	-	22	AG	19	AG	15	ALUM.	ANOD.	2	(1)
	207	I	3'-0"	7'-10"	13'-4"	GLASS	ANOD.	-	22	AG	19	AG	15	ALUM.	ANOD.	2	(1)
	210	IX	6'-0"	7'-10"	13'-4"	GLASS	ANOD.	-	22	AG	19	AG	15	ALUM.	ANOD.	2	(1)
	211	I	3'-0"	7'-10"	13'-4"	GLASS	ANOD.	-	22	AG	19	AG	15	ALUM.	ANOD.	2	(1)
	211A	I	3'-0"	7'-10"	13'-4"	GLASS	ANOD.	-	22	AG	19	AG	15	ALUM.	ANOD.	2	(1)
	213	I	3'-0"	7'-10"	13'-4"	GLASS	ANOD.	-	22	AG	19	AG	15	ALUM.	ANOD.	2	(1)
	214	IV	3'-0"	7'-10"	13'-4"	GLASS	ANOD.	-	22	AG	19	AG	15	ALUM.	ANOD.	2	(1)
	216	I	3'-0"	7'-10"	13'-4"	GLASS	ANOD.	-	22	AG	19	AG	15	ALUM.	ANOD.	2	(1)
	217	I	3'-0"	7'-10"	13'-4"	GLASS	ANOD.	-	22	AG	19	AG	15	ALUM.	ANOD.	2	(1)
	217A	I	3'-0"	7'-10"	13'-4"	GLASS	ANOD.	-	22	AG	19	AG	15	ALUM.	ANOD.	2	(1)
	218	I	3'-0"	7'-10"	13'-4"	GLASS	ANOD.	-	22	AG	19	AG	15	ALUM.	ANOD.	2	(1)
	219	IV	3'-0"	7'-10"	13'-4"	GLASS	ANOD.	-	22	AG	19	AG	15	ALUM.	ANOD.	2	(1)
	219A	I	3'-0"	7'-10"	13'-4"	GLASS	ANOD.	-	22	AG	19	AG	15	ALUM.	ANOD.	2	(1)
	221	I	3'-0"	7'-10"	13'-4"	GLASS	ANOD.	-	22	AG	19	AG	15	ALUM.	ANOD.	2	(1)
222	I	3'-0"	7'-10"	13'-4"	GLASS	ANOD.	-	22	AG	19	AG	15	ALUM.	ANOD.	2	(1)	
223	I	3'-0"	7'-10"	13'-4"	GLASS	ANOD.	-	22	AG	19	AG	15	ALUM.	ANOD.	2	(1)	
225	IV	3'-0"	7'-10"	13'-4"	GLASS	ANOD.	-	22	AG	19	AG	15	ALUM.	ANOD.	2	(1)	
230	VII	3'-0"	7'-10"	13'-4"	GLASS	ANOD.	-	22	AG	19	AG	15	ALUM.	ANOD.	2	(1)	
233	V	3'-0"	7'-10"	13'-4"	GLASS	ANOD.	-	22	AG	19	AG	15	ALUM.	ANOD.	2	(1)	
235	I	3'-0"	7'-10"	13'-4"	GLASS	ANOD.	-	22	AG	19	AG	15	ALUM.	ANOD.	2	(1)	
236	I	3'-0"	7'-10"	13'-4"	GLASS	ANOD.	-	22	AG	19	AG	15	ALUM.	ANOD.	2	(1)	
237	I	3'-0"	7'-10"	13'-4"	GLASS	ANOD.	-	22	AG	19	AG	15	ALUM.	ANOD.	2	(1)	
239	IV	3'-0"	7'-10"	13'-4"	GLASS	ANOD.	-	22	AG	19	AG	15	ALUM.	ANOD.	2	(1)	
239A	I	3'-0"	7'-10"	13'-4"	GLASS	ANOD.	-	22	AG	19	AG	15	ALUM.	ANOD.	2	(1)	
240	I	3'-0"	7'-10"	13'-4"	GLASS	ANOD.	-	22	AG	19	AG	15	ALUM.	ANOD.	2	(1)	
241	I	3'-0"	7'-10"	13'-4"	GLASS	ANOD.	-	22	AG	19	AG	15	ALUM.	ANOD.	2	(1)	
241A	I	3'-0"	7'-10"	13'-4"	GLASS	ANOD.	-	22	AG	19	AG	15	ALUM.	ANOD.	2	(1)	
244	III	3'-0"	7'-10"	13'-4"	GLASS	ANOD.	-	22	AG	19	AG	15	ALUM.	ANOD.	2	(1)	
245	III	3'-0"	7'-10"	13'-4"	GLASS	ANOD.	-	22	AG	19	AG	15	ALUM.	ANOD.	2	(1)	
246	III	3'-0"	7'-10"	13'-4"	GLASS	ANOD.	-	22	AG	19	AG	15	ALUM.	ANOD.	2	(1)	
246A	III	3'-0"	7'-10"	13'-4"	GLASS	ANOD.	-	22	AG	19	AG	15	ALUM.	ANOD.	2	(1)	
246B	III	3'-0"	7'-10"	13'-4"	GLASS	ANOD.	-	22	AG	19	AG	15	ALUM.	ANOD.	2	(1)	
247	III	3'-0"	7'-10"	13'-4"	GLASS	ANOD.	-	22	AG	19	AG	15	ALUM.	ANOD.	2	(1)	
249	III	3'-0"	7'-10"	13'-4"	GLASS	ANOD.	-	22	AG	19	AG	15	ALUM.	ANOD.	2	(1)	
250	III	3'-0"	7'-10"	13'-4"	GLASS	ANOD.	-	22	AG	19	AG	15	ALUM.	ANOD.	2	(1)	
251	III	3'-0"	7'-10"	13'-4"	GLASS	ANOD.	-	22	AG	19	AG	15	ALUM.	ANOD.	2	(1)	
252	III	3'-0"	7'-10"	13'-4"	GLASS	ANOD.	-	22	AG	19	AG	15	ALUM.	ANOD.	2	(1)	
252A	III	3'-0"	7'-10"	13'-4"	GLASS	ANOD.	-	22	AG	19	AG	15	ALUM.	ANOD.	2	(1)	
253	III	3'-0"	7'-10"	13'-4"	GLASS	ANOD.	-	22	AG	19	AG	15	ALUM.	ANOD.	2	(1)	
254	III	3'-0"	7'-10"	13'-4"	GLASS	ANOD.	-	22	AG	19	AG	15	ALUM.	ANOD.	2	(1)	
255	III	3'-0"	7'-10"	13'-4"	GLASS	ANOD.	-	22	AG	19	AG	15	ALUM.	ANOD.	2	(1)	
256	III	3'-0"	7'-10"	13'-4"	GLASS	ANOD.	-	22	AG	19	AG						

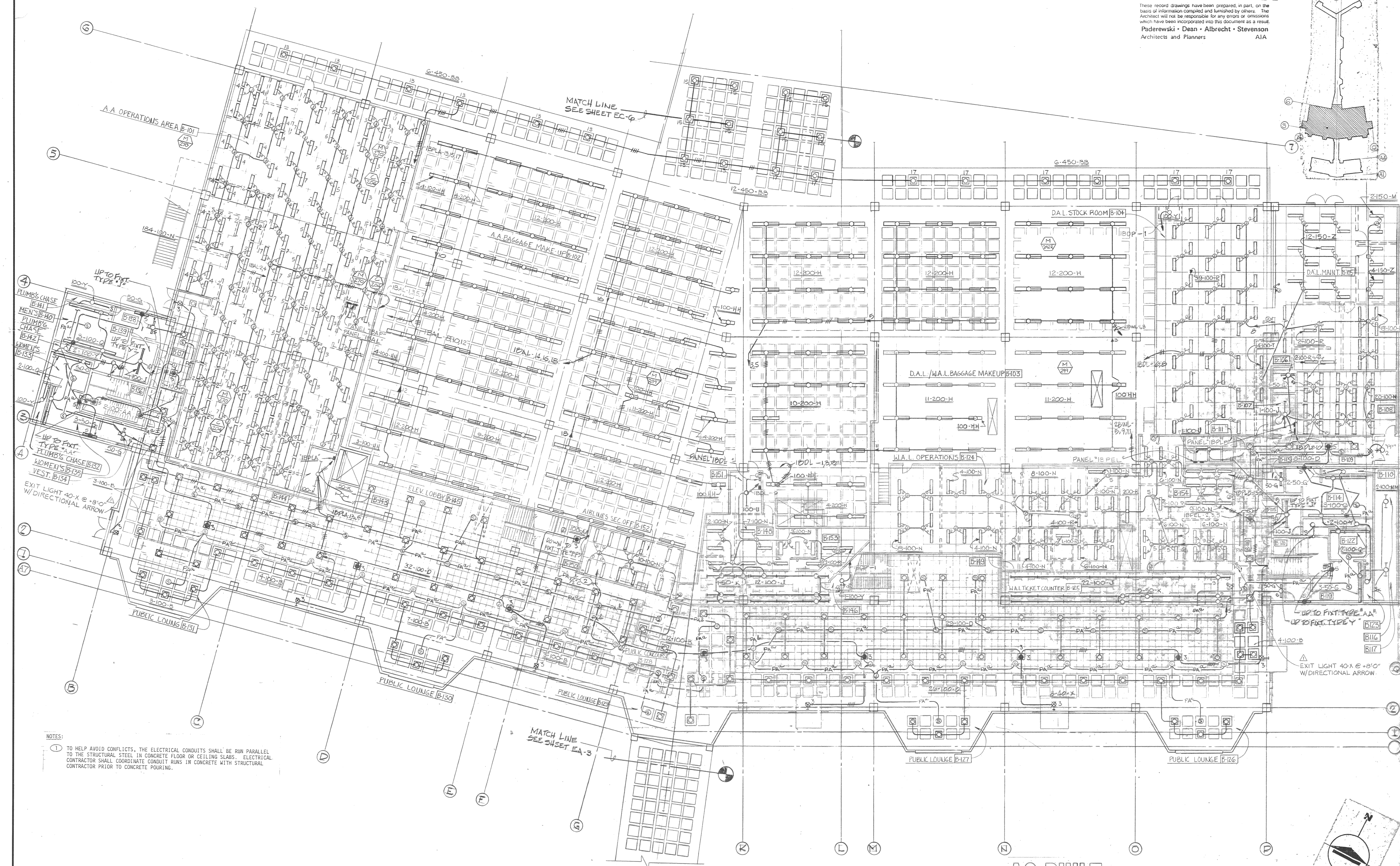
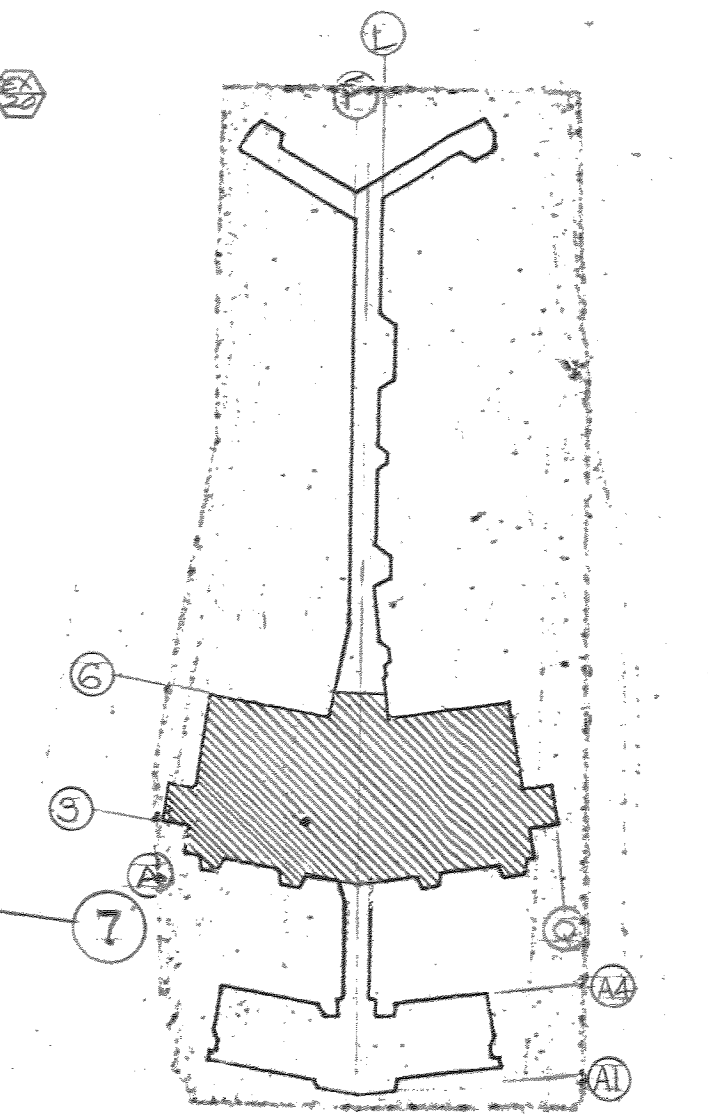
LIGHT FIXTURE SCHEDULE

FIXT. TYPE	MFGR.	CATALOG NO.	WATTS	VOLTS	MOUNTING	LAMP TYPE	REMARKS
200-A	COLUMBIA GLOBE	G114-52-244-277	200	277	SURFACE	4-F40T12 RS/WW 425 M.A.	2'x4' HEAVY GAUGE STEEL HOUSING W/BAKED WHITE ENAMEL FINISH. HINGE & LATCH ANODIZED ALUM. FRAME, PATTERN #12 ACRYLIC LENS
100-B	LITHONIA GLOBE	2M440MRNA12-277	100	277	SURFACE	2-F40T12 RS/WW/U 425 M.A.	2'x2' HEAVY GAUGE STEEL HOUS- ING W/BAKED WHITE ENAMEL FIN. HINGE & LATCH, ANOD. ALUM. FRAME PATTERN #12 ACRYLIC LENS
100-C	COLUMBIA GLOBE	G114-52-222-U-277	100	277	SURFACE	2-F40T12 RS/WW/U 425 M.A.	SAME AS TYPE "B" EXCEPT WITH DAMP LOCATION LABEL
100-D	LITHONIA GLOBE	2F2240RN-A12-277	100	277	RECESSED	2-F40T12 RS/WW/U 425 M.A.	2'x2' TROFFER, HINGE & LATCH LENS, FRAME, PATTERN #12 ACRYLIC LENS, RECESSED ALUM. FRAME, CONCEALED T-BAR
100-E	LITHONIA GLOBE	F340 FN-A12-277	100	277	RECESSED	2-F40T12 RS/WW 430 M.A.	1'x4' TROFFER, HINGE & LATCH PATTERN #12 ACRYLIC LENS ANOD. ALUM. FRAME CONCEALED T-BAR
100-F	KEENE LITHONIA SYLVANIA	P-2752-4-R-277 DV-240-AR-277 EG-1404-W-277	100	277	SURFACE	2-F40T12 RS/WW 425 M.A.	4' FIXTURE WITH WET LOCATION LABEL, HIGH IMPACT ACRYLIC DIFFUSER
50-G	ALCO GUTH	P4142-277 F3-1/2-4142-A2OK2	50	277	RECESSED	1-F40T12 RS/WW 430 M.A.	4' TROFFER, HINGE & LATCH PRISMATIC ACRYLIC LENS PATT- #12 CLEAR ALUM. FRAME, RE- CESSED, PLASTER CEILING
200-H	COLUMBIA LITHONIA PRUDENTIAL	S1-UC-275-M16-277 AF10-296-277 P20236-5L-SRIO-277	200	277	SUSPENDED	2-F36T12 5L/WW 425 M.A.	8' HOODED INDUSTRIAL WITH END CROSS SLOTTED HANGERS WITH 10% UPLIGHT, STEM HANGERS
100-J	ACME GLOBE LITHONIA	101-80(2) RS/TW-277 1201-8R-277 8-TS-140 HRS-277	100	277	SURFACE	2-F40T12 RS/WW 425 M.A.	8' BARE LAMP STRIP FIXTURE
50-K	ACME GLOBE LITHONIA	101-40RS-277 1201-4R-277 S-140 HRS-277	50	277	SURFACE	1-F40T12 RS/WW 425 M.A.	4' BARE LAMP STRIP FIXTURE
100-L	COLUMBIA GLOBE LITHONIA	S1AF-52-222-U-277-DL RYE-6252-20-01-277-DL 2F240RMA12-277-DL	100	277	RECESSED	2-F40T12 RS/WW/U 425 M.A.	2'x2' TROFFER WITH HINGE & LATCH, ANODIZED ALUM. FRAME PATTERN #12 ACRYLIC LENS, PLASTER CEILING
150-M	COLUMBIA GLOBE LITHONIA	2346-G-52-143-277 RYE-9193-LR-05-277 GF-340-RNA12-277	150	277	RECESSED	3-F40T12 RS/WW 430 M.A.	SAME AS TYPE "Z" EXCEPT INCLUDES AIR HANDLING CAPABILITIES
100-N	COLUMBIA GLOBE LITHONIA	2346-G-52-142-277 RYE-9192-LR-05-277 GF-240-RNA12-277	100	277	RECESSED	2-F40T12 RS/WW 430 M.A.	SAME AS TYPE "R" EXCEPT INCLUDES AIR HANDLING CAPABILITIES
100-P	COLUMBIA LITHONIA GLOBE	S16-G-52-242-277 2GR240-RNA12-277 RYE-6252-4R-05-277	100	277	RECESSED	2-F40T12 RS/WW 430 M.A.	2'x4' TROFFER FOR EXPOSED T-BAR CEILING, HINGE & LATCH, ANODIZED ALUMINUM FRAME, PATTERN #12 ACRYLIC LENS.
100-Q	PRUDENTIAL GUTH ALCO	P8501-85TW-PRA-RNA12-277 F31-1/2-4142-A2OK2 P4142-(TW)-277	100	277	RECESSED	2-F40T12 RS/WW 430 M.A.	8' TROFFER, HINGE & LATCH PRISMATIC ACRYLIC PATTERN #12 BRONZE ANOD. ALUM. FRAME W/RECESSED PLASTER CEILING
100-R	COLUMBIA LITHONIA GLOBE	S16-G-52-142-277 GF-240-RNA12-277 RYE-6252-4R-05-277	100	277	RECESSED	2-F40T12 RS/WW 430 M.A.	1'x4' TROFFER W/HINGE & LATCH, PATTERN #12 ACRYLIC LENS RECESSED ALUM. FRAME, EX- POSED GRID T-BAR
100-S	COLUMBIA LITHONIA PRUDENTIAL	S16-G-52-222-U-277 2F-240-RNA12-277 P6627-24-HRS-PRA-RNA12-277	100	277	RECESSED	2-F40T12 RS/WW/U 3025 L	2'x2' U-LAMP TROFFER, HINGE & LATCH, PLASTER CEILING, ANODIZED ALUMINUM FRAME PATTERN #12 ACRYLIC LENS
100-T	PRUDENTIAL GLOBE LITHONIA	P3512-48RS-PRA-RNA12-277 RYE-9192-4-R-277 M-240-MRNA12-277	100	277	SURFACE	2-F40T12 RS/WW 430 M.A.	1'x4' HEAVY GAUGE STL HSG. W/ BAKED WHITE ENAMEL FIN. DESIG- HINGE & LATCH, ANODIZED ALUM. FRAME, PATTERN #12 ACRYLIC LENS.
100-U	ACME GLOBE LITHONIA	101-80(2) RS/TW-277 1201-8R-277 8-TS-140 HRS-277	100	277	SUSPENDED	2-F40T12 RS/WW 425 M.A.	SAME AS TYPE "J" EXCEPT SUSPENDED WITH STEM HANGERS
100-V	PRUDENTIAL ALCO GUTH	P8501-85TW-PRA-RNA12-277 Z4142-(TW)-277 F31-1/2-4142-A2OK2	100	277	RECESSED	2-F40T12 RS/WW 430 M.A.	8' TROFFER, HINGE & LATCH, PRISMATIC ACRYLIC PATTERN #12 CLEAR ALUM. FRAME W/RECESSED CONC.T-BAR
50-W	PRUDENTIAL ALCO GUTH	P8501-85PRA-RNA12-277 Z4142-277 F31-1/2-4142-A2OK2	50	277	RECESSED	1-F40T12 RS/WW 430 M.A.	4' TROFFER, HINGE & LATCH PRISMATIC ACRYLIC PATTERN #12 CLEAR ALUM. FRAME W/RECESSED, CONCEALED T-BAR
100-WW	SYLVANIA LITHONIA	EG-240B-W-277 DV-144AR-(TW)-277	100	277	SUSPENDED	2-F40T12 RS/WW 425 M.A.	8' WET LOCATION FIXTURE WITH PENDANT HANGERS AND WET LOCATION LABEL HIGH IMPACT ACRYLIC DIFFUSER
40-X	LITHONIA PRESOLITE MARCO	ES1G-277 78212-277 XC25-53-277	40	277	UNIVERSAL	2-20W LAMPS FUR- NISHED W/FIXTURE	EXIT LIGHT STENCIL FACE WITH GREEN LETTERS
100-Y	BRYANT LEVITON HUBBELL	5278 3675 4019	100	120	SURFACE	1-100W A-19 I.F. INCANDESCENT	KEYLESS PORCELAIN SOCKET INCANDESCENT LAMP HOLDER
150-Z	PRUDENTIAL LITHONIA GLOBE	P8613-48RS-PRA-RNA12-277 GP340-RNA12-277	150	277	RECESSED	3-F40T12 RS/WW 430 M.A.	1'x4' TROFFER, HINGE & LATCH, PRIS- MATIC ACRYLIC LENS, PATTERN #12 CLEAR, ANOD

[illegible][illegible]

These record drawings have been prepared, in part, on the basis of information compiled and furnished by others. The Architect will not be responsible for any errors or omissions which have been incorporated into this document as a result.

Paderewski • Dean • Albrecht • Stevenson
Architects and Planners **AIA**



① TO HELP AVOID CONFLICTS, THE ELECTRICAL CONDUITS SHALL BE RUN PARALLEL TO THE STRUCTURAL STEEL IN CONCRETE FLOOR OR CEILING SLABS. ELECTRICAL CONTRACTOR SHALL COORDINATE CONDUIT RUNS IN CONCRETE WITH STRUCTURAL CONTRACTOR PRIOR TO CONCRETE POURING.

MATCH LINE
SEE SHEET EA-3

AS BUILT

3/32"-1'-0"

MacDONALD ENGINEERING
780 Kettner Blvd., San Diego, Calif. 92101

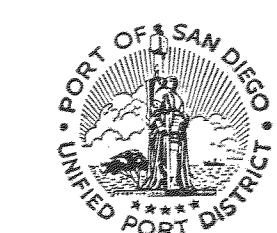
**PADEREWSKI • DEAN & ASSOCIATES
ARCHITECTS**

645 ASH ST. SAN DIEGO, CALIFORNIA 92101
TEL. 234 6183 *P. Albrecht* C-1725

SPEC. NO.	W. O. NO.
REFERENCES	
CONTRACTOR	
CONSTRUCTION STARTED	
CONSTRUCTION COMPLETED	
COST	INSPECTOR <i>010-50</i>

A.S. Bulletin		11-21-79	TL/MF
ADDENDUM N° 3		5-16-77	SMDL
	REVISIONS	DATE	APPROVED

**San Diego Unified
Port District**
San Diego • California



DESIGNED TEL	APPROVAL RECOMMENDED <i>John E. B. Wickham</i> ASST. CHIEF ENGINEER
DRAWN MOM	APPROVED <i>J. E. B. Wickham</i> CHIEF ENGINEER
CHECKED HAM	

WEST TERMINAL PHASE III SAN DIEGO INTERNATIONAL AIRPORT LINDBERGH FIELD		• DATUM • MEAN LOWER LOW WATER	
		DATE 11 MAR 1977	
TERMINAL BLDG. B FIRST FLOOR LIGHTING PLAN		SHEET 6B-4 OF 209	
		DRAWING NO. 1709 REV.	

• DATUM •	
MEAN LOWER LOW WATER	
DATE <u>11 MAR 1977</u>	
SHEET <u>EB-4</u> OF <u>209</u>	
DRAWING NO.	REV.
<u>1709</u>	

EQUIPMENT SCHEDULE

DESCRIPTION				ELECTRICAL CHARACTERISTICS				SPEED				CAPACITIES				TEMPERATURES				WATER FLOW				COILS				AIR FILTERS		REMARKS											
ITEM	SYMBOL	LOCATION	EQUIPMENT	HP	FLA	KW	VOLTS	PHASE	RPM	RPM	DRIVER	DRIVEN	COOLING	HEATING	CFM @	EXT. SP.	COOLING	HEATING	COOL WATER	HEAT WATER	COOLING	HEATING	COOLING	HEATING	COOLING	HEATING	QUANT.	SIZE	WEIGHT												
1	WC-142	EQUIP. RM.	CENTRIFUGAL WATER CHILLER	300	220	480	3						3480000	290															11,800	825 GPM COND WATER @ 17 FTAP 95° EWT. 85° LWT.											
2	CT-1	OUTSIDE BLDG	COOLING TOWER	400									9000,000																13,800	1/2" FAN DISCHARGE DAMPER.											
3	P-142	EQUIP. ROOM	CHILLED WATER PUMP	30					1750	1750																			1,000	6" x 4" x 12" SPLIT CASE											
4	P-344	OUTSIDE BLDG	CONDENSER WATER PUMP	40					1750	1750																			1,100	8" x 6" x 12" SPLIT CASE W/ TOTAL ENCLOSED MOTOR											
5	P-546	EQUIP. ROOM	HOT WATER PUMP	7 1/2					1750	1750																			400	3" x 2 1/2" x 11" END SUCTION											
6	B-142	EQUIP. ROOM	HOT WATER BOILER	1 1/2																									7800	290 S.F. HEAT SURFACE, 180 GAL CAP. COMB. OIL/ NAT. GAS FORCED DRAFT											
7	AH-1	ROOF OF TERMINAL	AIR HANDLING UNIT	15					1750	1750			532000	44	200000	12720	75	80	655	55	51.5	63	79	44	55	100	150	102	15	13	2	23.6	8	12	17.6	2	8	6	24x24x12	5500	PROVIDE ADDITIONAL PRE-FILTERS OF SAME FACE AREA AS NOTED FILTERS.
8	AH-2		S.A. FAN	5									44300	37	160000	12120	75	80	655	55	50.5	63	78	44	55	100	150	82	16	11	1	19	8	14	14.9	2	8	3	24x12x12	5000	
9	AH-3		S.A. FAN	5									350000	29	105000	9200	75	80	655	55	54	67	76	57	54	7	7	19	8	10	14.9	2	8	3	24x12x12	5000					
10	AH-4		S.A. FAN	5									484000	40	235000	13100	75	80	655	55	52.5	66	83	56	82	12	15	23.6	8	12	17.6	2	8	6	24x24x12	5500					
11	AH-5		S.A. FAN	5									360000	30	117000	12000	75	80	655	55	54	68	77	55	67	8	8	23.6	6	12	17.6	2	8	6	24x24x12	5500					
12	AH-6		S.A. FAN	5									572000	43	200000	12100	75	80	655	55	51	63	78	56	96	14	13	23.6	8	14	17.6	2	8	6	24x24x12	5500					
13	AH-7		S.A. FAN	5									428000	35	180000	9500	75	80	655	55	51	63	81	55	77	14	12	19	8	14	14.9	2	8	3	24x12x12	5000					
14	AH-8		S.A. FAN	5									396000	32	80000	12100	75	80	655	55	54	67	73	57	61	5	5	23.6	8	12	17.6	2	8	6	24x24x12	5500					
15	AH-9		S.A. FAN	5									434000	36	160000	17000	75	80	655	55	52.5	66	79	56	70	8	11	23.6	8	14	17.6	2	8	6	24x24x12	5500					
16	AH-10	ROOF OF TERMINAL	S.A. FAN	5									375000	31	155000	18400	75	80	655	55	54	68	80	56	65	6	10	23.6	8	14	17.6	2	8	6	24x24x12	5500					
17	AH-11	ROOF OF BAGGAGE CLAIM	S.A. FAN	5									504000	42	200000	12500	75	80	655	55	51.5	64	79	55	90	12	13	23.6	8	14	17.6	2	8	6	24x24x12	5500					
18	AH-12	ROOF OF BAGGAGE CLAIM	S.A. FAN	5									538000	45	200000	13400	75	80	655	55	51	64	78	54	106	16	13	23.6	8	14	17.6	2	8	6	24x24x12	5500	PROVIDE ADDITIONAL PRE-FILTERS OF SAME FACE AREA AS NOTED FILTERS.				
19	AH-13	TERMINAL ROOF	CONCOURSE ROOF	3									131000	11	60000	10000	75	80	655	55	53	66	80	56	22	5	4	1	8	6	8	8	2	8	3	20x25x2	700	PROVIDE W/ SPRING VIB. ISO.			
20	AH-14			3									133000	11	70000	10000	75	80	655	55	51.5	65	83	56	22	5	5	1	8	6	8	8	2	8	3	20x25x2	700				
21	AH-15			3									111000	9	60000	7900	75	80	655	55	51	65	84	56	18	5	4	1	8	6	8	8	2	8	3	20x25x2	700				
22	AH-16			3									113000	9	55000	3400	75	80	655	55	52.5	66	81	56	14	5	4	1	8	6	8	8	2	8	3	20x25x2	700				
23	AH-17			3									106000	9	55000	3000	75	80	655	55	52	66	83	56	18	5	4	1	8	6	8	8	2	8	3	20x25x2	700				
24	AH-18			3									104000	9	55000	3000	75	80	655	55	52	66	83	56	17	5	4	1	8	6	8	8	2	8	3	20x25x2	700				
25	AH-19			3									121000	10	60000	3400	75	80	655	55	52	66	84	56	20	5	4	1	8	6	8	8	2	8	3	20x25x2	700	PROVIDE W/ SPRING VIB. ISO.			
26	AH-20	CONCOURSE ROOF	AIR HANDLING UNIT	3		480	3	1750	1100	1100			123000	10	60000	3500	75	80	655	55	52	66	82	44	56	20	5	4	1	8	6	8	8	2	8	3	20x25x2	700	PROVIDE W/ SPRING VIB. ISO.		
27	UH-1	BAG. MAKE-UP	HOT WATER UNIT HEATER	1/6		120	1	100	1100	1100																					150										
28	UH-2			1/6																																					
29	UH-3			1/6																																					
30	UH-4			1/6																									</												

SUPPLY DIFFUSER & REGISTER SCHEDULE					RETURN GRILLE & REGISTER SCHEDULE				
SYM.	DESCRIPTION	SIZE	DAMPEN	REMARKS	SYM.	DESCRIPTION	SIZE	REMARKS	
(A)	CEILING MOUNTED	20" x 20"	4-WAY	MODULAR TYPE W/O.B.D.	(AA)	SIDEWALL	36" x 20"		
(B)		18" x 18"	4-WAY		(BB)	CEILING MOUNTED	20" x 20"	O.B.D.	
(C)		16" x 16"	4-WAY		(CC)		14" x 14"		
(D)	NOT USED				(DD)		12" x 12"		
(E)	CEILING MOUNTED	14" x 14"	4-WAY		(EE)		10" x 10"		
(F)		14" x 14"	3-WAY		(FF)	CEILING MOUNTED	8" x 8"		
(G)		12" x 12"	4-WAY		(GG)	SIDEWALL	30" x 12"		
(H)		12" x 12"	3-WAY		(HH)		18" x 12"		
(I)		12" x 12"	2-WAY		(JJ)		14" x 12"		
(J)		10" x 10"	4-WAY		(KK)		30" x 8"		
(K)		10" x 10"	3-WAY		(LL)	SIDEWALL	24" x 24"		
(L)		10" x 10"	2-WAY		(MM)	CEILING MOUNTED	24" x 24"		
(M)		8" x 8"	3-WAY		(NN)	CEILING MOUNTED	12" x 12"		
(N)	SIDEWALL	46" x 14"	—	DOUBLE DEFLECTION					
(O)		40" x 8"	—						
(P)		36" x 8"	—						
(Q)		30" x 6"	—						
(R)		24" x 8"	—						
(S)		10" x 6"	—						
(T)	LIGHT TROFFER DOUBLE SIDE INLET	4' LONG	—	PROVIDE W/ FULL INSULATION					
(U)	SIDEWALL	30" x 12"	—						
(V)		20" x 6"	—						
(X)		24" x 12"	—						
(Y)	SIDEWALL	14" x 8"	—	DOUBLE DEFLECTION					

FLOW METER SCHEDULE			
SYM.	SERVICE	GPM	SIZE
(1)	COND. WATER	1800	10"
(2)	CHILLED WATER	925	6"
(3)		45	4"
(4)		400	5"
(5)		380	5"
(6)	CHILLED WATER	195	4"
(7)	HOT WATER	200	2 1/2"
(8)		60	4"
(9)		160	4"
(10)		55	2 1/2"
(11)		70	2 1/2"
(12)	HOT WATER	30	1 1/2"

CONTROL VALVE & BRANCH PIPE SIZE SCHED.									
UNIT	COOLING				HEATING				
	GPM	PIPE SIZE	VALVE SIZE	CV	GPM	PIPE SIZE	VALVE SIZE	CV	
AH-1	102	3	2 1/2	63	13	1 1/4	3/4	6.3	
AH-2	82	2 1/2	2	40	11	1 1/4	3/4	6.3	
AH-3	82	2 1/2	1 1/2	25	7	1	1/2	4	
AH-4	82	2 1/2	2	40	15	1 1/4	1	10	
AH-5	67	2 1/2	2	40	8	1	1/2	4	
AH-6	96	3	2 1/2	63	13	1 1/4	3/4	6.3	
AH-7	77	2 1/2	2	40	12	1 1/4	3/4	6.3	
AH-8	61	2 1/2	2	40	5	3/4	1/2	2.5	
AH-9	70	2 1/2	2	40	11	1 1/4	3/4	6.3	
AH-10	65	2 1/2	2	40	10	1 1/4	3/4	6.3	
AH-11	90	3	2 1/2	40	13	1 1/4	3/4	6.3	
AH-12	106	3	2 1/2	63	13	1 1/4	3/4	6.3	
AH-13	22	1 1/2	1	10	4	3/4	1/2	2.5	
AH-14	22	1 1/2	1	10	4	3/4	1/2	2.5	
AH-15	18	1 1/2	1	10	4	3/4	1/2	2.5	
AH-16	19	1 1/2	1	10	4	3/4	1/2	2.5	
AH-17	18	1 1/2	1	10	4	3/4	1/2	2.5	
AH-18	17	1 1/2	1	10	4	3/4	1/2	2.5	
AH-19	20	1 1/2	1	10	4	3/4	1/2	2.5	
AH-20	20	1 1/2	1	10	4	3/4	1/2	2.5	
FC-1	—	—	—	—	4	3/4	1/2	2.5	
FC-2	3	3/4	1/2	1.6	1	1/2	1/2	.63	
FC-3	4	3/4	1/2	2.5	1	1/2	1/2	.63	
FC-4	4	3/4	1/2	2.5	1	1/2	1/2	.63	
FC-5	3	3/4	1/2	1.6	1	1/2	1/2	.63	
FC-6	3	3/4	1/2	1.6	1	1/2	1/2	.63	
FC-7	4	3/4	1/2	2.5	1	1/2	1/2	.63	
FC-8	—	—	—	—	4	3/4	1/2	2.5	
FC-9	4	3/4	1/2	2.5	1	1/2	1/2	.63	
FC-10	3	3/4	1/2	1.6	1	1/2	1/2	.63	
FC-11	—	—	—	—	2	1/2	1/2	1.0	
FC-12	3	3/4	1/2	1.6	1	1/2	1/2	.63	
FC-13	5	3/4	1/2	2.5	1	1/2	1/2	.63	
FC-14	3	3/4	1/2	1.6	1	1/2	1/2	.63	
FC-15	4	3/4	1/2	2.5	4	3/4	1/2	2.5	
FC-16	4	3/4	1/2	2.5	4	3/4	1/2	2.5	
FC-17	3	3/4	1/2	1.6	1	1/2	1/2	.63	
FC-18	—	—	—	—	2	1/2	1/2	1.0	
AH-21	20	1 1/2	1	10	6	3/4	1/2	4	

LEGEND			
SYMBOL	DESCRIPTION	SYMBOL	DESCRIPTION
	SECTION - SUPPLY AIR DUCT		FLOW METER
	SECTION - RETURN OR EXHAUST AIR DUCT		UNION
	LINED DUCT		FLANGES
	MANUAL VOLUME CONTROL DAMPER		CONTROL VALVE, 3-WAY
	FLEXIBLE DUCT CONNECTION		PRESSURE RELIEF VALVE
	EXTRACTOR		
	TURNING VANES		
	GATE VALVE		
	BUTTERFLY VALVE		
	BALANCE VALVE		
	BALL VALVE		
	STRAINER W/COCK		
	CHECK VALVE		
	FLEXIBLE PIPE CONNECTION		
	THERMOMETER		
	PRESSURE GAUGE		

GENERAL NOTES :

- COORDINATE ALL GRILLE/REGISTER & CEILING DIFFUSER LOCATION W/ARCH. REFLECTED CEILING PLAN. LOCATIONS SHOWN ARE APPROX.
- ALL DUCT FABRICATION AND INSTALLATION SHALL CONFORM TO SMACNA REQUIREMENTS (SEE SPECS) EXCEPT WHERE MORE RIGID REQUIREMENTS ARE SHOWN OR SPECIFIED.
- R.A. DUCT INTAKES IN ATTIC SPACES SHALL BE PROVIDED W/VOL. DAMPERS & SHALL BE COVERED W/ 1/2" MESH GALV. WIRE SCREEN.
- DAMPER QUADRANTS SHALL BE 3/8" MIN. (SEE SPEC'S) DAMPER SHALL BE INDICATED BY QUADRANT.
- FIRE DAMPERS & ACCESS DOORS TO BE INSTALLED IN ALL DUCTS PENETRATING FIRE RATED SEPARATIONS. DAMPERS SHALL BE STATE OF CALIFORNIA FIRE MARSHALL LISTED.
- ALL CHANGES IN DUCT DIRECTION SHALL BE MADE WITH TURNING VANES OR 1 1/2" WIDTH RADIUS ELBOWS.
- ALL MECHANICAL EQUIPMENT SHALL BE BRACED OR ANCHORED TO RESIST A HORIZONTAL FORCE OF 50% OF ITS OPERATING WEIGHT IN ANY DIRECTION.
- FIRE DAMPER ASSEMBLIES, INCLUDING SLEEVES, AND INSTALLATION PROVIDED SHALL BE APPROVED BY BUILDING INSPECTION PRIOR TO INSTALLATION.

VARIABLE	AIR	VALVES
VALVE	CFM	SIZE
VAV-1	430	10"
VAV-1	230	8"
VAV-3	650	10"
VAV-3	325	8"
VAV-5	585	10"
VAV-6	1200	16"

ME 12308
PADEREWSKI • DEAN & ASSOCIATES
 ARCHITECTS
 648 ASH ST. SAN DIEGO, CALIFORNIA 92101
 TEL. 234-0163

SPEC. NO. W.O. NO.
 CONTRACTOR
 CONSTRUCTION STARTED
 CONSTRUCTION COMPLETED
 COST

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 Architects and Planners

AS-BUILT	3-24-79	EPW
REVISED PER ADDENDUM #3 ITEM # E.36	5-16-77	J.M.G.
REVISIONS	DATE	APPROVED

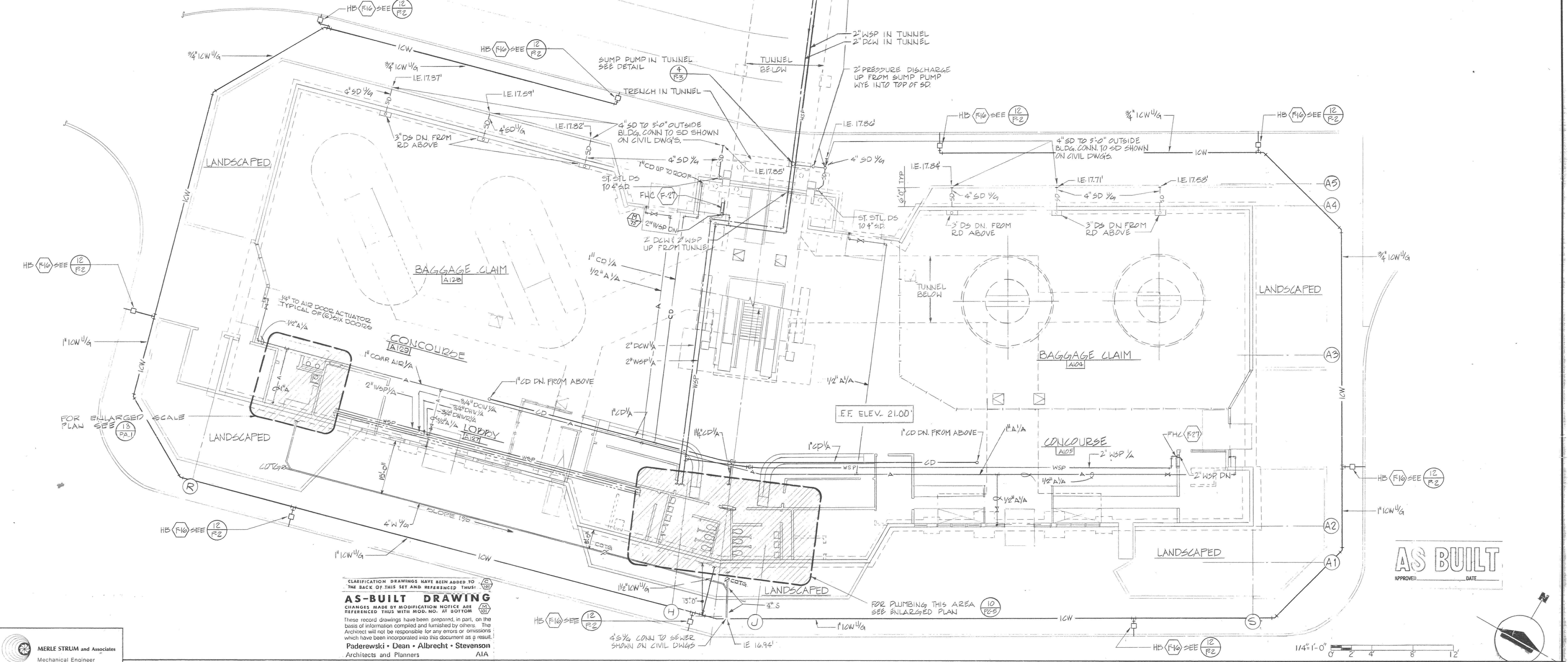
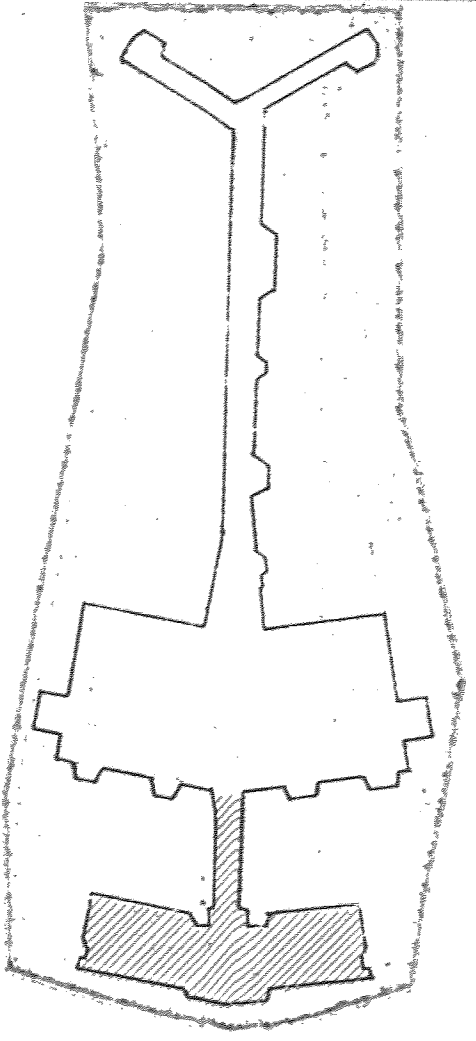
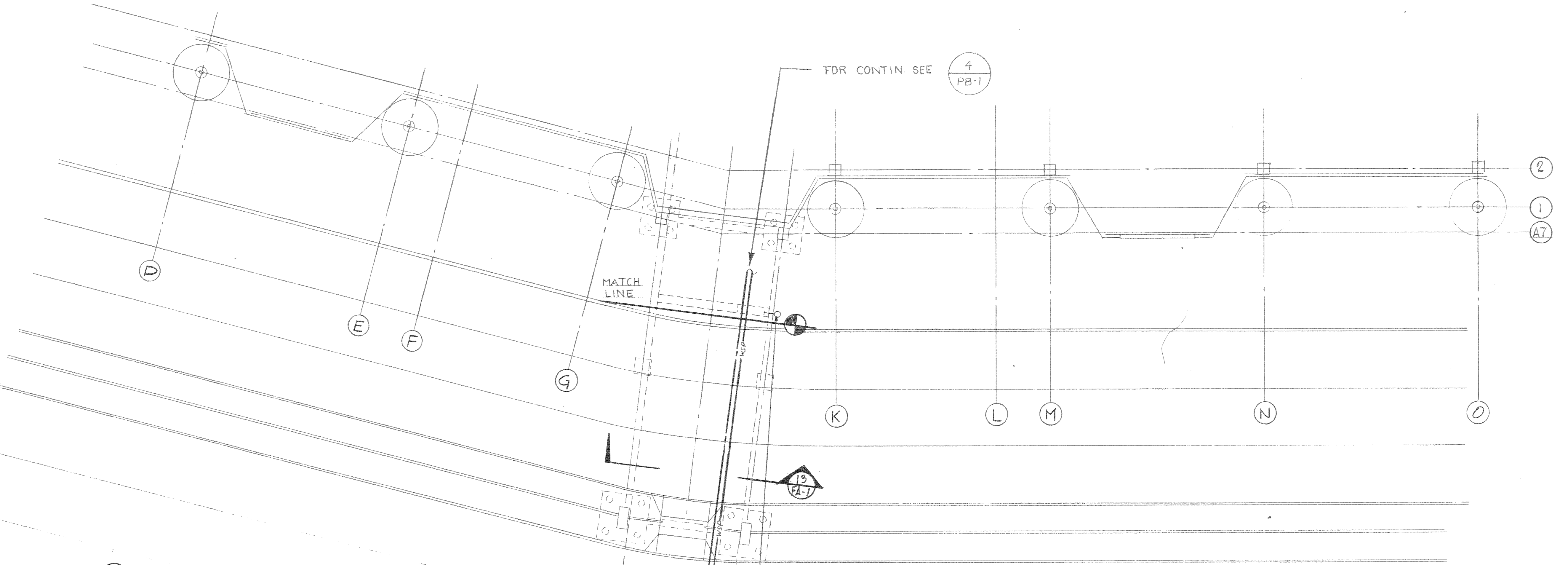
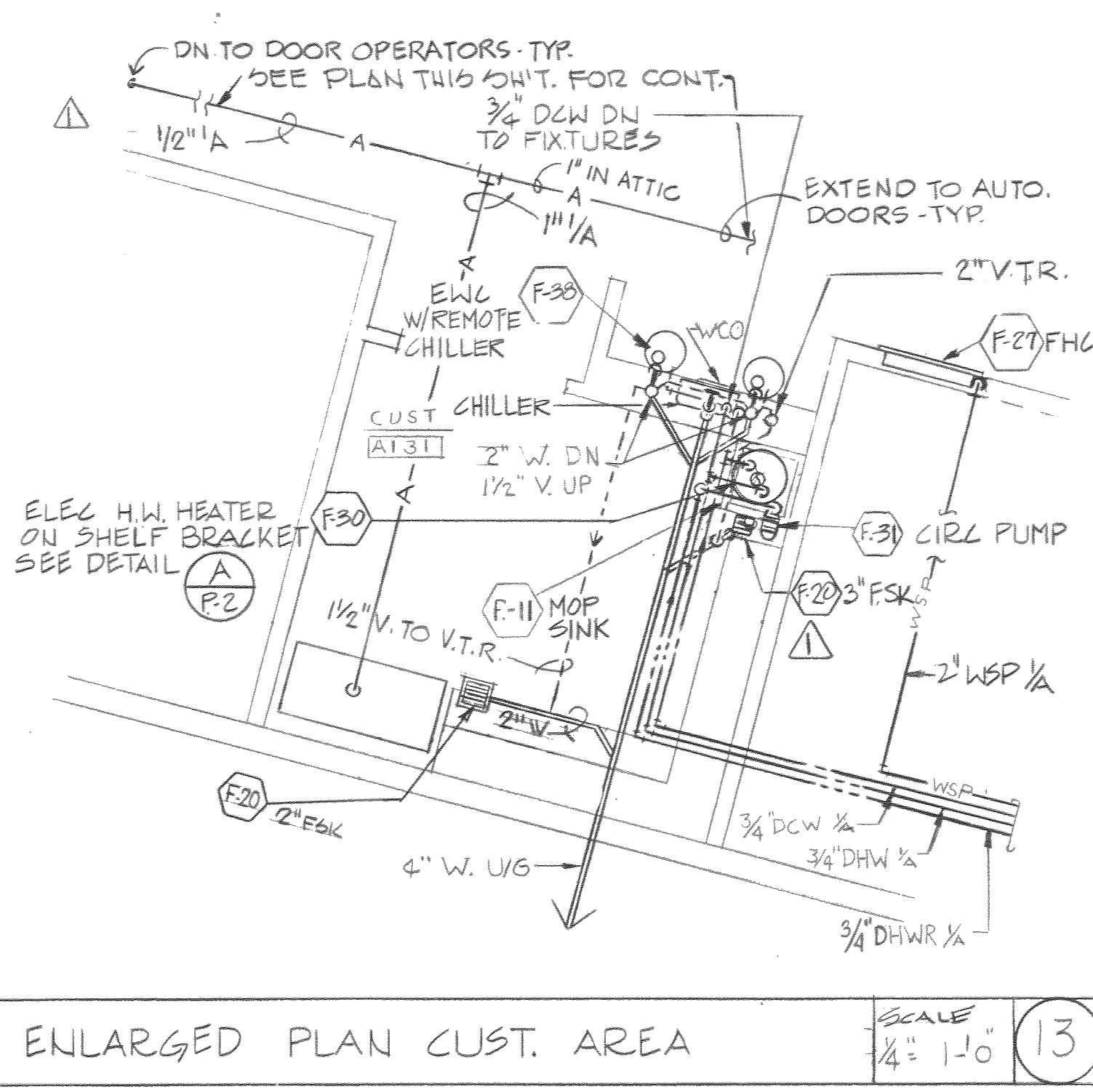
San Diego Unified
Port District
 San Diego • California

AS BUILT
 APPROVED DATE



DESIGNED	H.D.F.
DRAWN	F.S.
CHECKED	H.D.F.
APPROVED	Chief Engineer

WEST TERMINAL		SAN DIEGO INTERNATIONAL AIRPORT		SCHEDULES & NOTES	
DATE	11 MAR 77	SHEET	M-2	REV.	1
DRAWING NO.	1709				



AS-BUILT DRAWING

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Paderewski • Dean • Albrecht • Stevenson
Architects and Planners AIA

San Diego Unified Port District

San Diego • California

DESIGNED: D.B.

DRAWN: J.A. & S.O.

CHECKED: D.B.

APPROVAL: *John Albrecht* ASST. CHIEF ENGINEER

APPROVED: *Sheldon* CHIEF ENGINEER

PADEREWSKI • DEAN & ASSOCIATES ARCHITECTS

645 ASH ST. SAN DIEGO, CALIFORNIA 92101

TEL. 234 6183

SPEC. NO.	W.O. NO.	NO. REV.	DATE	APPROVED
1		1	8-16-79	EFW
REVISOR PER APPENDIX #3 - ITEMS A.3 & E.38				
DATE: 7-11-77				

WEST TERMINAL PHASE III

SAN DIEGO INTERNATIONAL AIRPORT

LINDBERGH FIELD

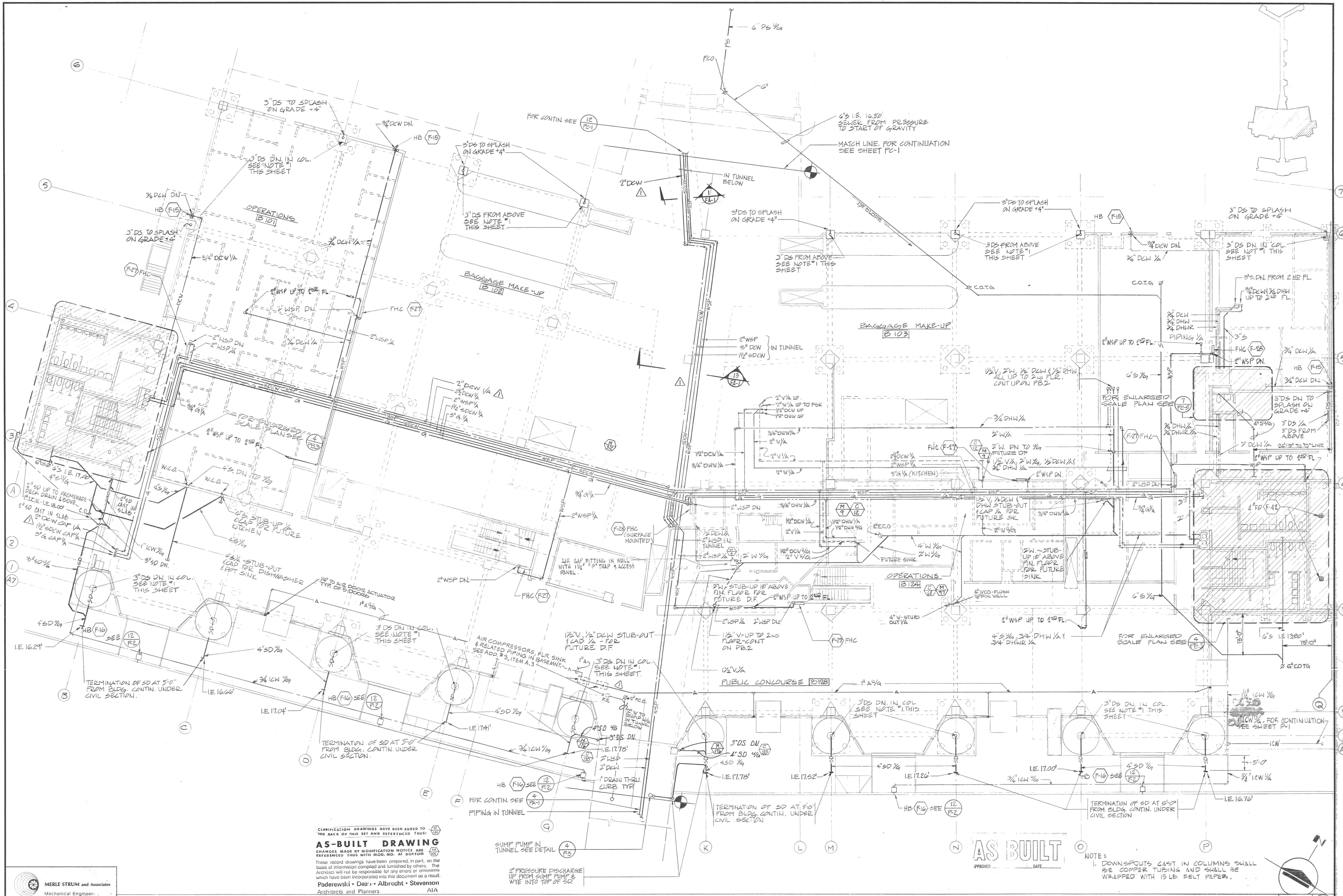
BAGGAGE CLAIM BLDG. A FLOOR PLAN

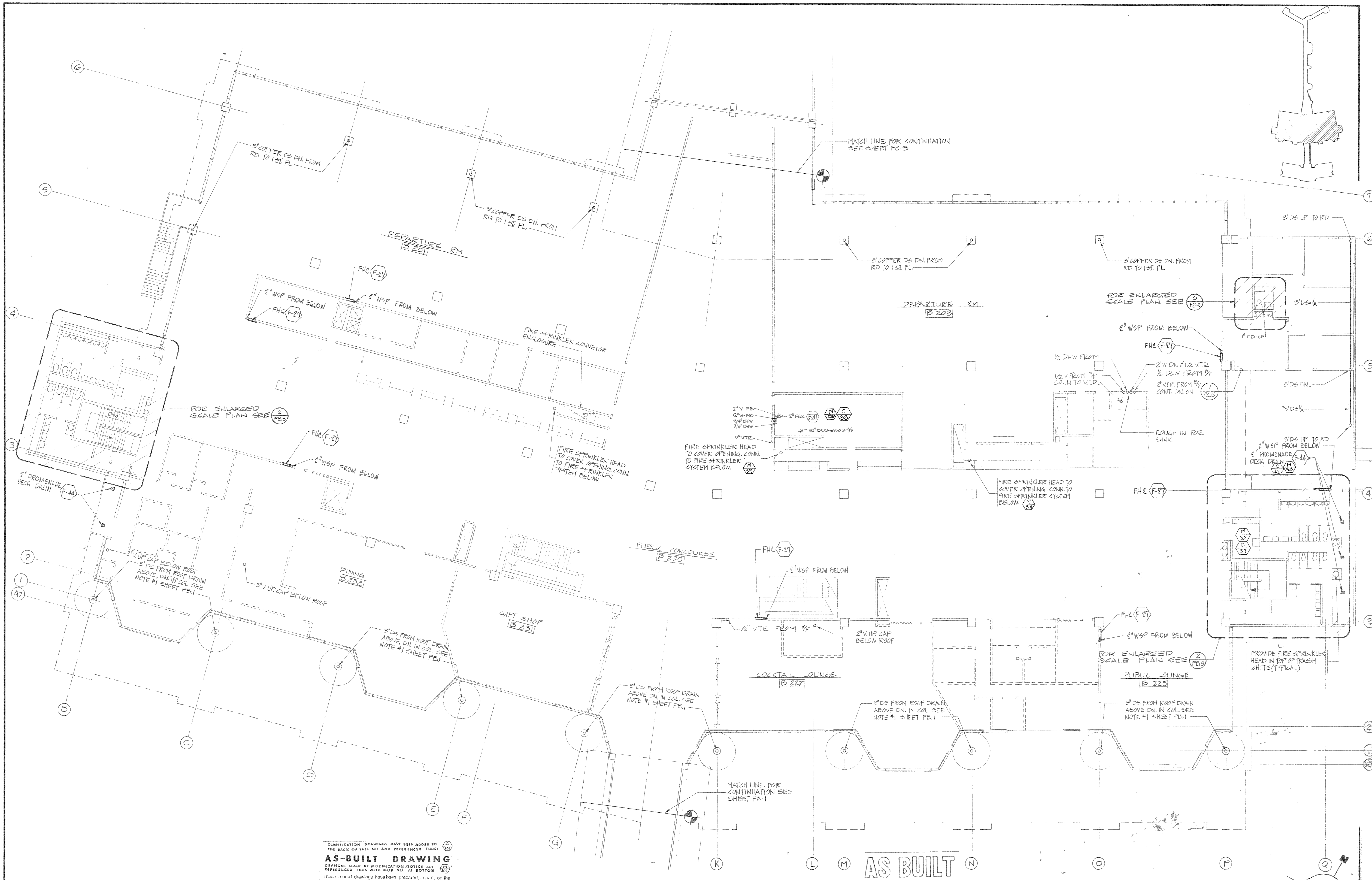
DATE: 11 MAR 77

SHEET: PA-1 OF 209

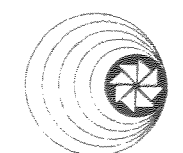
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REV. 1





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MERLE STRUM and Associates
Mechanical Engineer

ME 12388

FLOOR PLAN

PADEREWSKI • DEAN & ASSOCIATES

ARCHITECTS

645 ASH ST. SAN DIEGO, CALIFORNIA 92101
TEL. 234 6103

SPEC. NO. _____
REFERENCES _____
CONTRACTOR _____
CONSTRUCTION STARTED _____
CONSTRUCTION COMPLETED _____
COST _____
INSPECTOR _____

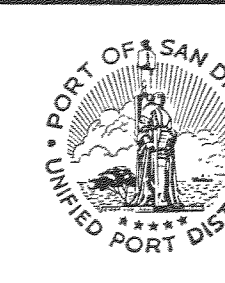
AS BUILT

5-20-79 EFV

REVISIONS

DATE APPROVED

**San Diego Unified
Port District**
San Diego • California



DESIGNED

D.B.

DRAWN

JA & SA

CHECKED

D.B.

APPROVAL

RECOMMENDED

APPROVED

APPROVED

APPROVED

APPROVED

APPROVAL

RECOMMENDED

APPROVED

APPROVED

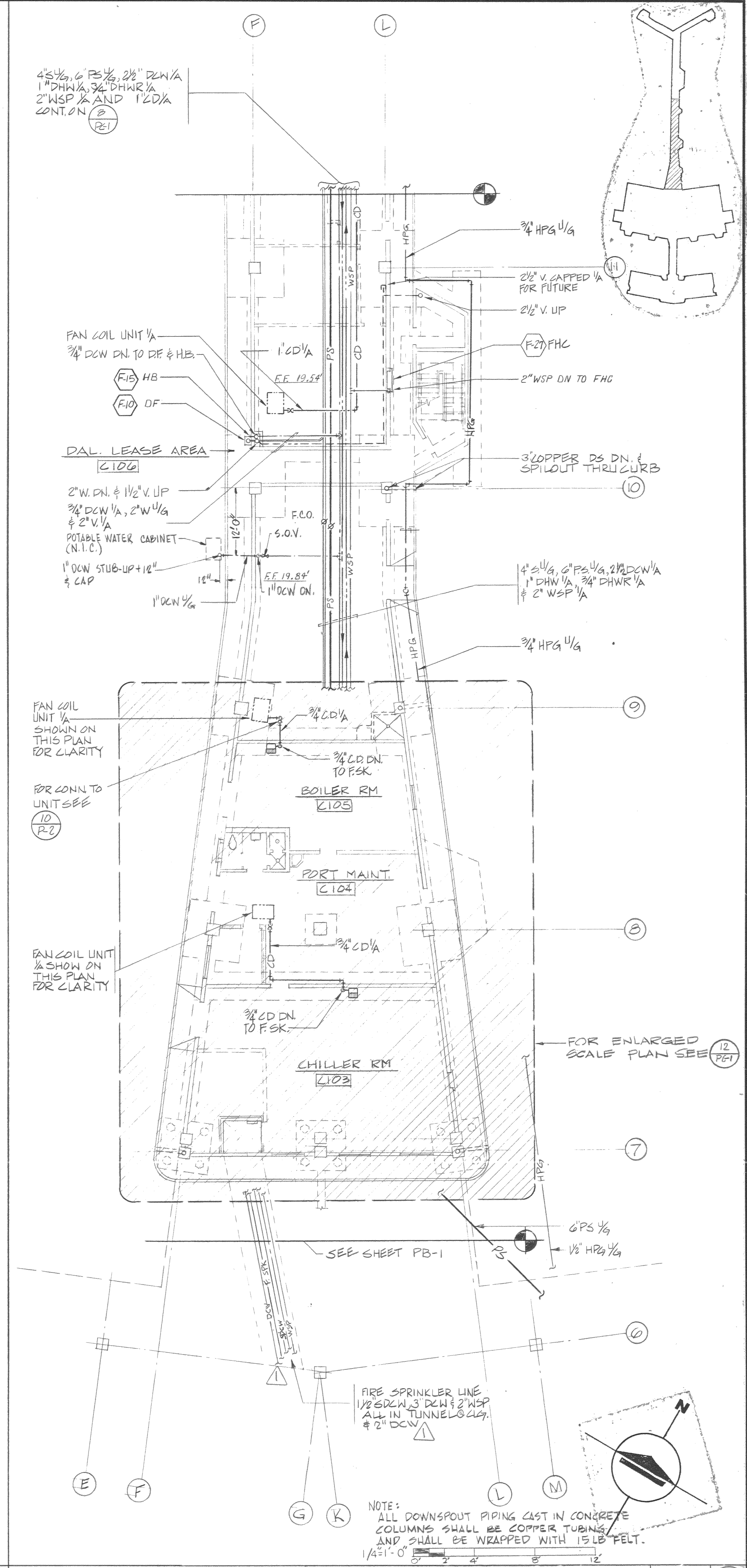
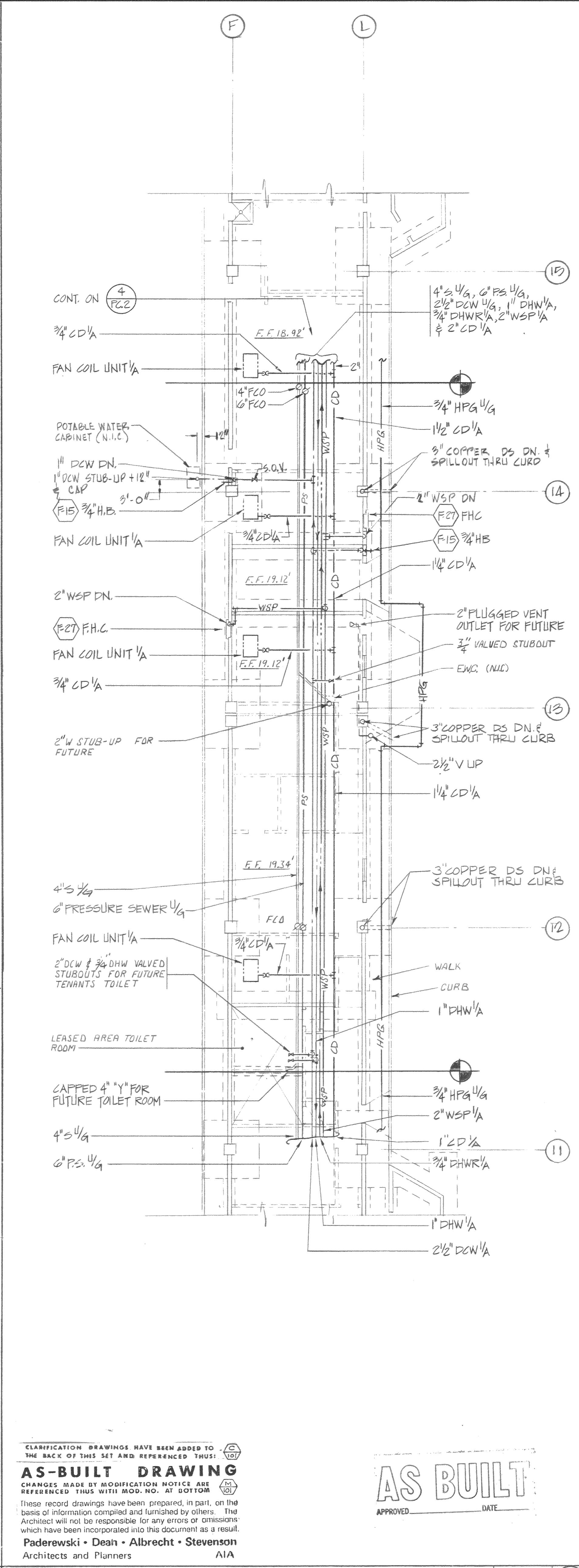
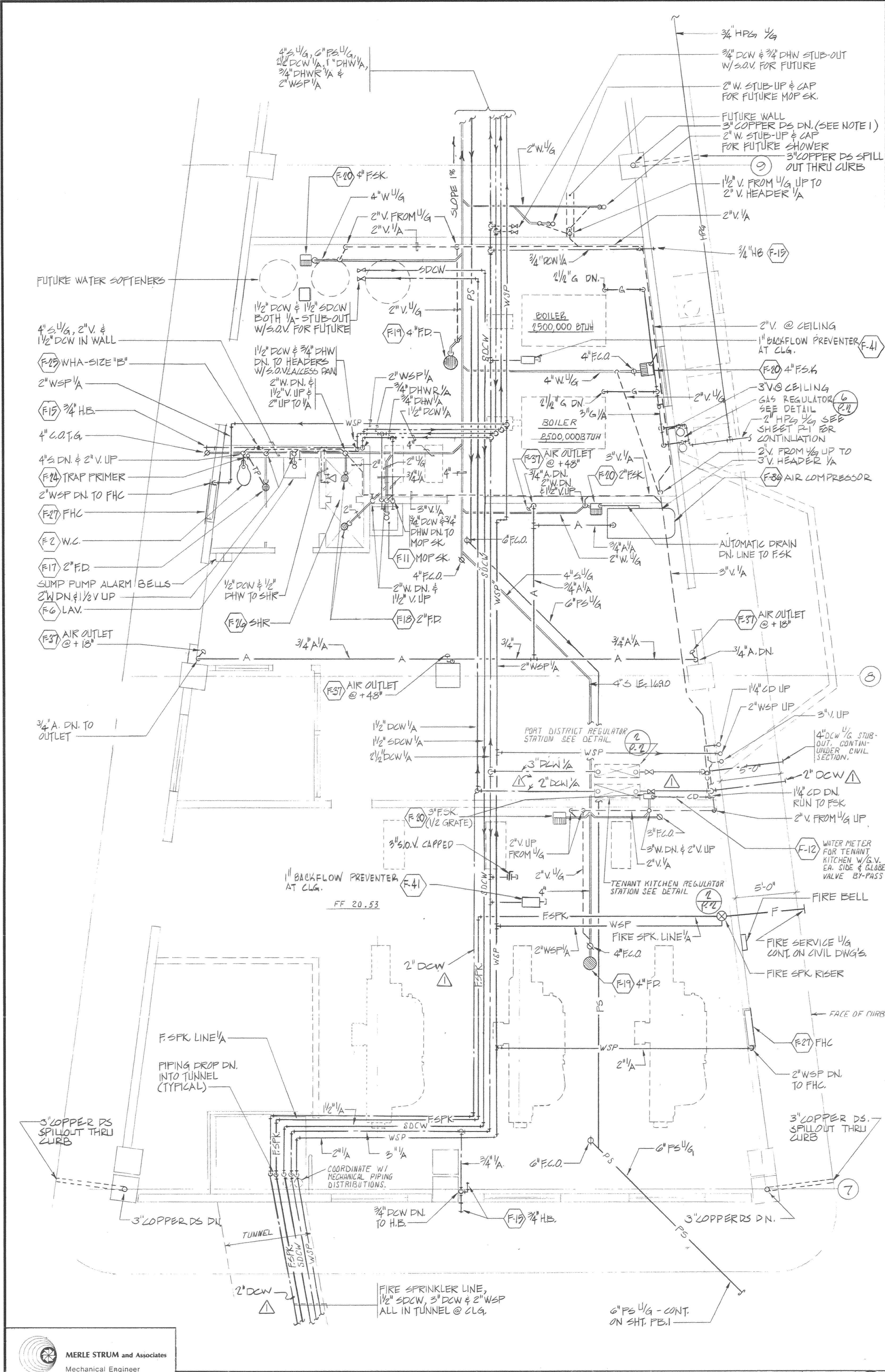
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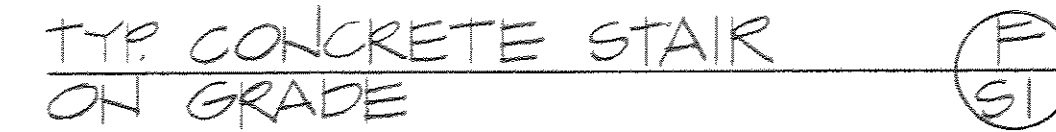
SAN DIEGO INTERNATIONAL AIRPORT
LINDBERGH FIELD

TERMINAL BLDG. B SECOND FLOOR PLANS

SC: 3/32=1"=10'
DATE 11 MAR 77
SHEET PB-2 of 209
DRAWING NO. 1709



CONSTRUCTION JOINT ~ (A)
SLAB ON GRADE (SI)



2. ALL CONCRETE SHALL HAVE A MINIMUM COMPRESSIVE STRENGTH AT 28 DAYS AS FOLLOWS: (SEE SPEC SECTION 3A)

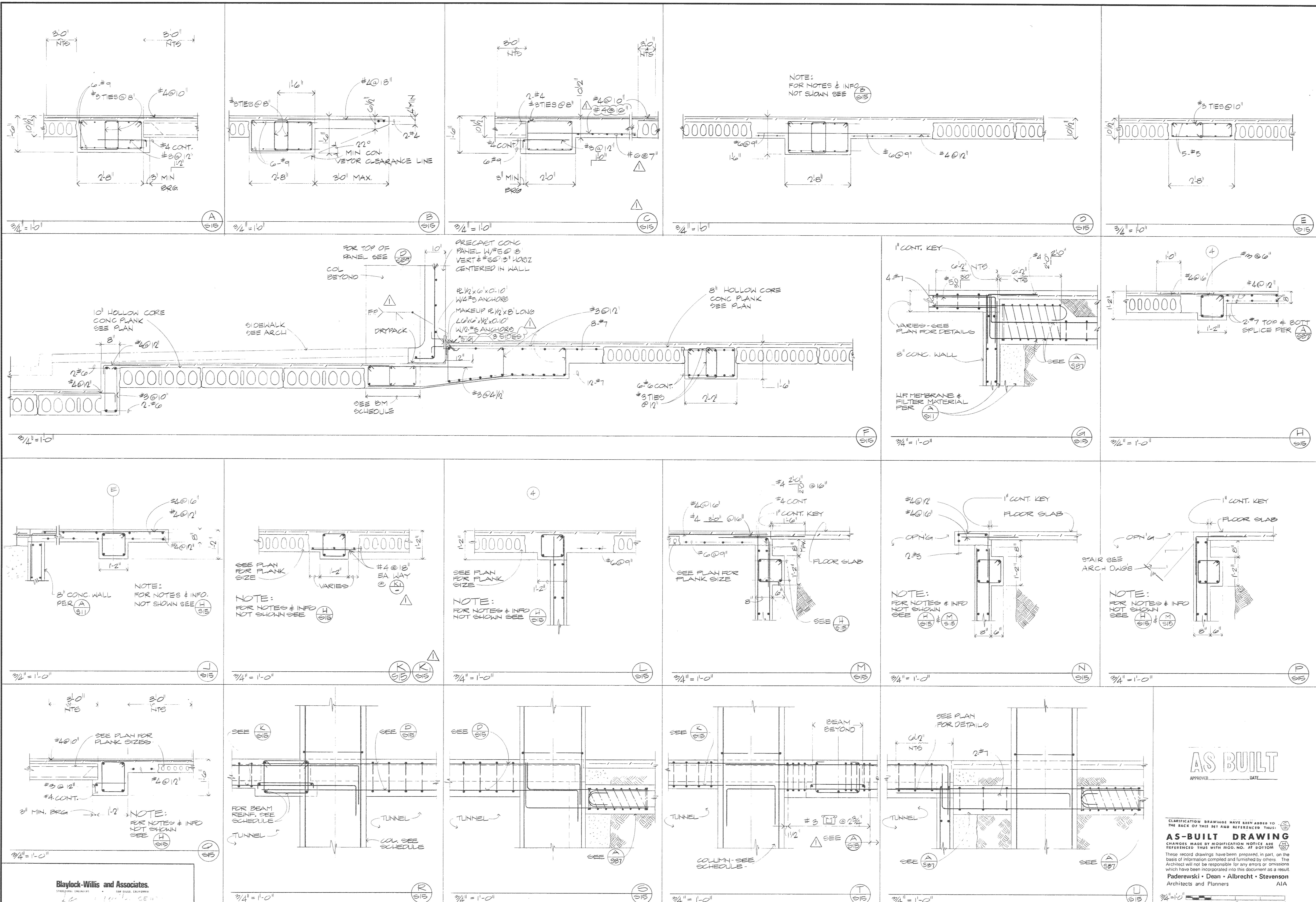
CHIEF ENGINEER

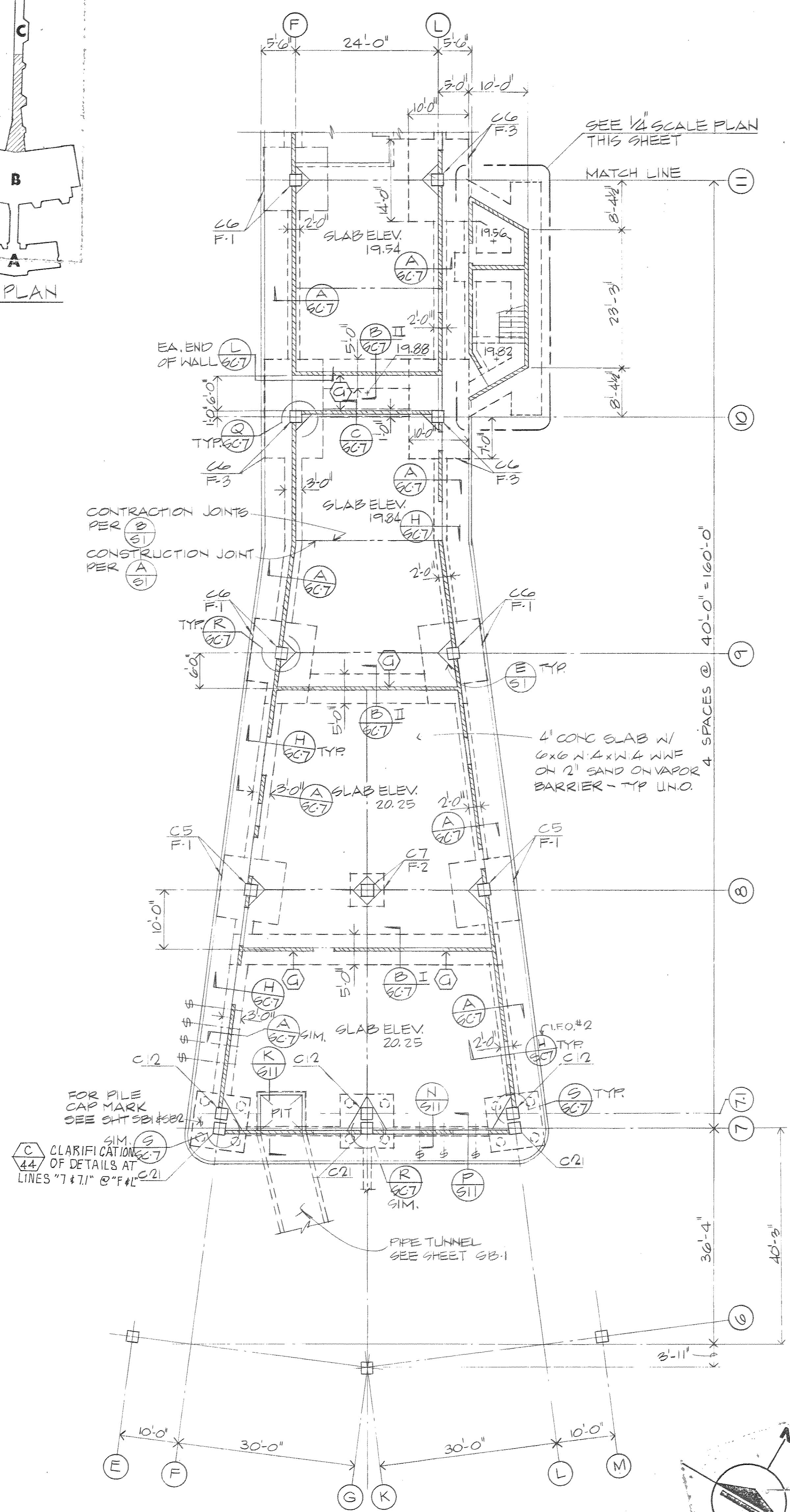
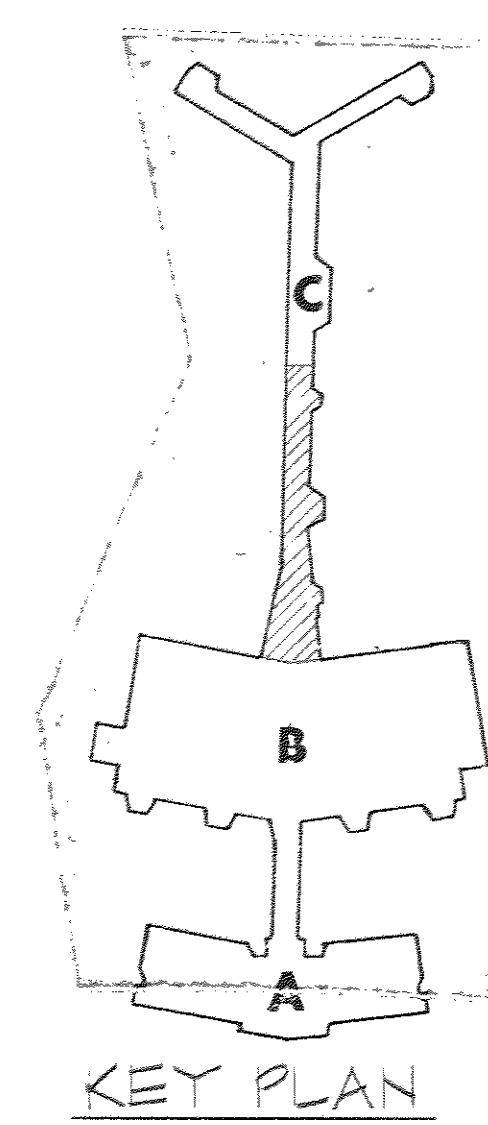
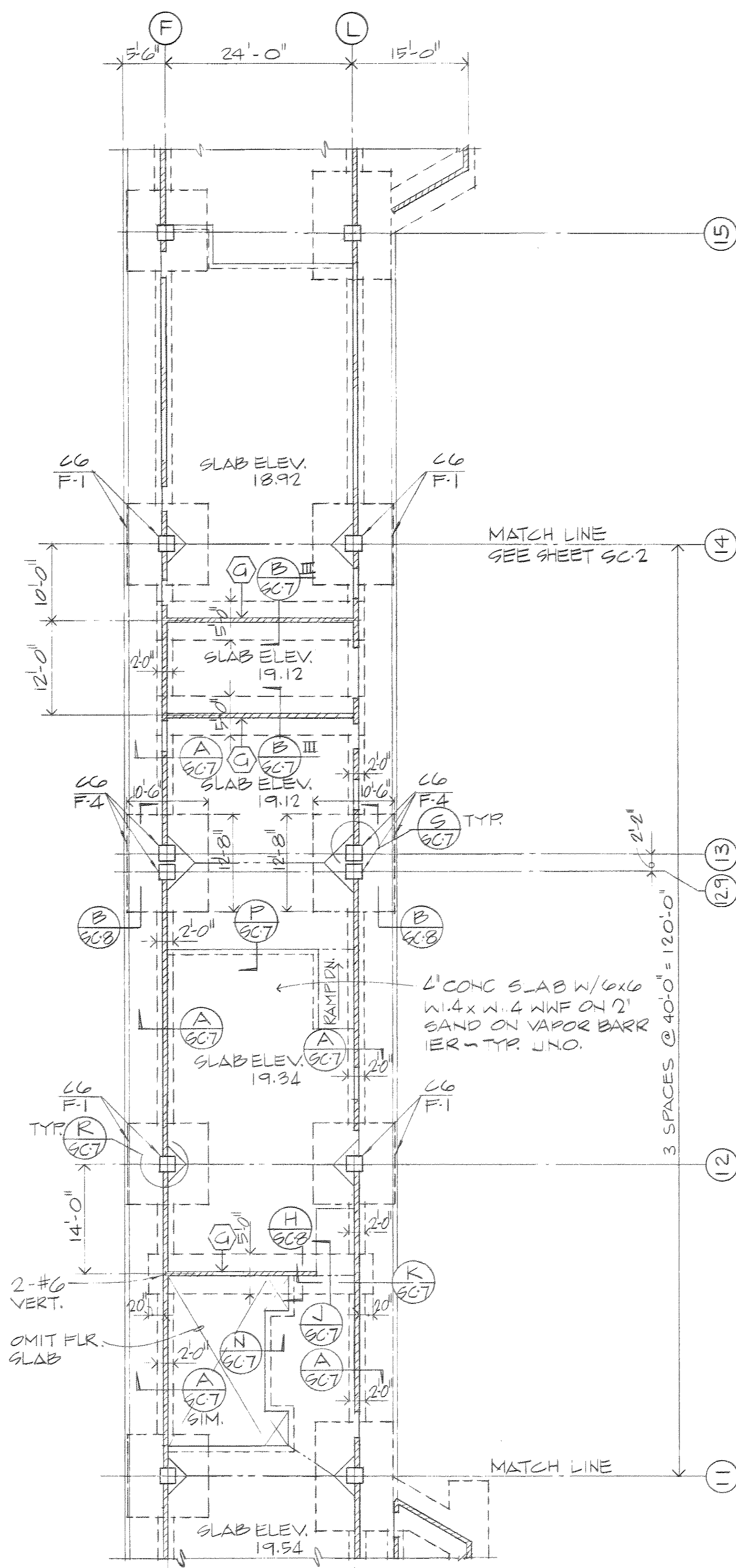
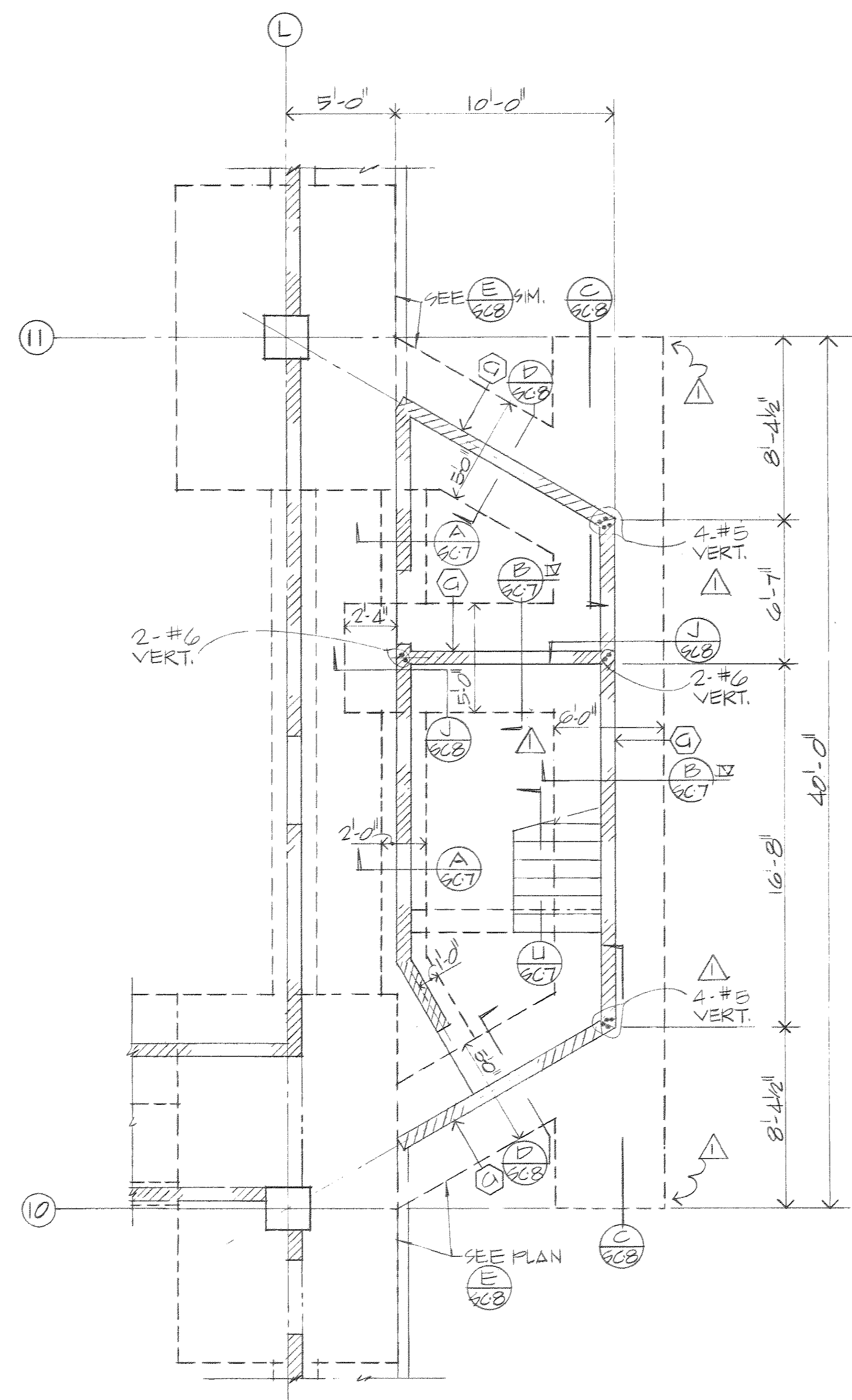


REINFORCING AROUND OPENINGS IN CONG. OR MASONRY WALLS & CONG. SLABS



CHIEF ENGINEER





- NOTES -
1. C6 DENOTES CONC. COLUMN SEE SHEET S-3
F.1 DENOTES COLUMN FOOTING PER (A) 8C8
 2. (A) DENOTES CONC. BLOCK WALLS TO BE SOLID GROUTED
 3. WALLS TO BE GROUTED PER (C) 16W EXCEPT WHERE NOTED TO BE SOLID GROUTED
 4. (H) DENOTES STEP FOOTING PER (H) 81

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AS BUILT

APPROVED _____ DATE _____

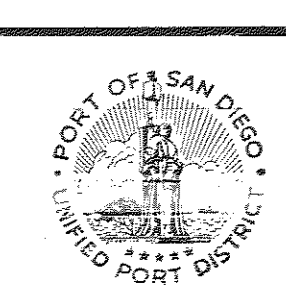
CONCOURSE PARTIAL FOUNDATION PLAN

SCALE: 3/32" = 1'-0"

Blaylock-Willis and Associates.
STRUCTURAL ENGINEERS
SAN DIEGO, CALIFORNIA
445 ASH ST. SAN DIEGO, CALIFORNIA 92101
TEL. 234 6183

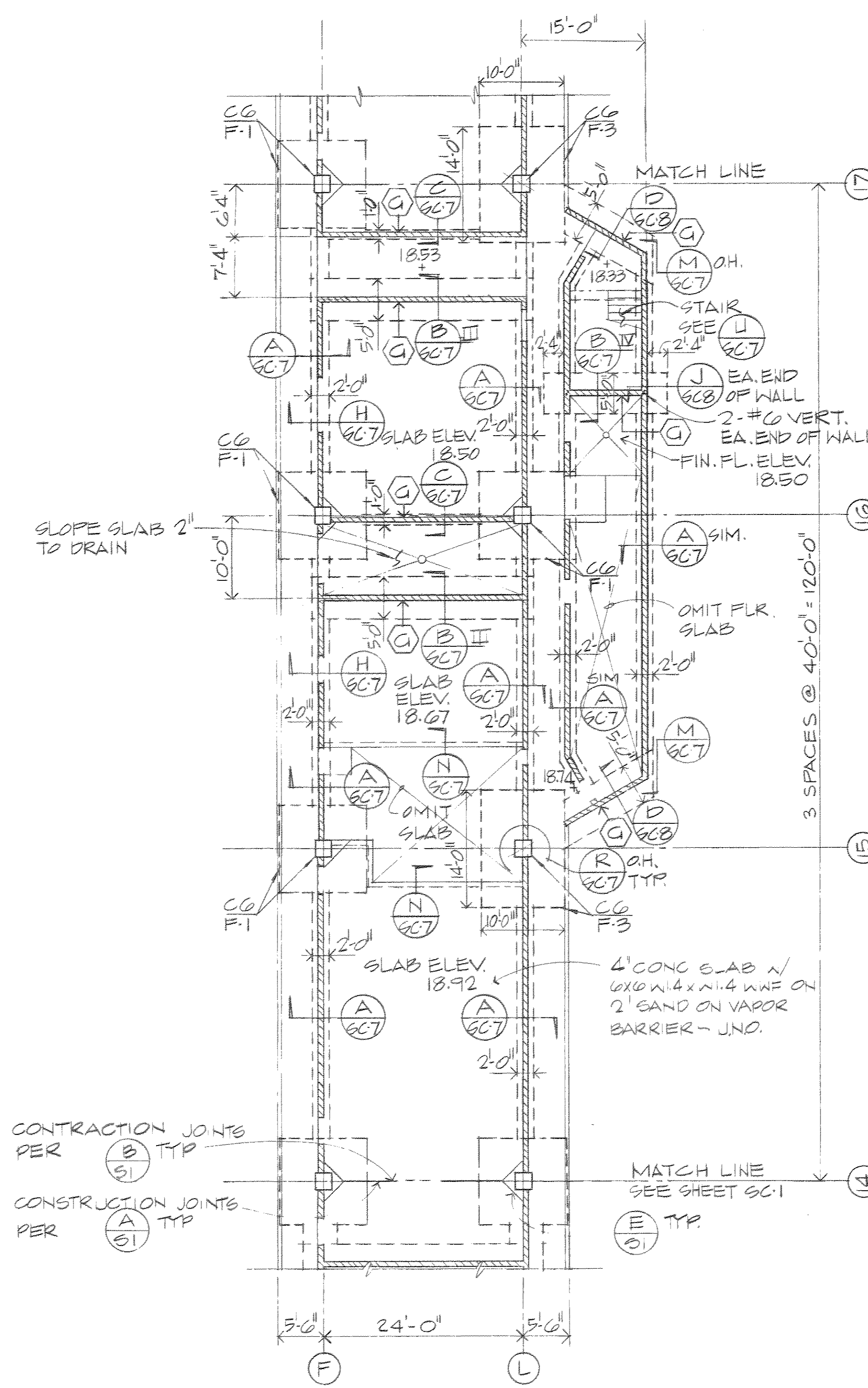
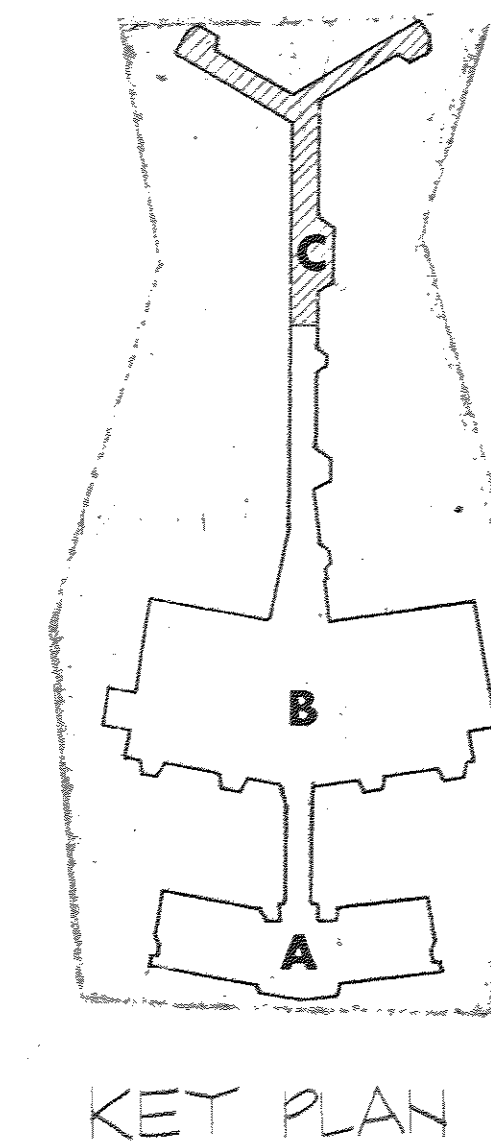
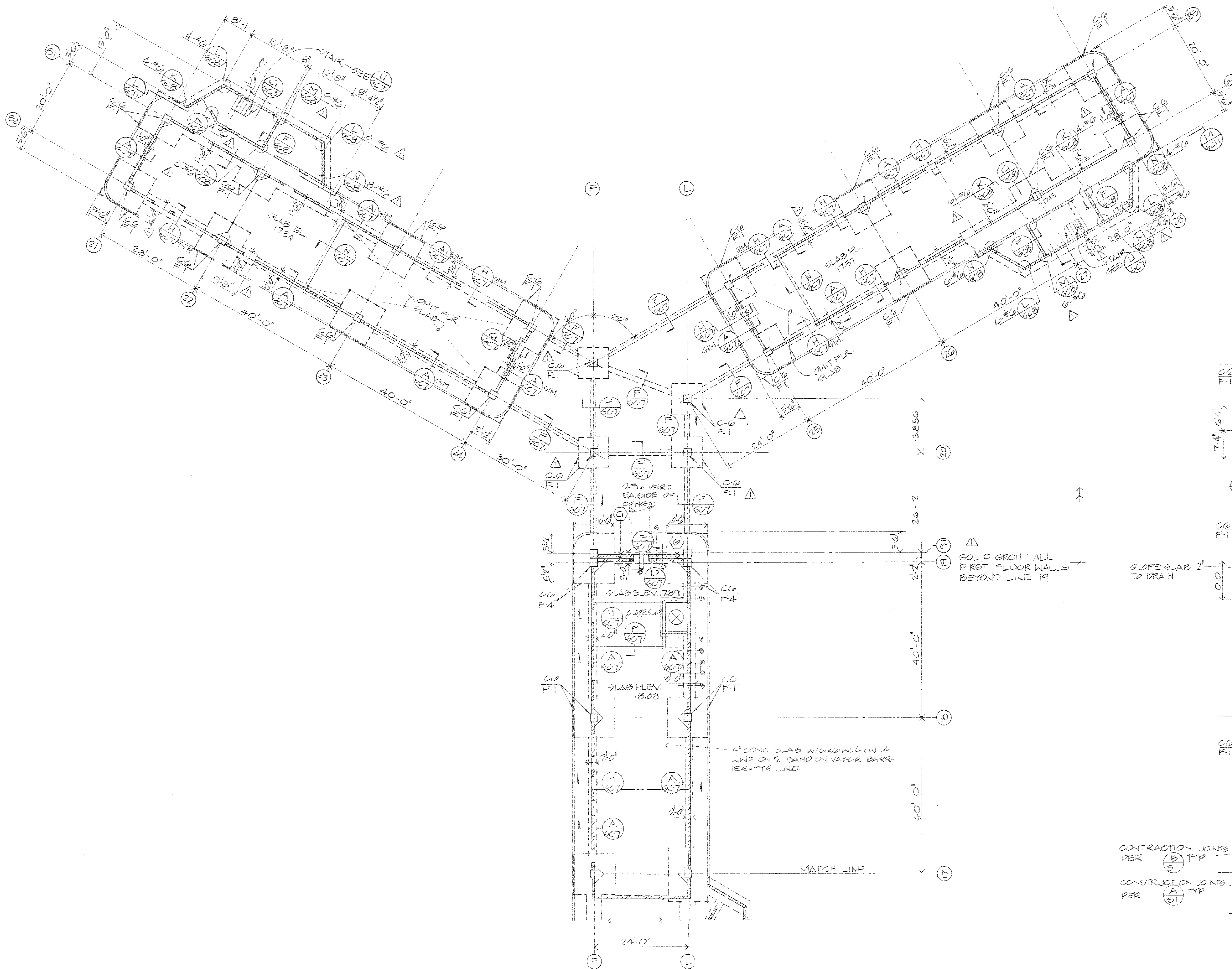
SPEC. NO.	W.D. 120
REFERENCES	APPENDIX NO. 2 - REVISE F.T. & WALL R.F.T.
CONTRACTOR	AD-POULT
CONSTRUCTION STARTED	5-14-71
CONSTRUCTION COMPLETED	8-17-71
DATE	8-17-71
APPROVED	EPV

San Diego Unified Port District
San Diego • California



DESIGNED	RAH
DRAWN	W.D.
CHECKED	W.D.
APPROVED	W.D.
ASST. CHIEF ENGINEER	W.D.
CHIEF ENGINEER	W.D.

WEST TERMINAL PHASE III	
SAN DIEGO INTERNATIONAL AIRPORT	
LINDBERGH FIELD	
CONCOURSE BLOC 'C' FOUNDATION PLAN.	
DATE	11 MAR 1971
SHEET	501 OF 501
DRAWING NO.	1709
REV.	



CONCOURSE PARTIAL FOUNDATION PLAN

SCALE: 3/32" = 1'-0"

NOTES

1. C-6 DENOTES CONC. COL. SEE SHEET S-3
2. F-1 DENOTES COLUMN FOOTING PER (A) TYP.
3. 4' DENOTES CONC. BLOCK WALLS TO BE SOLID GROUTED
4. WALLS TO BE GROUTED PER (C) TYP. EXCEPT WHERE NOTED TO BE SOLID GROUTED
5. DENOTES STEP FOOTING PER (H) TYP.

AT EAST & WEST 'Y' 1" CONCRETE SLAB W/ 6" W/ 4" W/ 4" W/ 4" ON 2" SAND ON VAPOR BARRIER. TYP. U.O.N. I.F.O. #4

CLASSIFICATION: DRAWINGS HAVE BEEN ADDED TO THE BACK OF THIS SET AND REFERENCED THUS:

AS-BUILT DRAWING

CHANGES MADE BY MODIFICATION NOTICE ARE REFERENCED THUS WITH MOD. NO. AT BOTTOM. These record drawings have been prepared, in part, on the basis of information compiled and furnished by others. The Architect will not be responsible for any errors or omissions which have been incorporated into this document as a result.

Paderewski • Dean • Albrecht • Stevenson
Architects and Planners AIA

AS BUILT
APPROVED _____ DATE _____

Blaylock-Willis and Associates.

STRUCTURAL ENGINEERS SAN DIEGO, CALIFORNIA

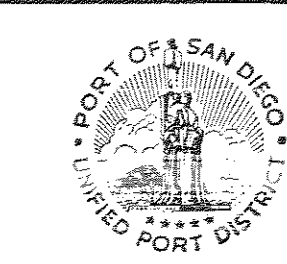
PADEREWSKI • DEAN & ASSOCIATES
ARCHITECTS

665 ASH ST. SAN DIEGO, CALIFORNIA 92101
TEL. 234 6183

DATE	W.P. NO.	APPROVED	DATE
CONTRACTOR	CONSTRUCTION COMPLETED	INSPECTOR	DATE

APPROVED	DATE
REVISIONS	DATE

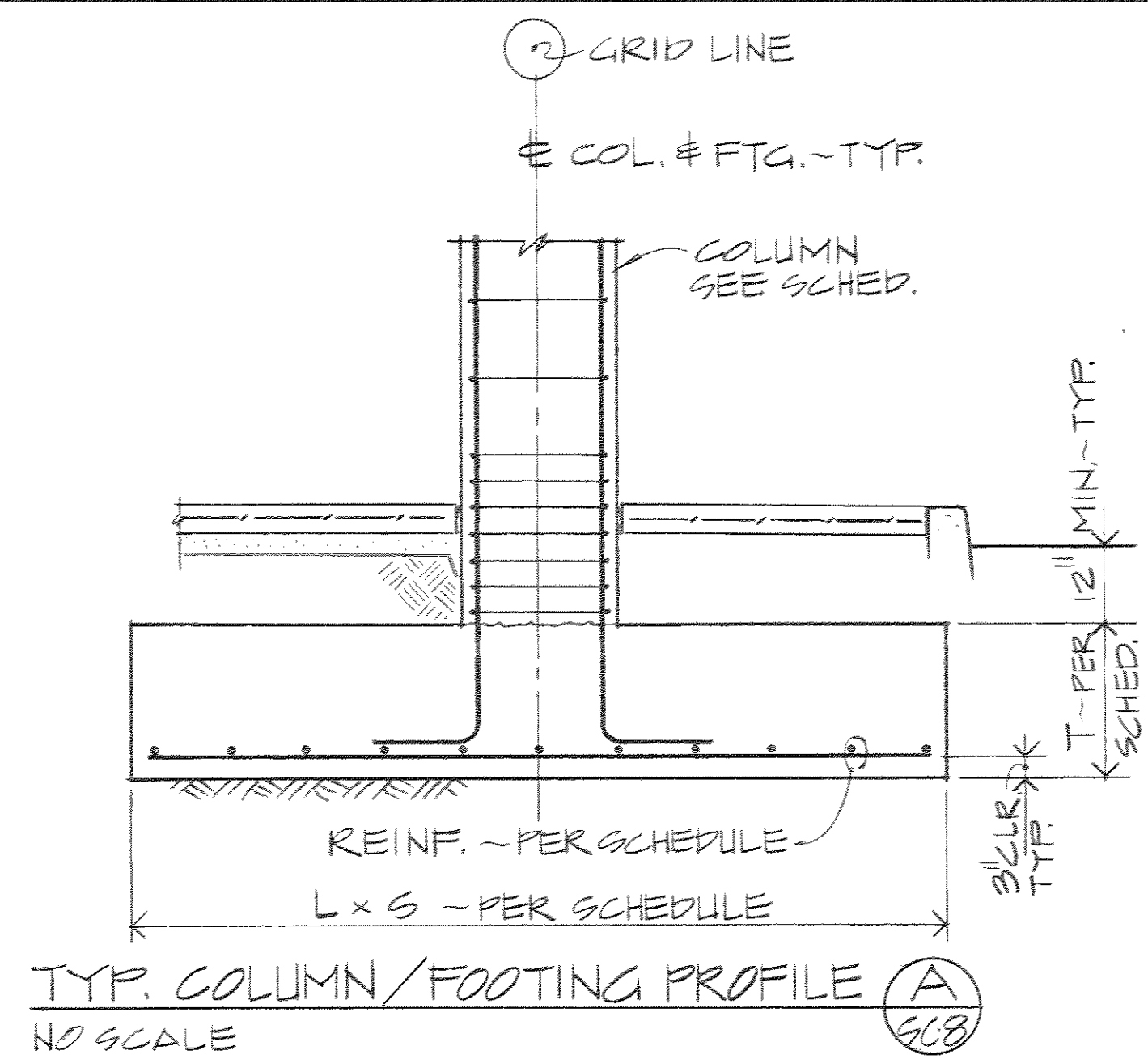
San Diego Unified
Port District
San Diego • California



DESIGNED	APPROVAL
DRAWN	RECOMMENDED
CHECKED	APPROVED

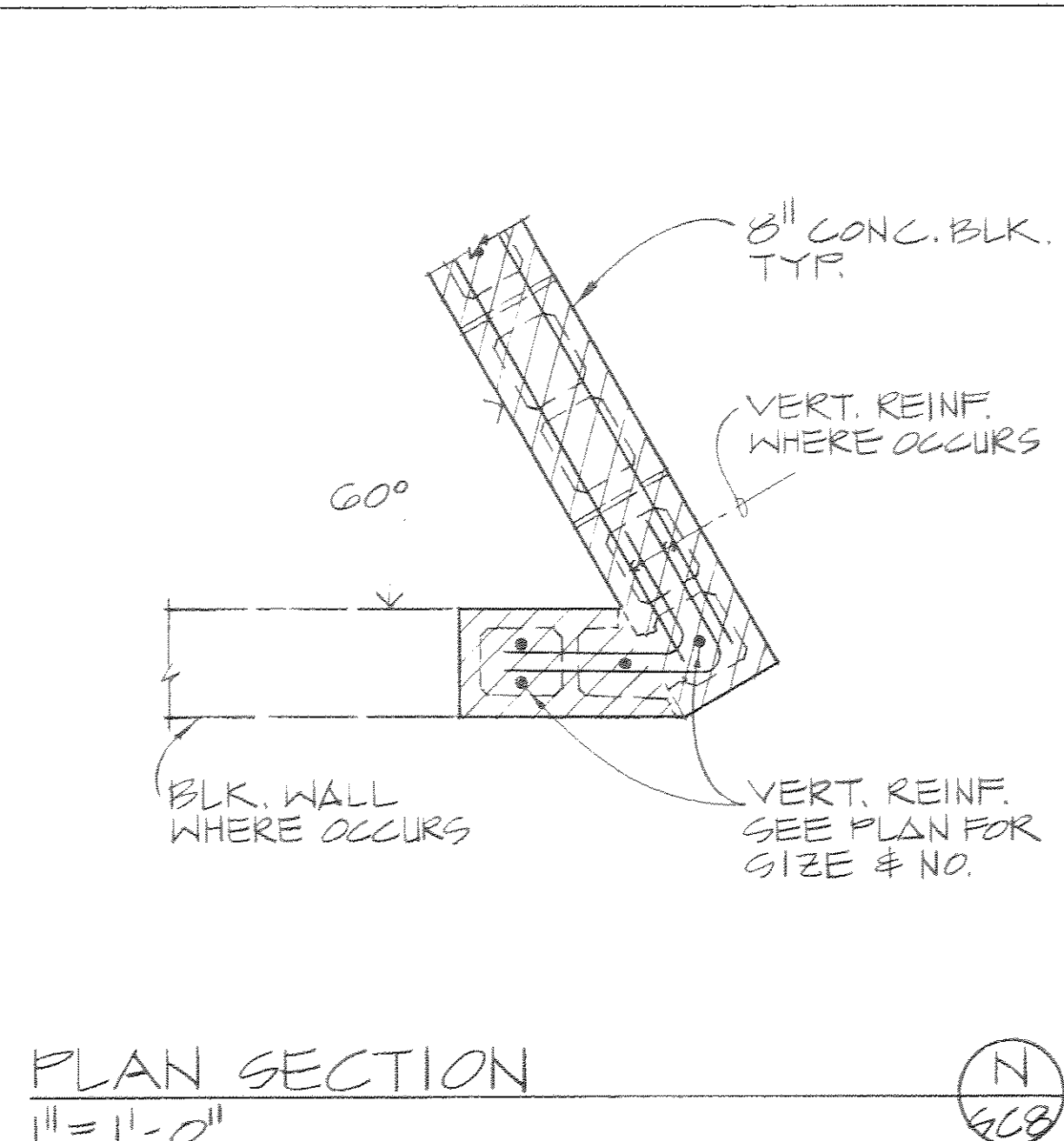
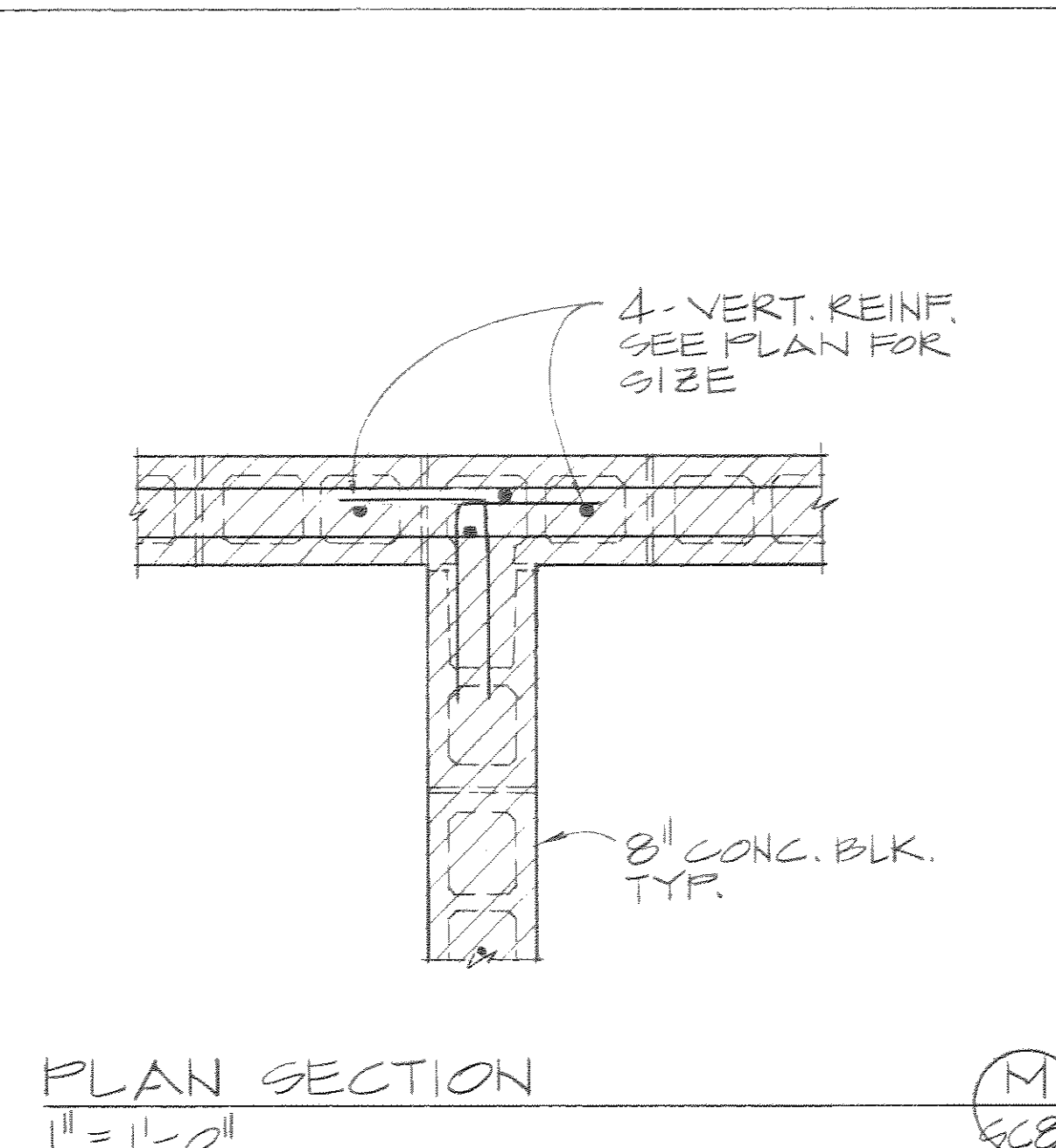
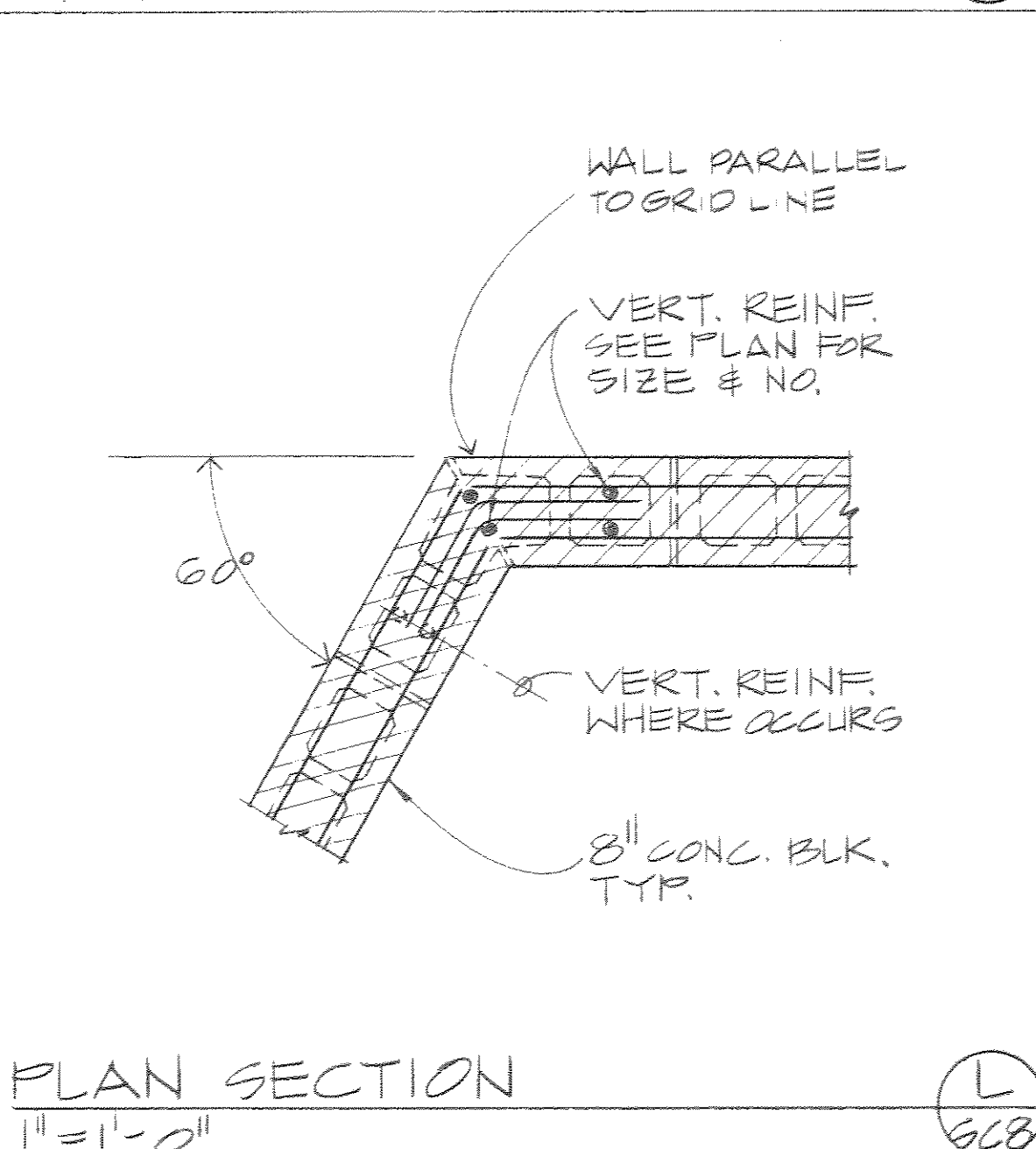
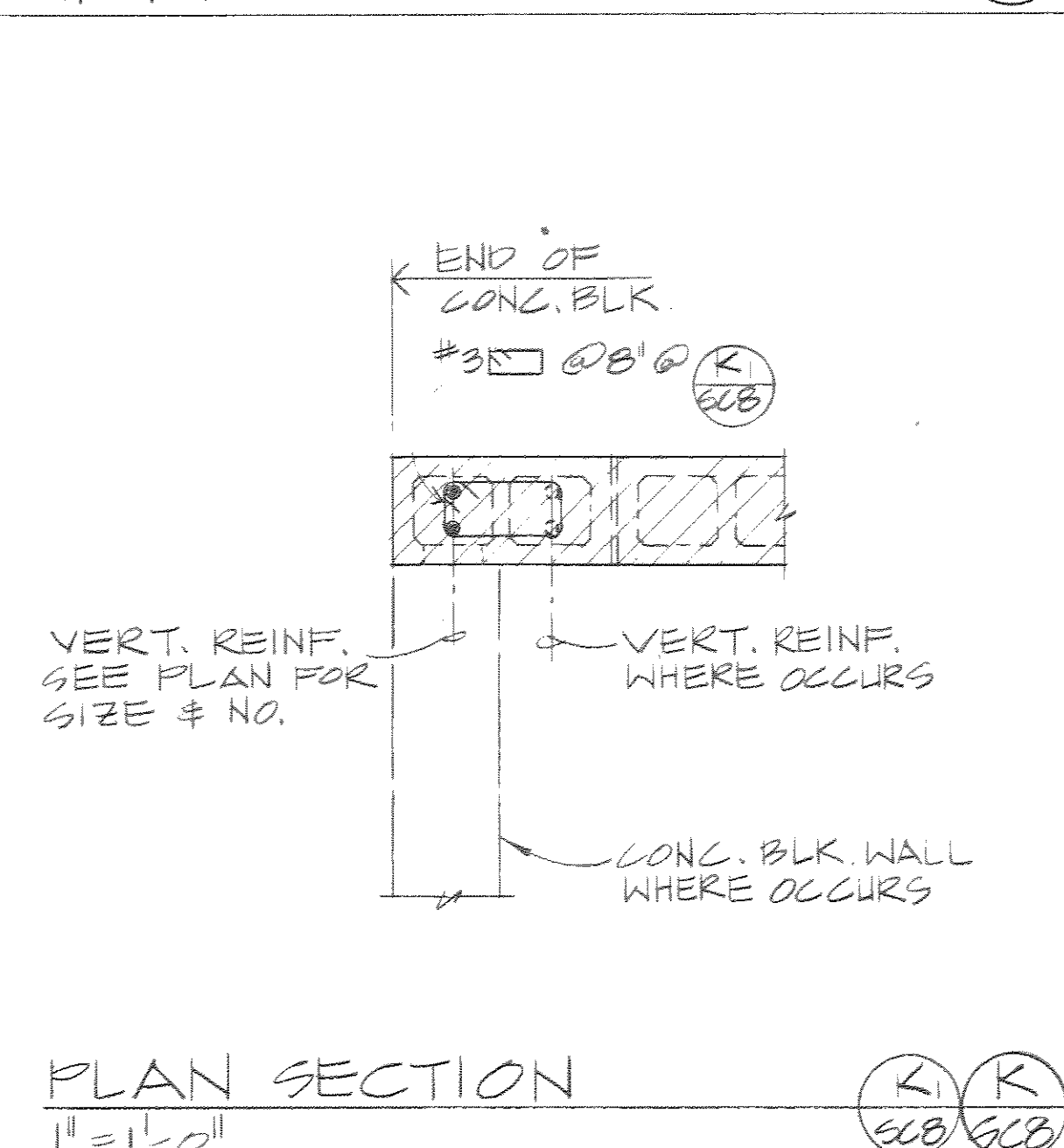
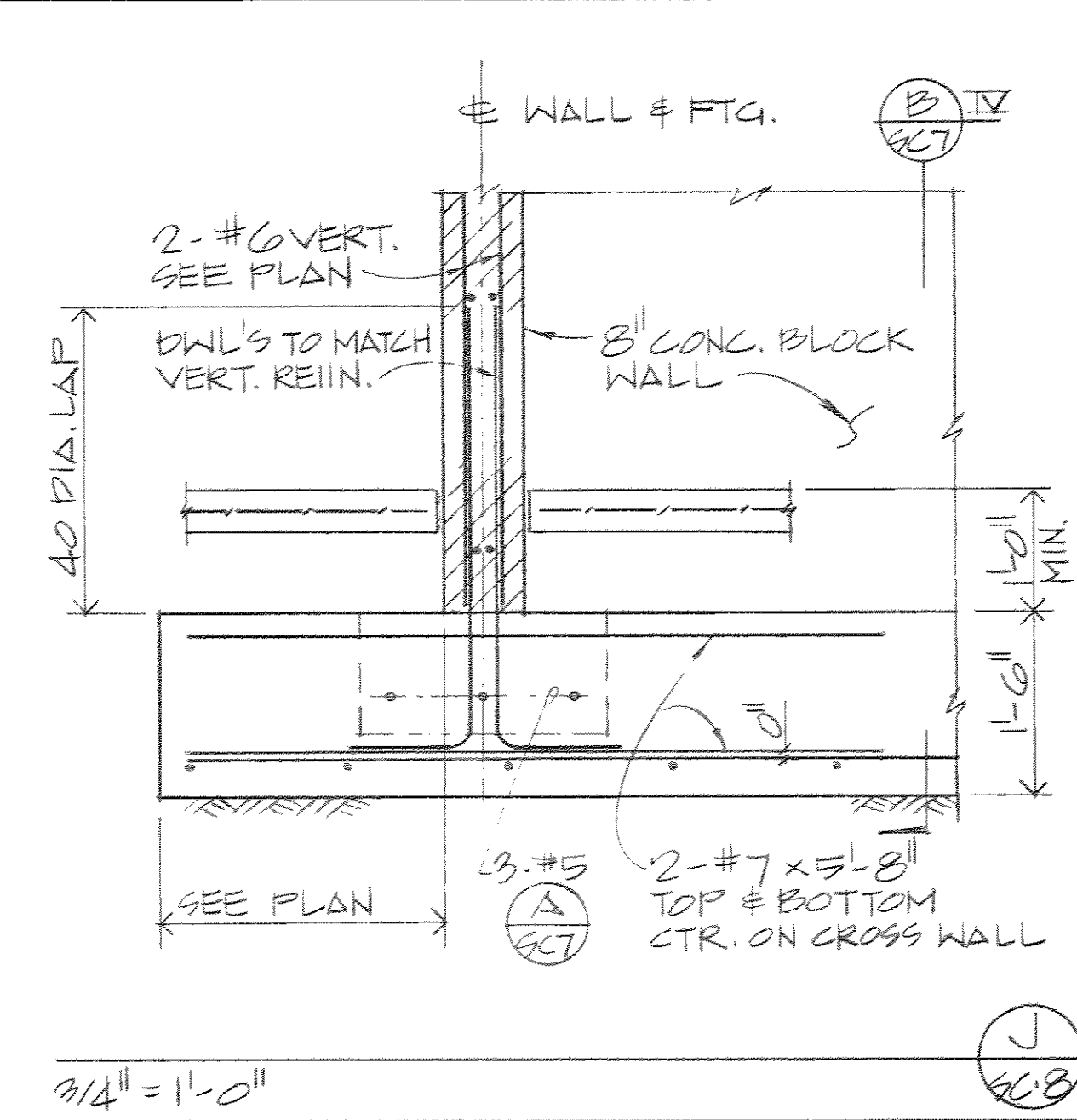
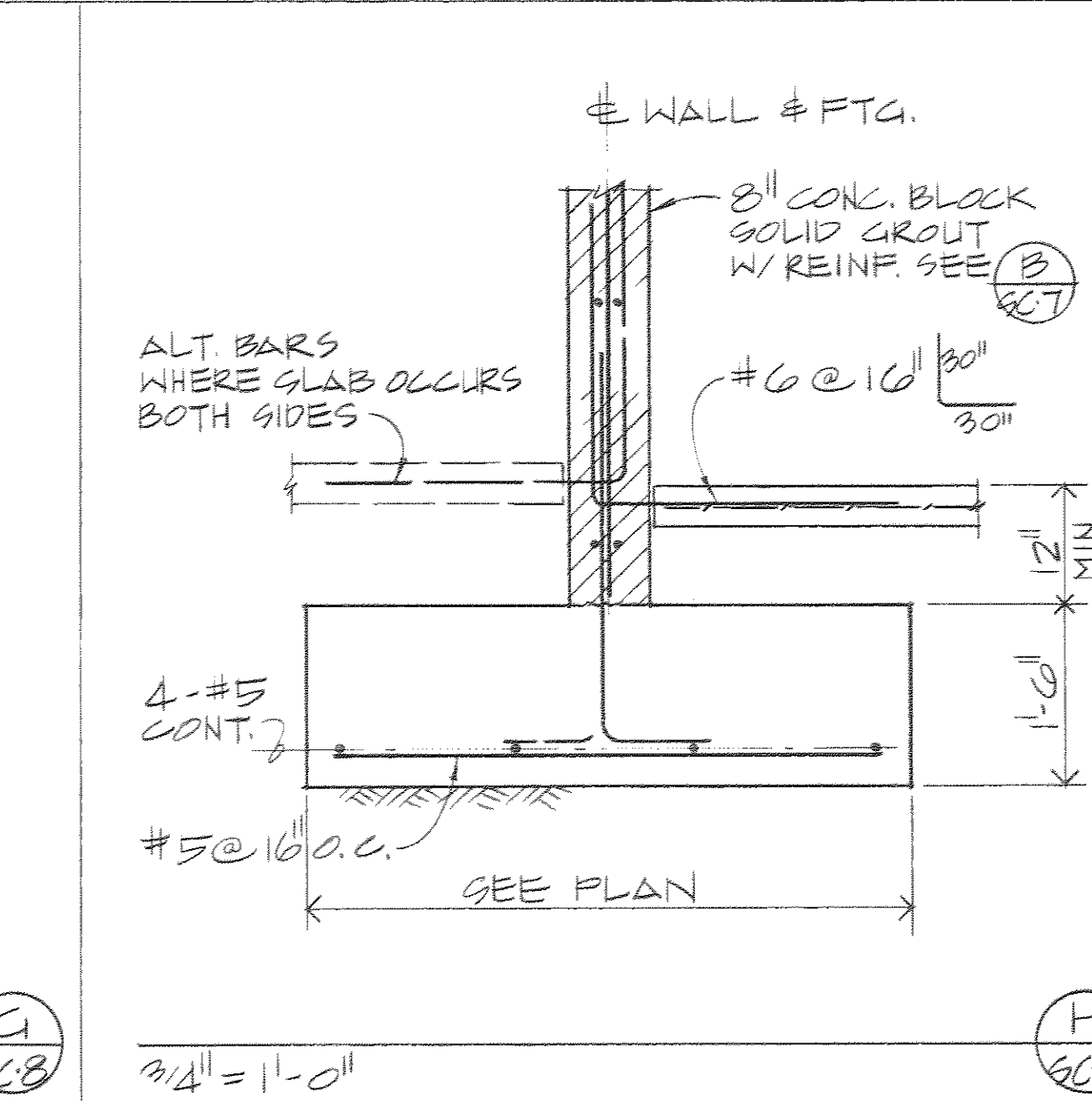
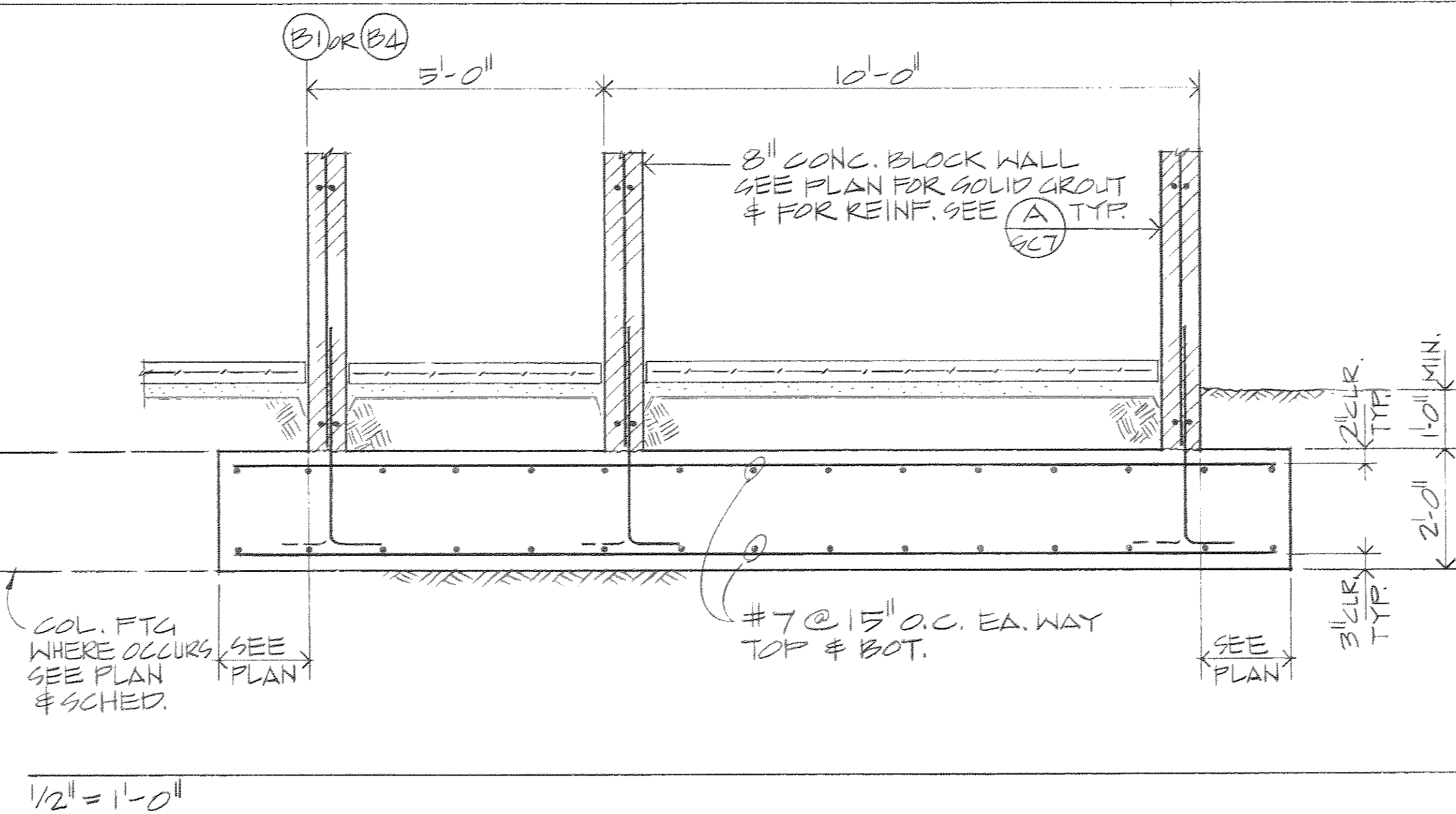
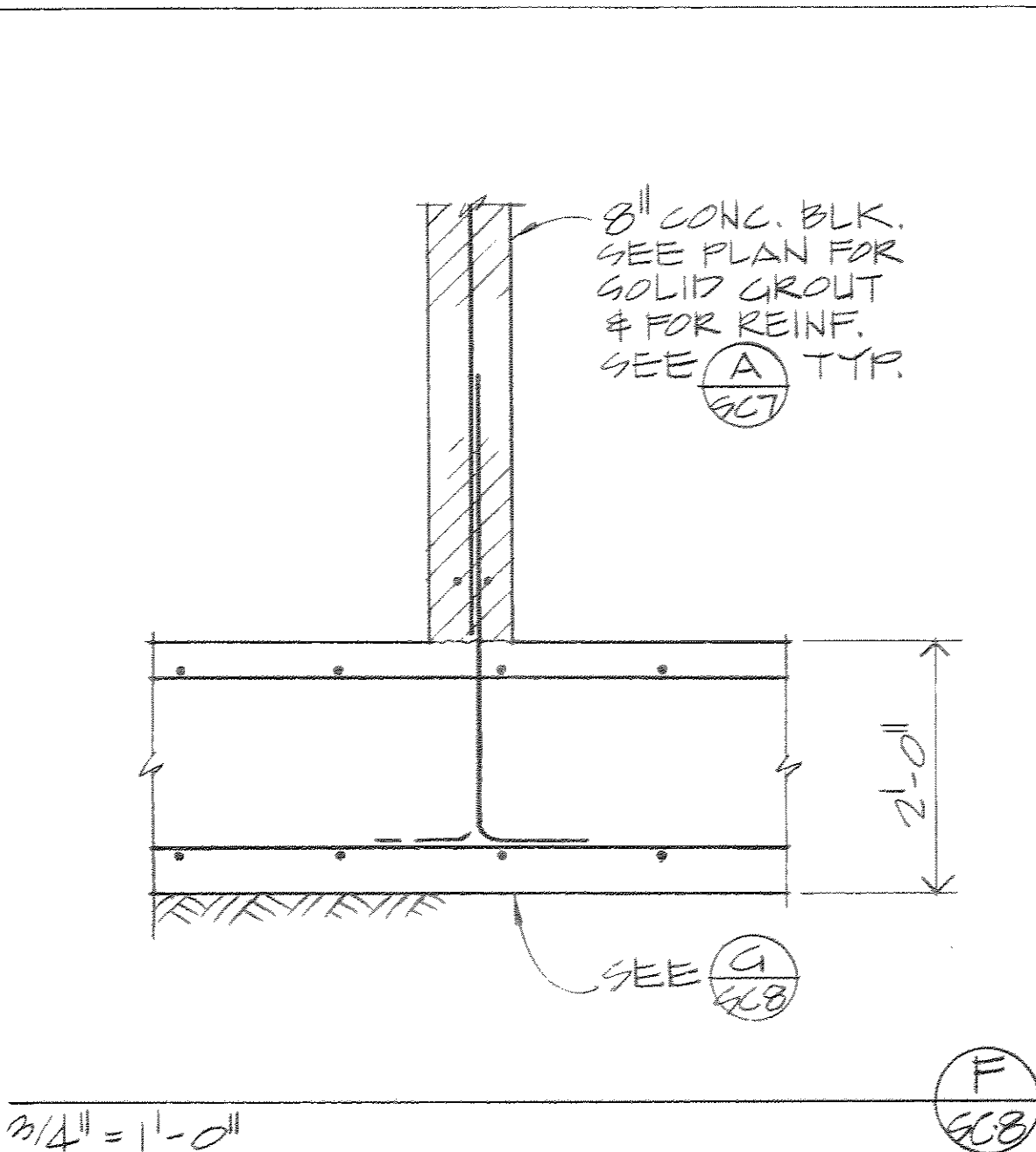
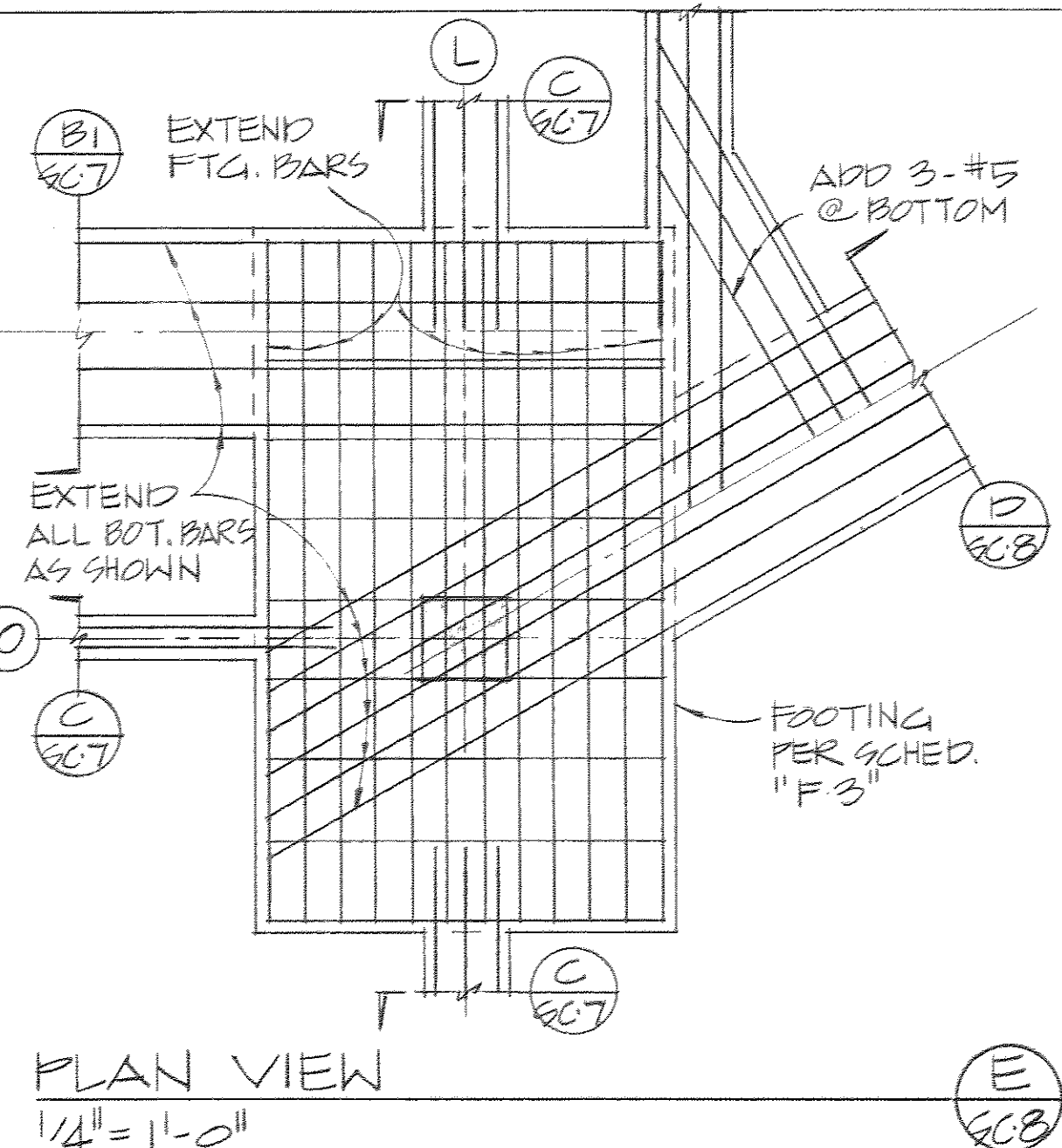
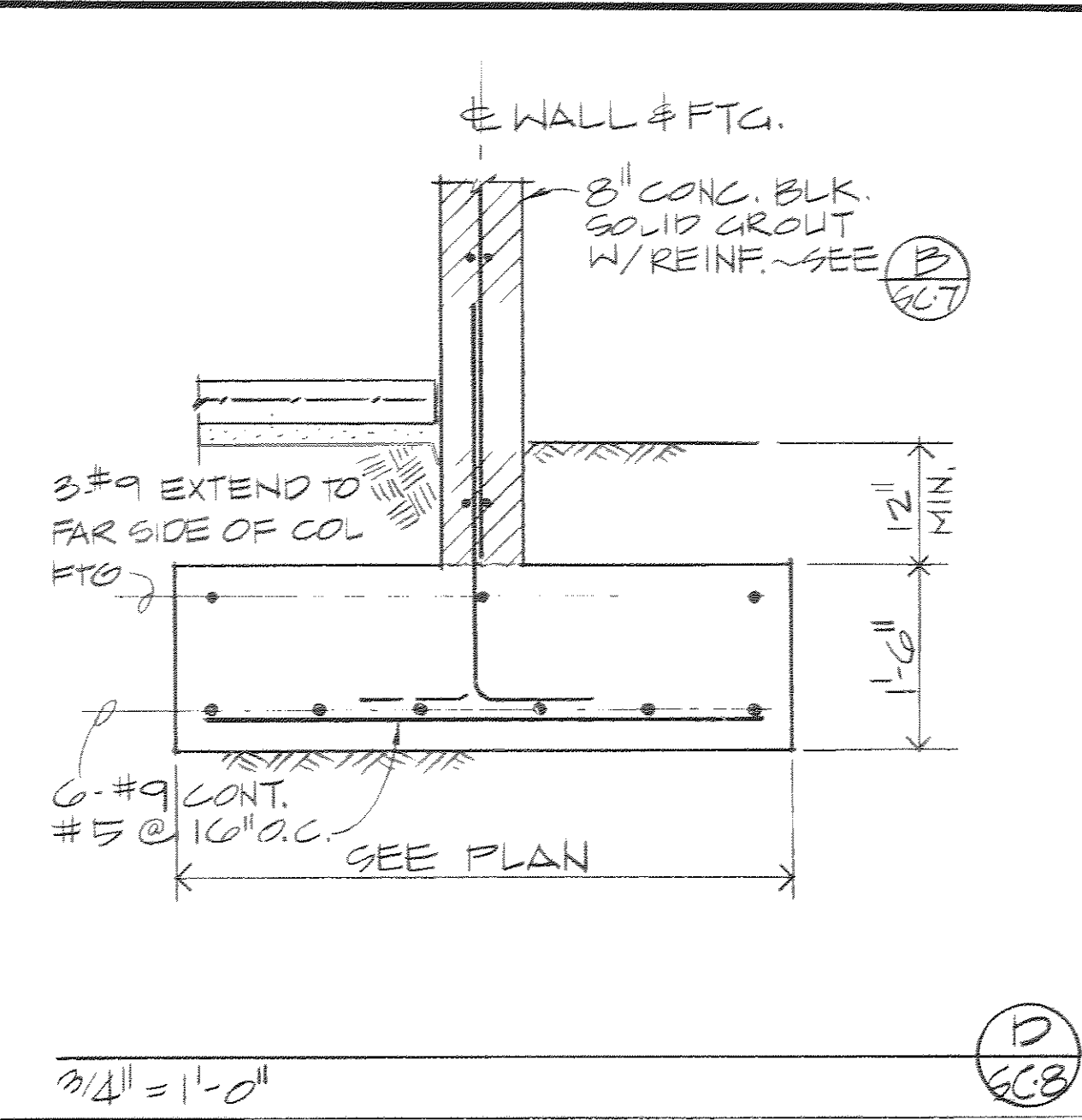
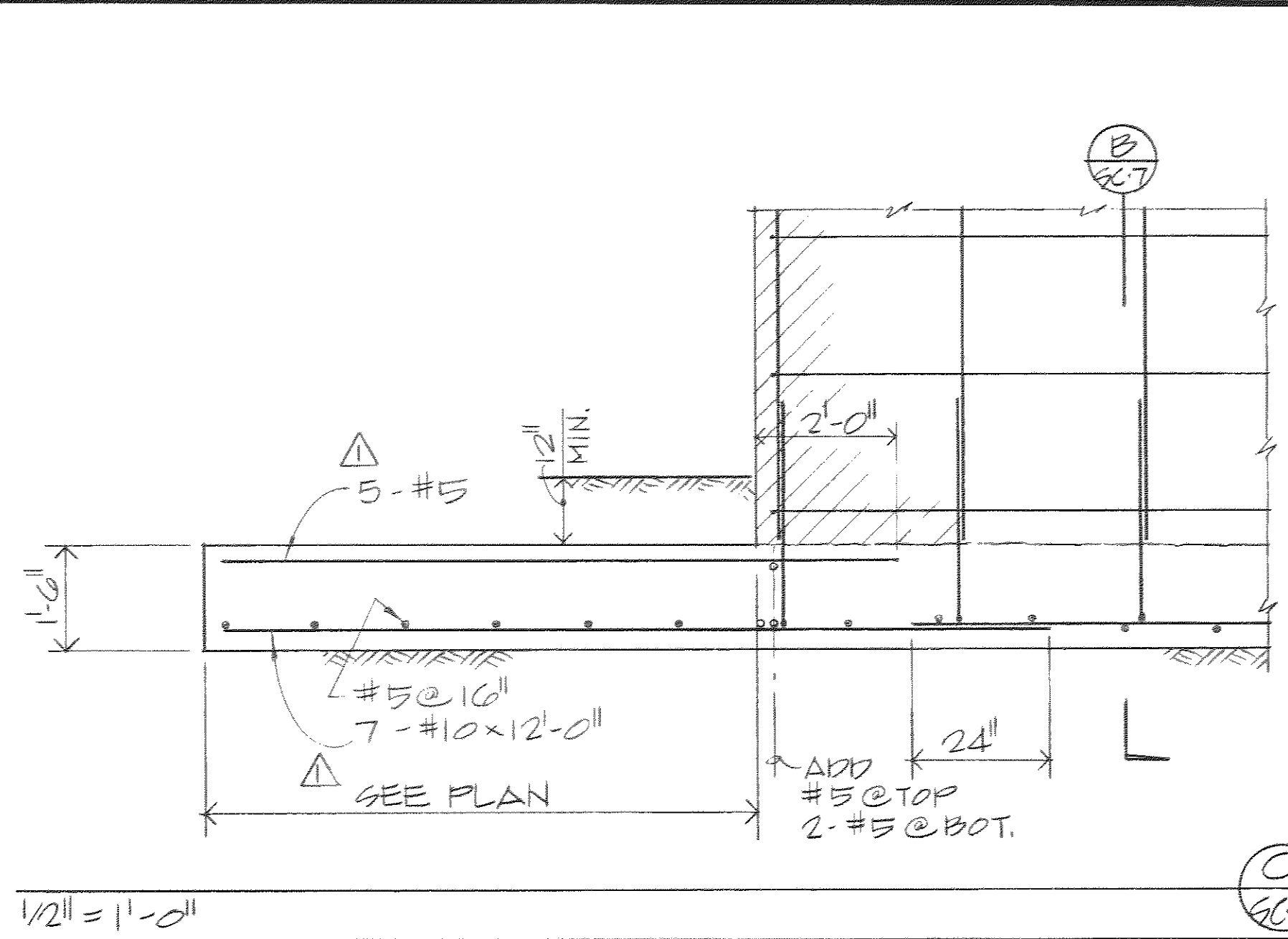
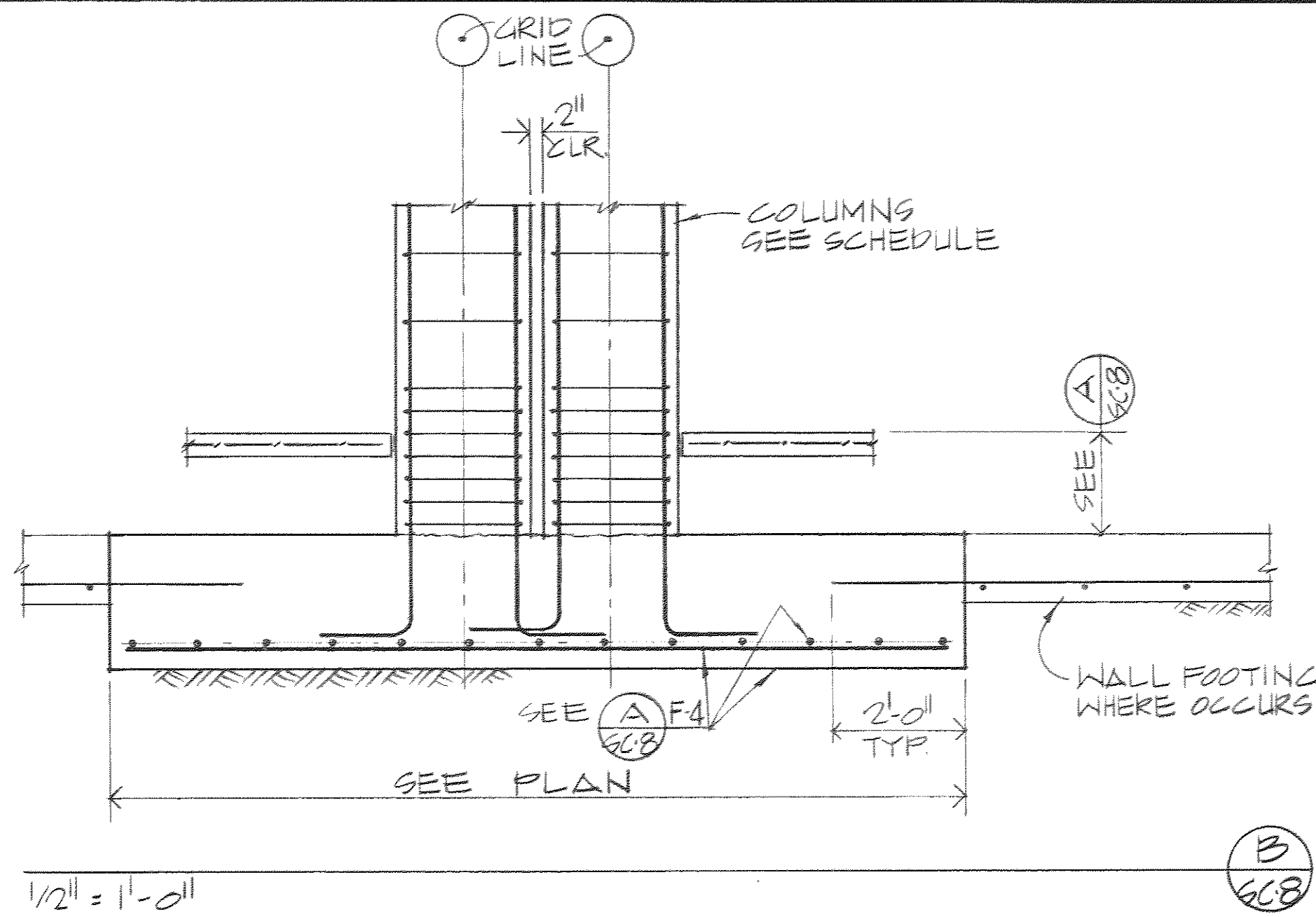
WEST TERMINAL PHASE III
SAN DIEGO INTERNATIONAL AIRPORT
LINDBERGH FIELD
CONCOURSE BLOG 0' FOUNDATION PLAN

DATE	11 MAR 1977
SHEET	SC-2 OF 20
DRAWING NO.	1709
REV.	1



MARK	SIZE	REINFORCING
F-1	10'-0" x 10'-0"	24" 11-#8 EA. WAY
F-2	5'-0" x 5'-0"	14" 3-#8 EA. WAY
F-3	SEE PLAN	24" 12-#9 (L); 3-#9 (S)
F-4	SEE PLAN	24" 11-#8 (L); 13-#8 (S)

* L = LONGITUDINAL
S = TRANSVERSE

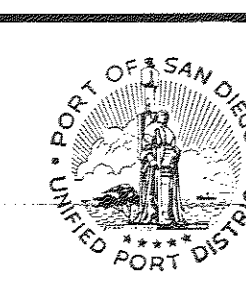


CLASSIFICATION DRAWINGS HAVE BEEN ADDED TO THE BACK OF THIS SET AND REFERENCED THUS:
AS-BUILT DRAWING
CHANGES MADE BY MODIFICATION NOTICE ARE REFERENCED THUS WITH MOD. NO. AT BOTTOM
These record drawings have been prepared in part, on the basis of information compiled and furnished by others. The Architect will not be responsible for any errors or omissions which have been incorporated into this document as a result.
Paderewski • Dean • Albrecht • Stevenson
Architects and Planners AIA

Blaylock-Willis and Associates.
ARCHITECTS
645 ASH ST. SAN DIEGO, CALIFORNIA 92101
TEL. 234 6183

SPEC. NO.	W.O. NO.	ADDENDUM NO. 3 - REVISE FTG. REIN.	DATE: 7/1/77
REFERENCES		AS-BUILT	DATE: 7/1/77
CONTRACTOR			
CONSTRUCTION STARTED			
CONSTRUCTION COMPLETED			
COST	INSPECTOR: 10-80	REVISIONS	DATE

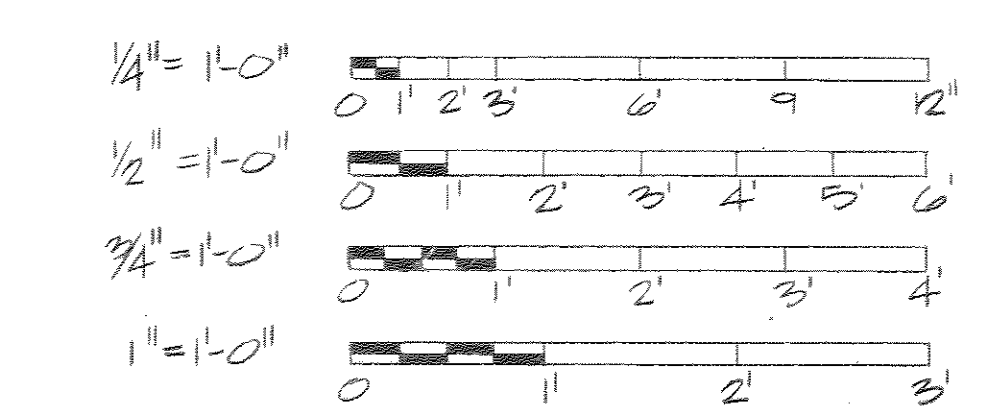
San Diego Unified
Port District
San Diego • California



DESIGNED RAH	APPROVAL RECOMMENDED J. Albrecht ASST. CHIEF ENGINEER
DRAWN HW	APPROVED J. Albrecht CHIEF ENGINEER
CHECKED JAN	

WEST TERMINAL PHASE III SAN DIEGO INTERNATIONAL AIRPORT LINDBERGH FIELD CONCOURSE BLOB 'C' FOUNDATION DETAILS	DATUM MEAN LOWER LOW WATER DATE: 11 MAR 1977 SHEET: SC-8 OF 223 DRAWING NO. 1709 REV. 1
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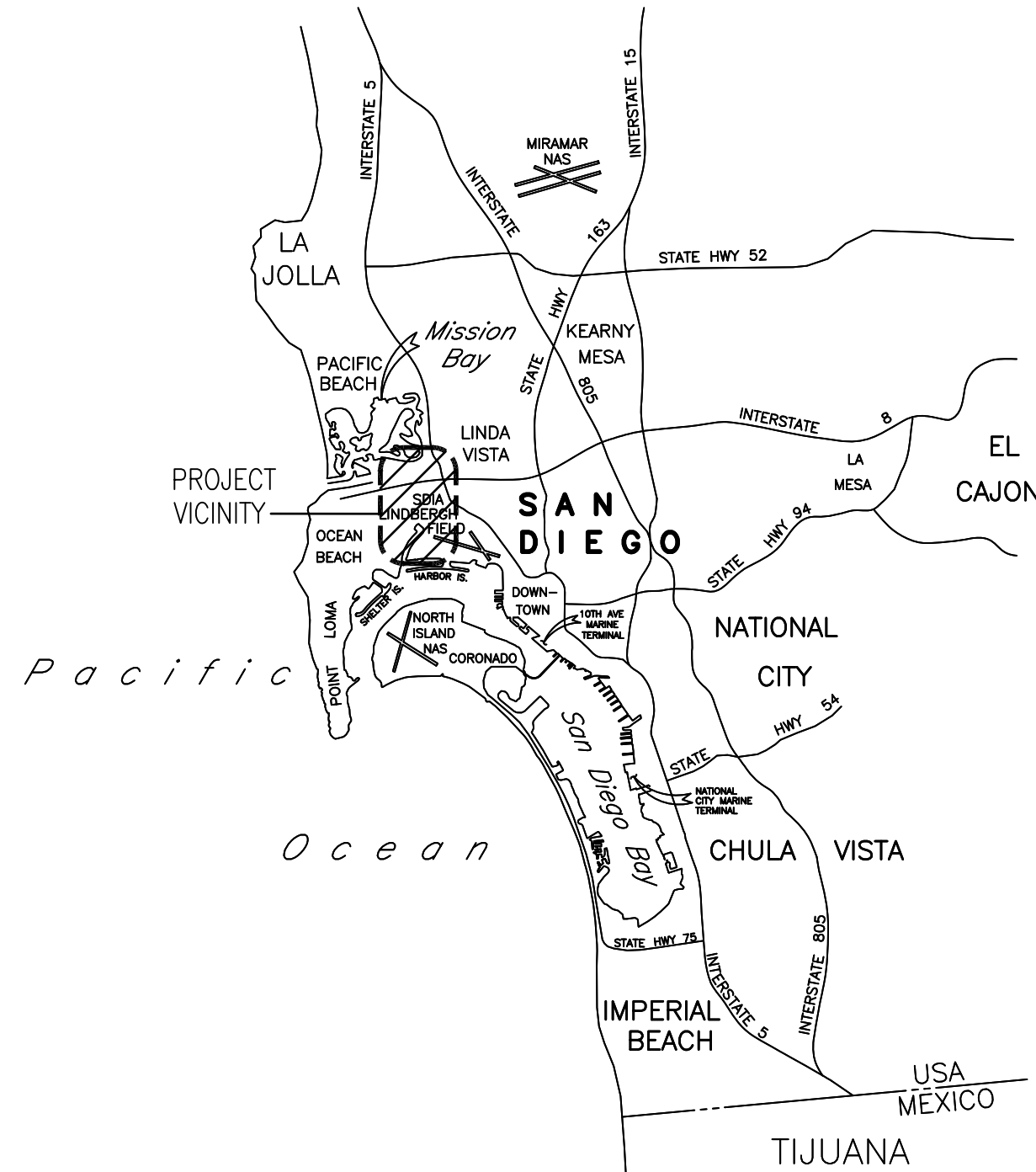
AS BUILT



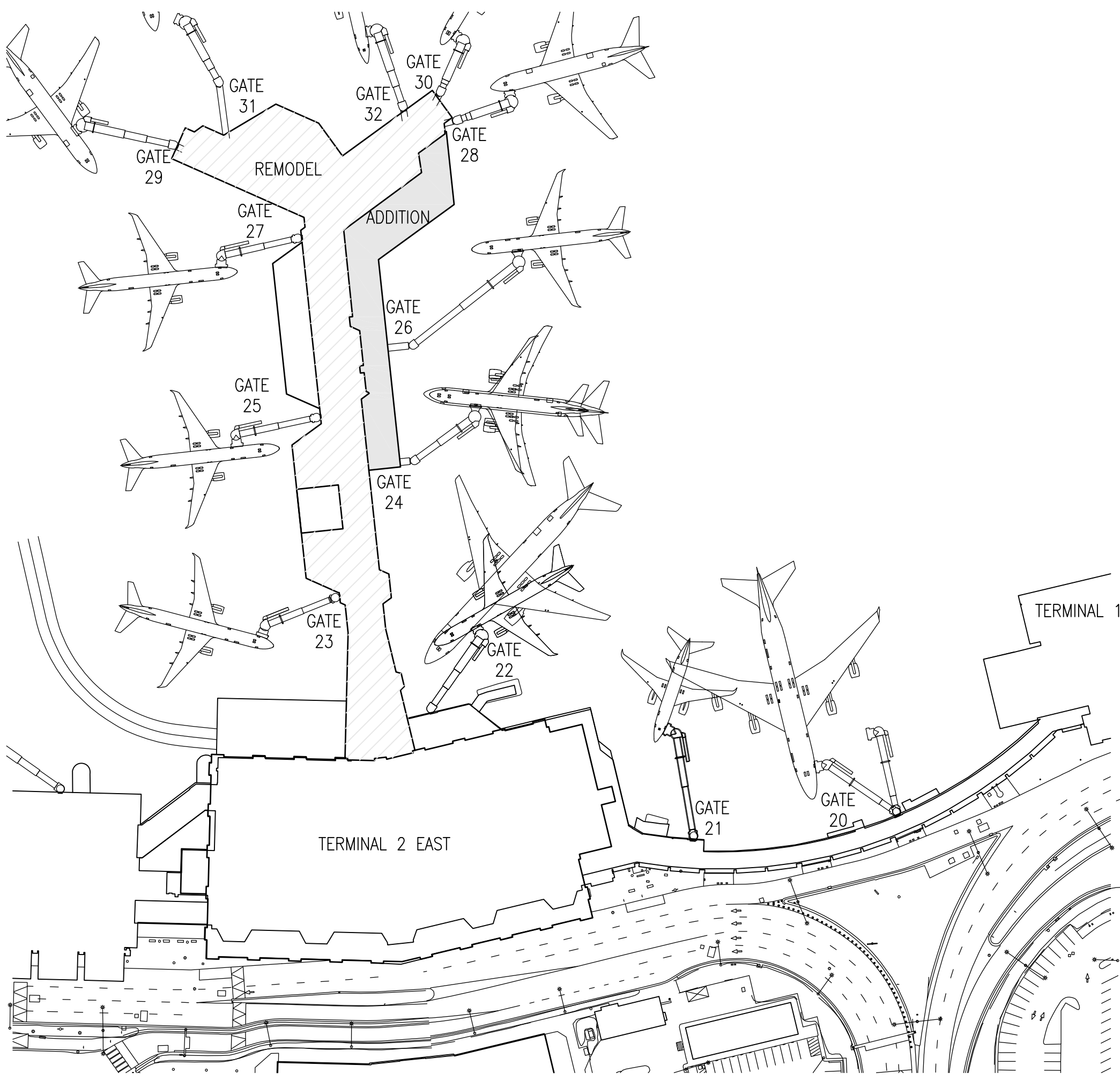
EXPAND TERMINAL 2 EAST FACILITY

GATE 24 - GATE 28

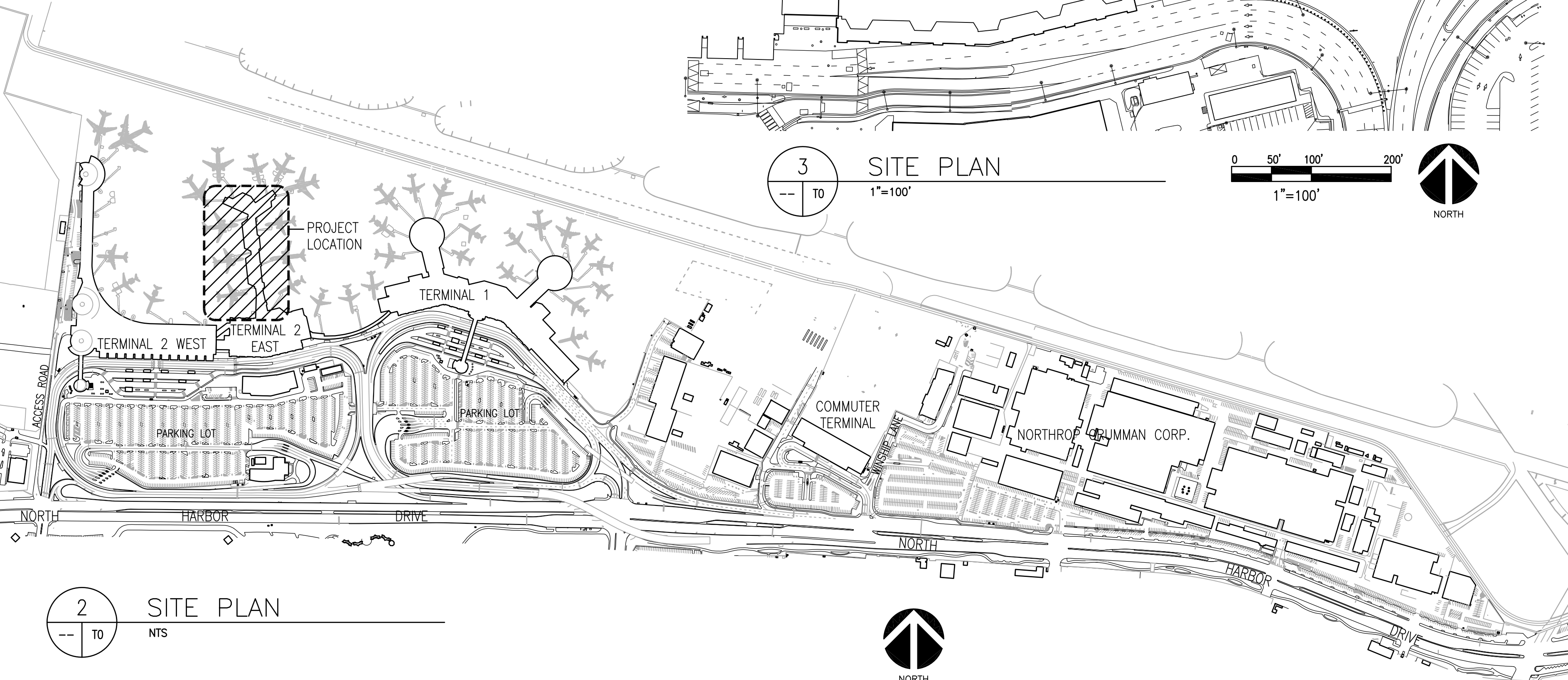
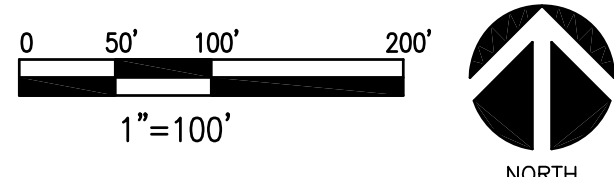
SAN DIEGO INTERNATIONAL AIRPORT - VOLUME 1



1 VICINITY MAP
0 NTS
2 3
STATUTE MILES



3 SITE PLAN
1"=100'



2 SITE PLAN
NTS

PROJECT DATA

PROJECT NAME: EXPAND T2 EAST FACILITY
PROJECT ADDRESS: 3707 NORTH HARBOR DRIVE
SAN DIEGO, CA 92101

USE AND OCCUPANCY CLASSIFICATION: A-3 ASSEMBLY
CONSTRUCTION TYPE: THE BUILDING IS OF TYPE IB CONSTRUCTION, PER TABLE 601. THE FIRE-RESISTANCE RATING OF ITS FOLLOWING BUILDING ELEMENT(S) TO BE:
a) STRUCTURAL FRAME, 2 HRS.
f) FLOOR CONSTRUCTION, 2 HRS.
g) ROOF CONSTRUCTION, 1 HRS.

NON-SPRINKLERED EXCEPT FOR FOLLOWING LOCATIONS;
LEVEL 1-EXISTING BAGGAGE MAKE-UP & SCREENING; DETENTION ROOM
LEVEL 2-EXISTING DETENTION ROOM
LEVEL 2-REMODEL CONCOURSE
LEVEL 1-ADDITION GATE 24-28
LEVEL 2-ADDITION GATE 24-28

NUMBER OF STORIES: 2
STRUCTURE HEIGHT: 30'-0"
SEISMIC ZONE: 4
ALLOWABLE FLOOR AREA: - UNLIMITED (NON-SEPARATED)
GROSS FLOOR AREA: 33000 SF LEVEL 2 FLOOR REMODEL
750 SF LEVEL 1 FLOOR ADDITION
11500 SF LEVEL 2 FLOOR ADDITION

EXITING REQUIREMENTS: - 2010 CA BUILDING CODE

GEOTECHNICAL INFORMATION
GEOTECHNICAL EVALUATION - CIP #104056
TERMINAL 2 EAST EXPANSION PROJECT
SAN DIEGO INTERNATIONAL AIRPORT
CALIFORNIA
DATED JULY 14, 2008

SOILS GENERAL DESCRIPTION: EARTH MATERIALS ENCOUNTERED DURING NINYO & MOORE'S SUBSURFACE EVALUATION CONSIST OF HYDRAULIC FILL MATERIAL AND BAY DEPOSITS.

APPLICABLE MODEL CODES:
2010 CALIFORNIA BUILDING CODE
2010 CALIFORNIA MECHANICAL CODE
2010 CALIFORNIA PLUMBING CODE
2010 CALIFORNIA FIRE CODE
2010 CALIFORNIA ELECTRICAL CODE
TITLE 24 STATE OF CALIFORNIA ENERGY CONSERVATION REQUIREMENTS
2010 CALIFORNIA GREEN BUILDING CODE

PROFESSIONAL CERTIFICATION
ADA COMPLIANCE:

I AM THE DESIGNER IN RESPONSIBLE CHARGE OF THIS PROJECT; I HAVE INSPECTED THE SITE/PREMISES AND DETERMINED THAT EXISTING CONDITION AND ADDITIONAL UPGRADES AS DELINEATED ON THESE DRAWINGS WILL PROVIDE FULL COMPLIANCE WITH CURRENT SITE ACCESSIBILITY REQUIREMENTS.

 DATE: 07/18/2011
CHRISTINE J. BODOUVA

IF THE BUILDING INSPECTOR DETERMINES THAT FULL COMPLIANCE WITH CURRENT SITE ACCESSIBILITY REQUIREMENTS IS NOT PROVIDED, HE/SHE SHALL REQUIRE SUBMITTAL OF A DETAILED SITE PLAN FOR ADDITIONAL PLAN REVIEW AND COMMENTS.

I AM THE DESIGNER IN RESPONSIBLE CHARGE OF THIS PROJECT; I HAVE INSPECTED THE SITE/PREMISES AND DETERMINED THAT EXISTING RESTROOM(S) SERVING AREA(S) OF ALTERATION ALONG WITH ADDITIONAL UPGRADES AS DELINEATED ON THESE DRAWINGS WILL PROVIDE FULL COMPLIANCE WITH CURRENT ACCESSIBILITY REQUIREMENTS.

 DATE: 07/18/2011
CHRISTINE J. BODOUVA

IF THE BUILDING INSPECTOR DETERMINES THAT EXISTING RESTROOM(S) IS/ARE NOT ACCESSIBLE ACCORDING TO CURRENT REQUIREMENTS, HE/SHE SHALL REQUIRE SUBMITTAL OF ENLARGED DETAILED RESTROOM(S) PLANS AND INTERIOR ELEVATIONS FOR ADDITIONAL PLAN REVIEW AND COMMENTS.

PROJECT TEAM

OWNER REP: SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY
FACILITIES DEVELOPMENT DEPARTMENT
2320 STILLWATER ROAD
SAN DIEGO, CA 92101

ARCHITECT: WILLIAM NICHOLAS BODOUVA + ASSOCIATES
ARCHITECTS AND PLANNERS, P.C.
512 SEVENTH AVENUE, 28TH FLOOR,
NEW YORK, NY 10018
TEL. (212) 563-5655
FAX. (212) 354-6801

STRUCTURAL ENGINEER: SIMON WONG ENGINEERING
9968 HILBERT STREET, 2ND FLOOR
SAN DIEGO, CA 92131
TEL. (858) 566-3113
FAX. (858) 566-0361

MECHANICAL / ELECTRICAL ENGINEER: SYSKA HENNESSY GROUP
9965 GRANITE RIDGE DRIVE,
SUITE 110,
SAN DIEGO, CA 92123
TEL. (858) 244-0360
FAX. (858) 566-6844

CIVIL ENGINEER: URS CORPORATION
1615 MURRAY CANYON ROAD, SUITE 1000
SAN DIEGO, CA 92108
TEL. (619) 294-9400
FAX. (619) 293-7920

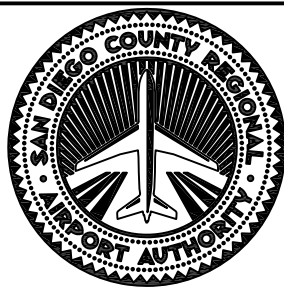
WORK TO BE DONE

WORK TO BE DONE SHALL BE ACCORDING TO THESE DRAWINGS AND SPECIFICATION NO. 4056-B OF THE SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY. THE WORK INCLUDES ALTERATIONS AND ADDITIONS TO TERMINAL 2 EAST FACILITY. THE TERMINAL 2 EAST/EAST SIDE EXPANSION SCOPE OF WORK CONSISTS OF THE DEMOLITION OF PORTIONS OF EXISTING FACILITIES BETWEEN GATES 24 AND 28 TO ALLOW FOR THE PROVISION OF UPDATED CONCOURSES, EXPANDED HOLDROOM AREAS (GATES 24, 26 AND 28), AN ADDITIONAL EXPANSION OF CONCESSION AREA ON LEVEL 2 FROM COLUMN LINES 16 TO 19. IN ADDITION, EXISTING PUBLIC RESTROOMS AT THE NORTH SIDE OF THE CONCOURSE BETWEEN GATES 27 AND 31 WILL BE DEMOLISHED AND NEW PUBLIC RESTROOMS WILL BE PROVIDED ADJACENT TO GATES 26 AND 28. SPRINKLERS WILL BE PROVIDED THROUGHOUT THE ENTIRE SECOND LEVEL OF CONCOURSE WITH THE EXCEPTION OF EXISTING RESTROOMS ADJACENT TO GATES 23 AND 25. TWO NEW EXIT STAIRS HAVE BEEN PROVIDED. NO ADDITIONAL AIRCRAFT CONTACT GATES ARE ADDED AND THE OCCUPANCIES REMAIN AS PER THE EXISTING. LEVEL 1 SCOPE OF WORK INCLUDES NEW SUPPORT UTILITY CORE SPACES.

ALTERNATE MATERIALS & METHODS FOR FIRE BARRIER

SEE REFERENCE DRAWING G0.0R FOR THE CITY OF SAN DIEGO DIVISION OF BUILDING AND SAFETY, DEVELOPMENT SERVICES AUGUST 23, 2011 LETTER FOR ALTERNATE MATERIALS & METHODS FOR FIRE BARRIER.

SPEC NO. 4056-B	C.I.P. NO. 104056	RECORD DRAWING	3/31/14
REFERENCES:			
PROJECT MANAGER: SAAD ILYAS			
CONTRACTOR:			
CONSTRUCTION STARTED:			
CONSTRUCTION COMPLETED:			
COST:	INSPECTOR:	REVISIONS	DATE APPROVED



SAN DIEGO INTERNATIONAL AIRPORT
SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY

DRAWN: SG	RECOMMEND AUTHORIZATION FOR PROJECT BIDDING:
DESIGNED: SB	PROJECT MANAGER
CHECKED: FDC	PROJECT AUTHORIZED FOR BIDDING:
	DIRECTOR, FACILITIES DEVELOPMENT

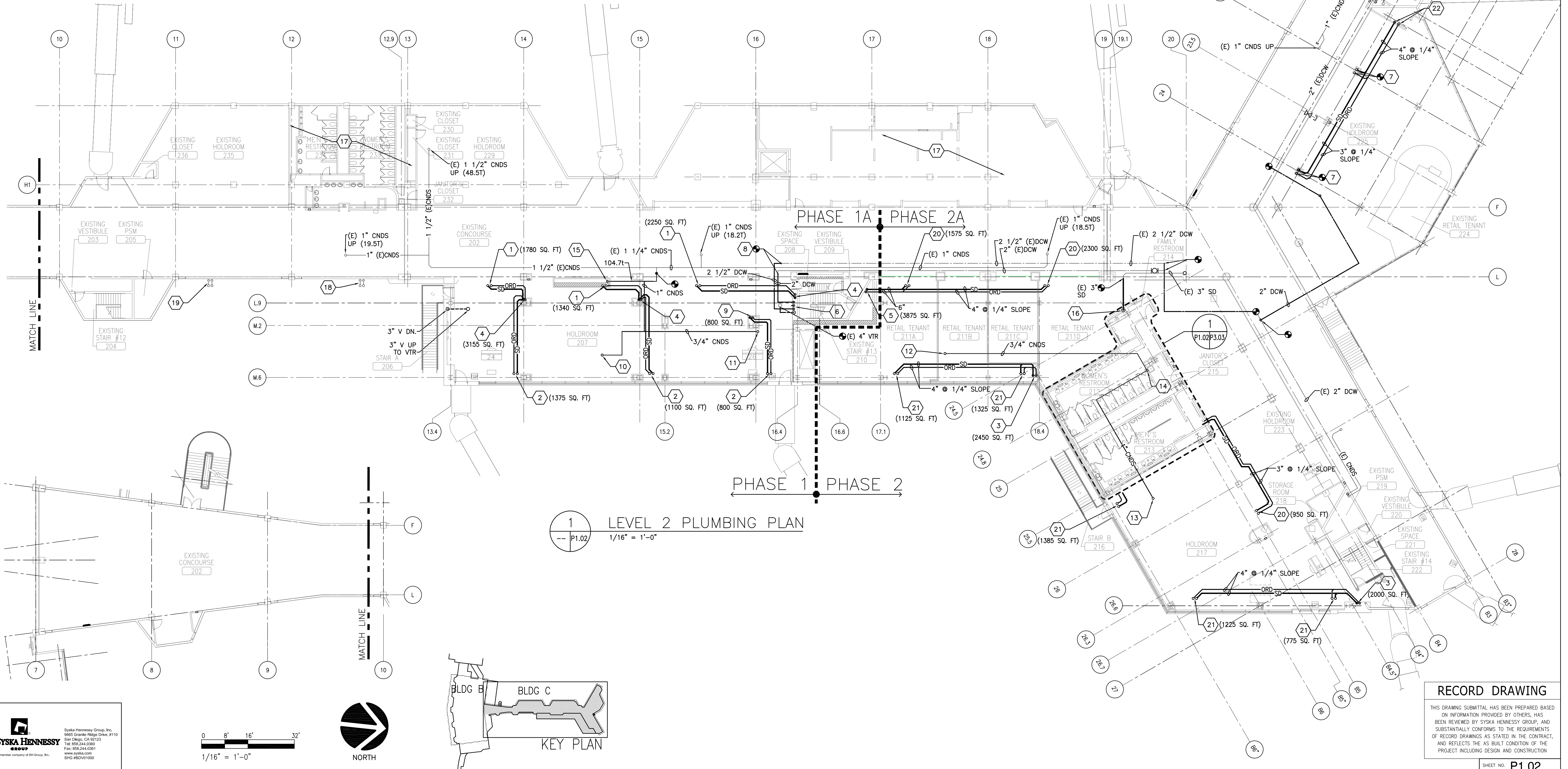
SAN DIEGO INTERNATIONAL AIRPORT	SHEET NO. T0
EXPAND TERMINAL 2 EAST FACILITY	* DATUM *
GATE 24 - GATE 28	NORTH AMERICAN VERTICAL DATUM 1988
TITLE SHEET - VICINITY MAP, LOC.PLAN AND SITE PLAN	DATE: July 22, 2011
	SHEET 1 OF 278
	DRAWING NO. 4056-B
	REV.

GENERAL NOTES

1. ARCHITECTURAL BACKGROUNDS SHOWN DASHED FOR CLARITY. REFER TO ARCH. DWGS FOR BUILDOUT SCOPE.
2. FOR PHASING REFER TO DWG. G0.5, G0.6, G0.7.
3. FOR EXACT LOCATION OF GREASE INTERCEPTOR REFER TO CIVIL DWGS.
4. FOR LOCATION OF ELECTRICAL TRENCH REFER TO CIVIL DWGS.
5. FOR EXISTING HORIZONTAL AND VERTICAL CONTROL DATUMS REFER TO CIVIL DWGS.

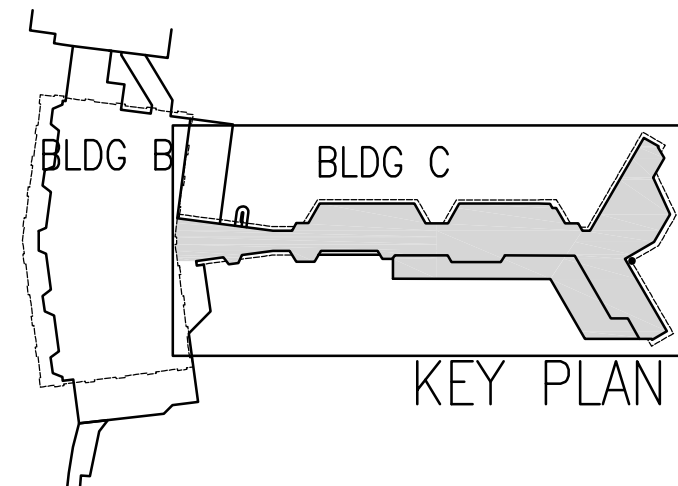
KEYNOTES

- 1 3" POC NEW SD & ORD UP TO EXISTING RD/ORD DRAINS. (PHASE 1)
- 2 3" SD & ORD UP TO NEW RD/ORD DRAINS. (PHASE 1)
- 3 4" SD & ORD DOWN. (PHASE 2)
- 4 4" SD & ORD DOWN. (PHASE 1)
- 5 6" SD & ORD DOWN. (PHASE 2)
- 6 4" V, 2" DCW, 2 1/2" DCW DN & 2" WSP (SEE FP DRAWINGS) DN. (PHASE 1)
- 7 NEW STORM DRAIN PIPING CONNECT TO EXISTING ROOF DRAIN AND OVERFLOW DRAIN ABOVE. (PHASE 3)
- 8 POC NEW 2 1/2" DCW CONNECT TO EXISTING 2 1/2" DCW ABOVE CEILING. (PHASE 1)
- 9 3" SD AND ORD DN. (PHASE 1)
- 10 1" CNDS UP TO AHU ON ROOF (24T) (PHASE 1)
- 11 3/4" CNDS UP TO RTU ON ROOF (5T) (PHASE 1)
- 12 3/4" CNDS UP TO AHU ON ROOF (14T) (PHASE 2)
- 13 1" CNDS UP TO AHU ON ROOF (25T) (PHASE 2)
- 14 1 1/4" CNDS DN TO MOP SINK. SEE 1/P5.02. (PHASE 2)
- 15 1 1/2" CNDS DN TO CEILING SPACE OF FLOOR BELOW (PHASE 1)
- 16 3" SD DOWN. (PHASE 2)
- 17 WORK IN THIS AREA IS NOT IN CONTRACT. CONTRACTOR TO PROTECT AND/OR TEMPORARILY SAFE OFF EXISTING PIPING AND ASSOCIATED APPURTENANCES AS NECESSARY TO ACCOMMODATE DEMOLITION AND CONSTRUCTION IN ADJOINING AREAS.
- 18 (E) 3" SD & ORD PIPING TO REMAIN.
- 19 (E) 4" SD & ORD PIPING TO REMAIN.
- 20 3" POC NEW SD & ORD PIPING UP TO (E) RD/ORD DRAINS (PHASE 2)
- 21 3" SD & ORD UP TO NEW RD/ORD DRAINS (PHASE 2)
- 22 4" SD & ORD DN. (PHASE 3)



SYSKA HENNESSY GROUP, INC.
9600 Granite Ridge Drive, #110
San Diego, CA 92123
Tel: 619.244.0300
Fax: 619.244.0301
www.syska.com
SNDH0001000

0 8' 16' 32'
1/16" = 1'-0"



1 LEVEL 2 PLUMBING PLAN
1/16" = 1'-0"

RECORD DRAWING

THIS DRAWING SUBMITTAL HAS BEEN PREPARED BASED ON INFORMATION PROVIDED BY OTHERS, HAS BEEN REVIEWED BY SYSKA HENNESSY GROUP, AND SUBSTANTIALLY CONFORMS TO THE REQUIREMENTS OF RECORD DRAWINGS AS STATED IN THE CONTRACT, AND REFLECTS THE AS-BUILT CONDITION OF THE PROJECT INCLUDING DESIGN AND CONSTRUCTION.

SHEET NO. **P1.02**

* DATUM *
NORTH AMERICAN VERTICAL DATUM 1988

DATE **JULY 22, 2011**

SHEET **204** OF **278**

DRAWING NO. **4056-B**

REV.



SAN DIEGO INTERNATIONAL AIRPORT
SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY

DRAWN: **CC/AG**
DESIGNED: **CC/AG**
REVIEWED: **RK**

SAN DIEGO INTERNATIONAL AIRPORT

EXPAND TERMINAL 2 EAST FACILITY
GATE 24 - GATE 28

LEVEL 2 PLUMBING PLAN

SCOPE OF WORK

A.

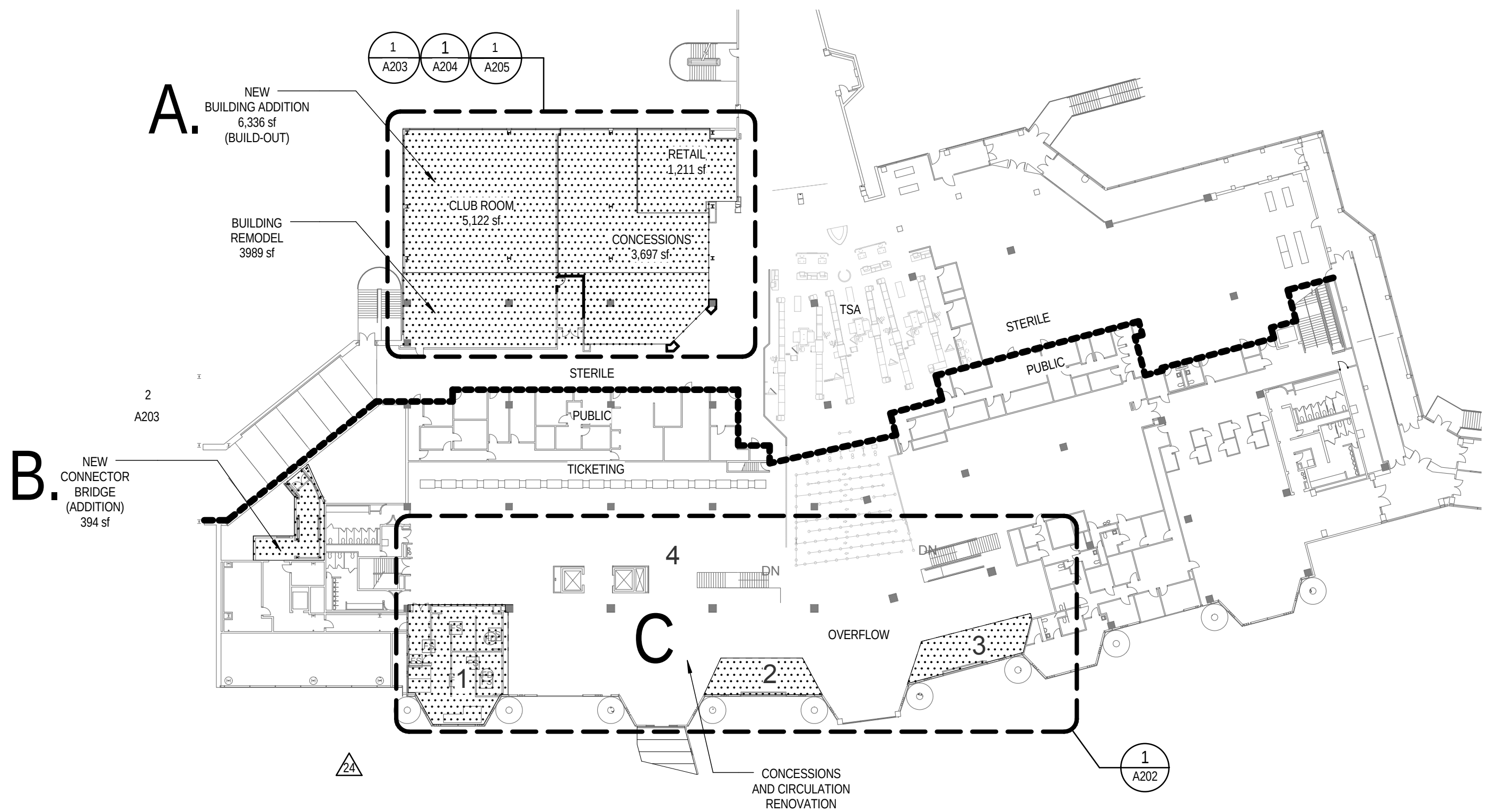
AIRSIDE ADDITION OF SECOND STORY FOR RELOCATION OF (E) AMERICAN AIRLINES CLUBROOM AND NEW FOOD & BEVERAGE AND RETAIL CONCESSIONS.		
1. CLUBROOM	5,122 sf	SHELL CONSTRUCTION W/ UTILITY HOOK UP SHELL CONSTRUCTION W/ UTILITY HOOK UP SHELL CONSTRUCTION W/ UTILITY HOOK UP FINISH OF CONSTRUCTION
2. FOOD & BEVERAGE	3,300 sf	
3. RETAIL	1,148 sf	
4. SERVICE CORRIDOR	755 sf	
TOTAL	10,325 sf	

B.

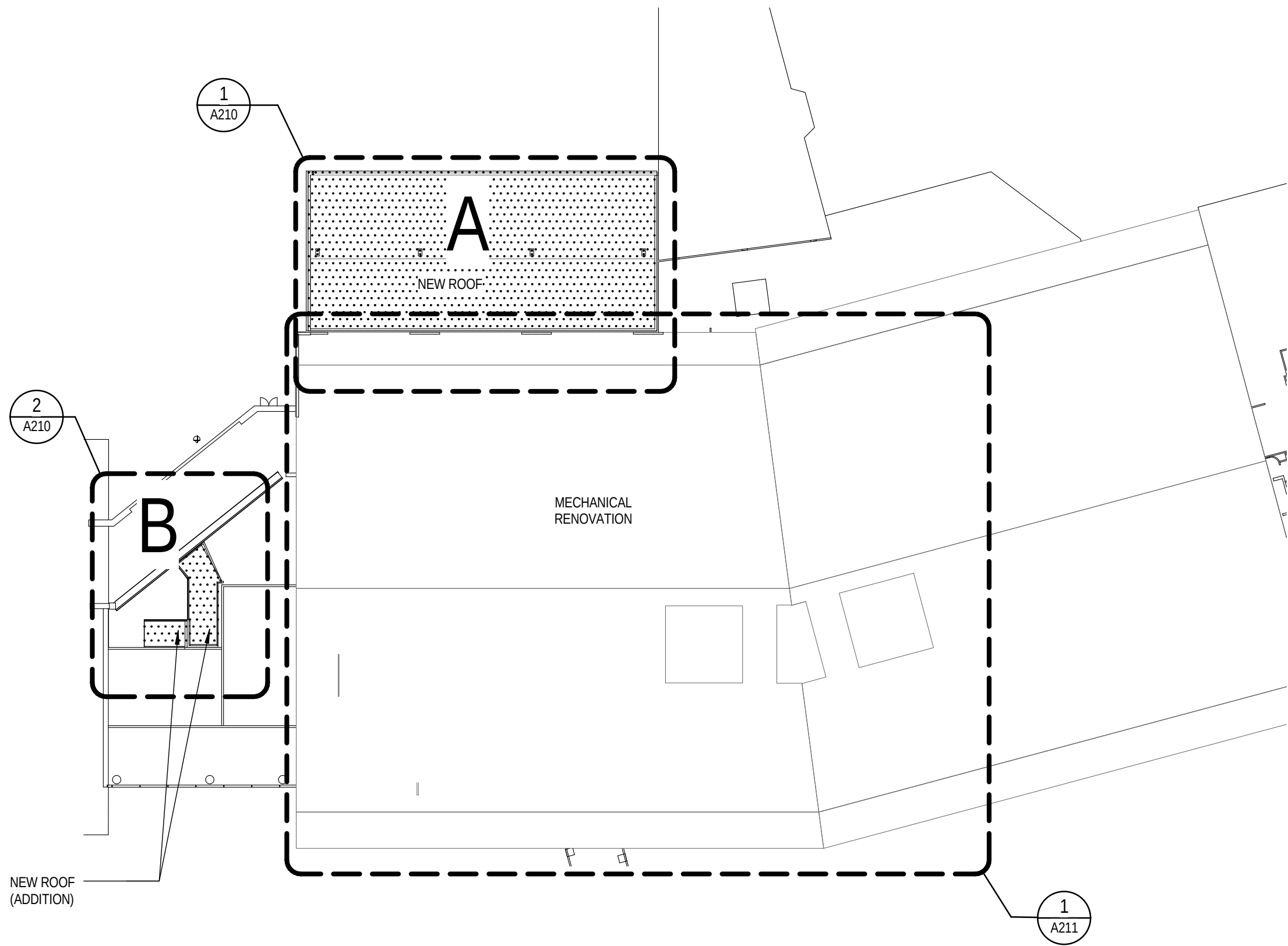
NEW SERVICE BRIDGE TO PROVIDE SERVICE ACCESS FROM (E) LOADING DOCK AT LEVEL 1 TO AIRSIDE ADDITION SERVICE.		
1. SERVICE BRIDGE	394 sf	NEW STRUCTURAL/ FULL FINISHES
TOTAL	394 sf	

C.

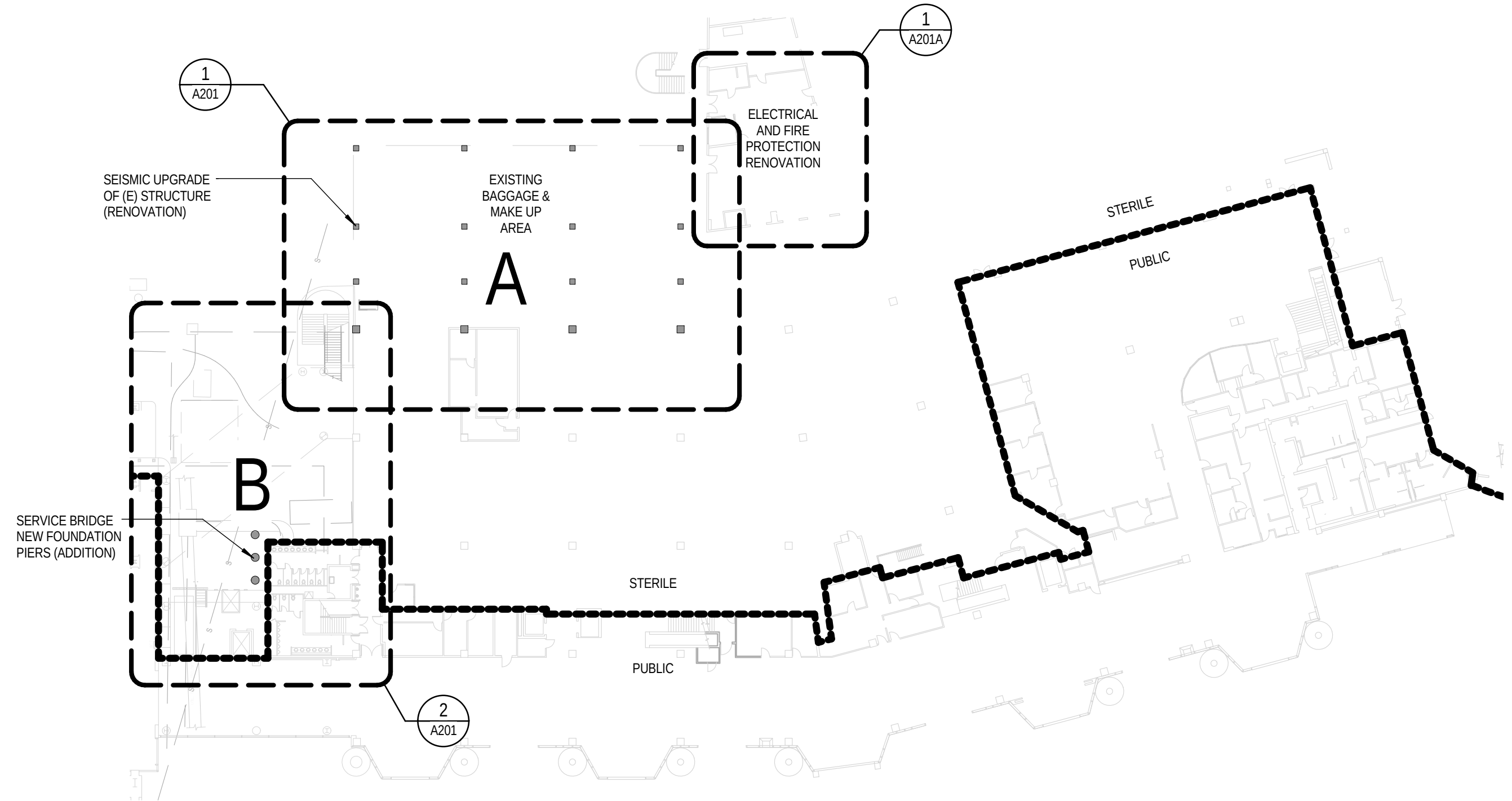
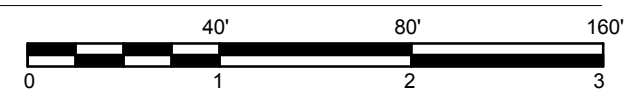
LANDSIDE RENOVATION, DEMO (E) LANDSIDE CONCESSIONS AND PROVIDE NEW LAYOUT FOR CIRCULATION AND CONCESSION SHELL SPACE.		
1. (E) KITCHEN	1,380 sf	SHELL CONSTRUCTION W/ UTILITY HOOK UP SHELL CONSTRUCTION W/ UTILITY HOOK UP FLOOR & CEILING UPGRADE OF FINISHES
2. FOOD & BEVERAGE KIOSK	549 sf	
3. RETAIL	640 sf	
4. CIRCULATION	9,167 sf	
TOTAL	11,736 sf	



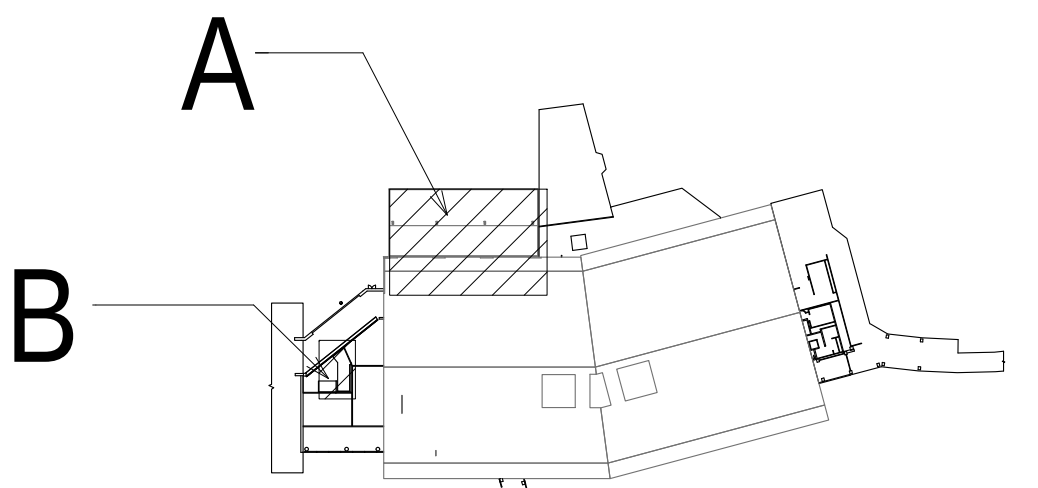
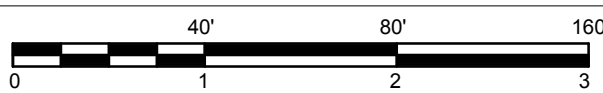
5 SCOPE OF WORK - LEVEL 2
1" = 40'-0"



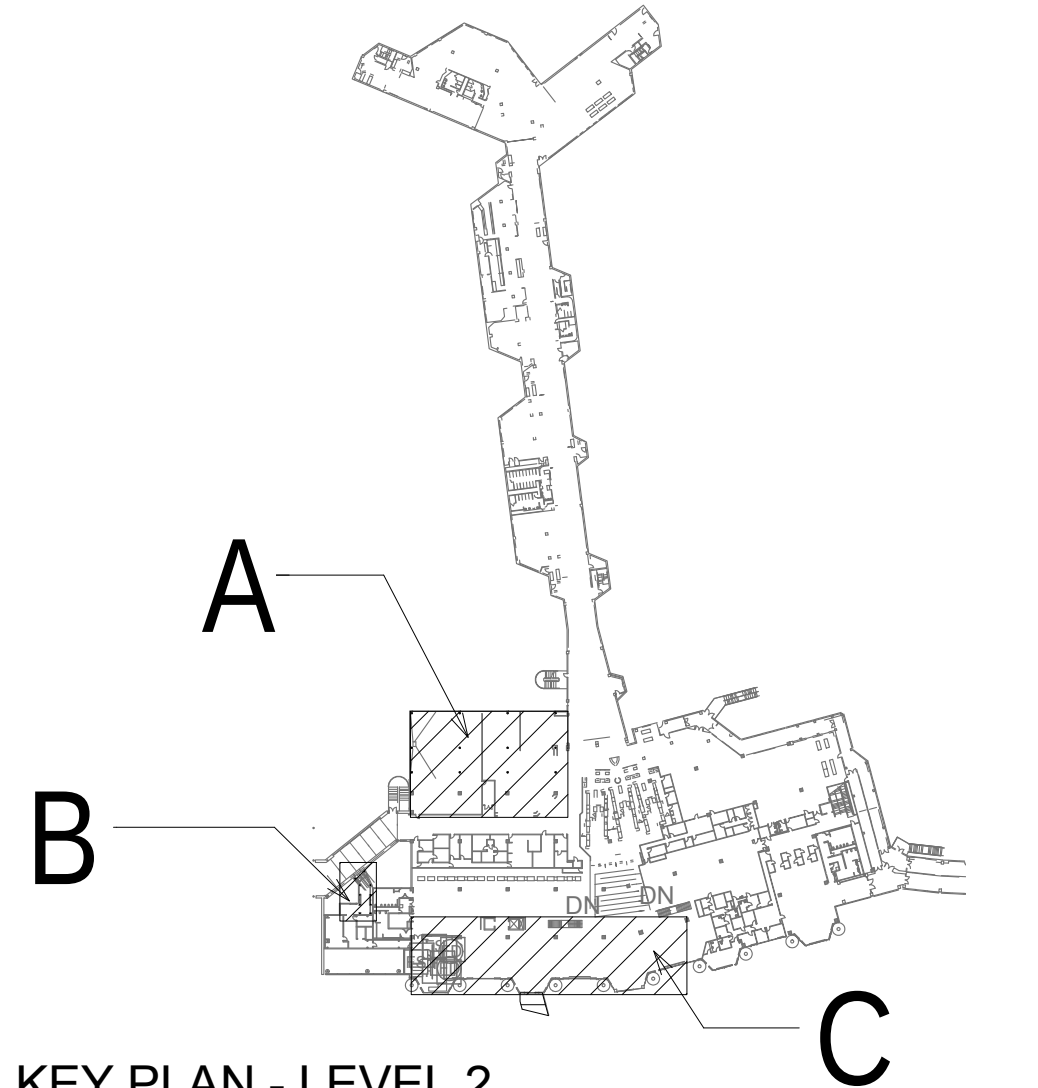
6 SCOPE OF WORK - ROOF LEVEL
1" = 40'-0"



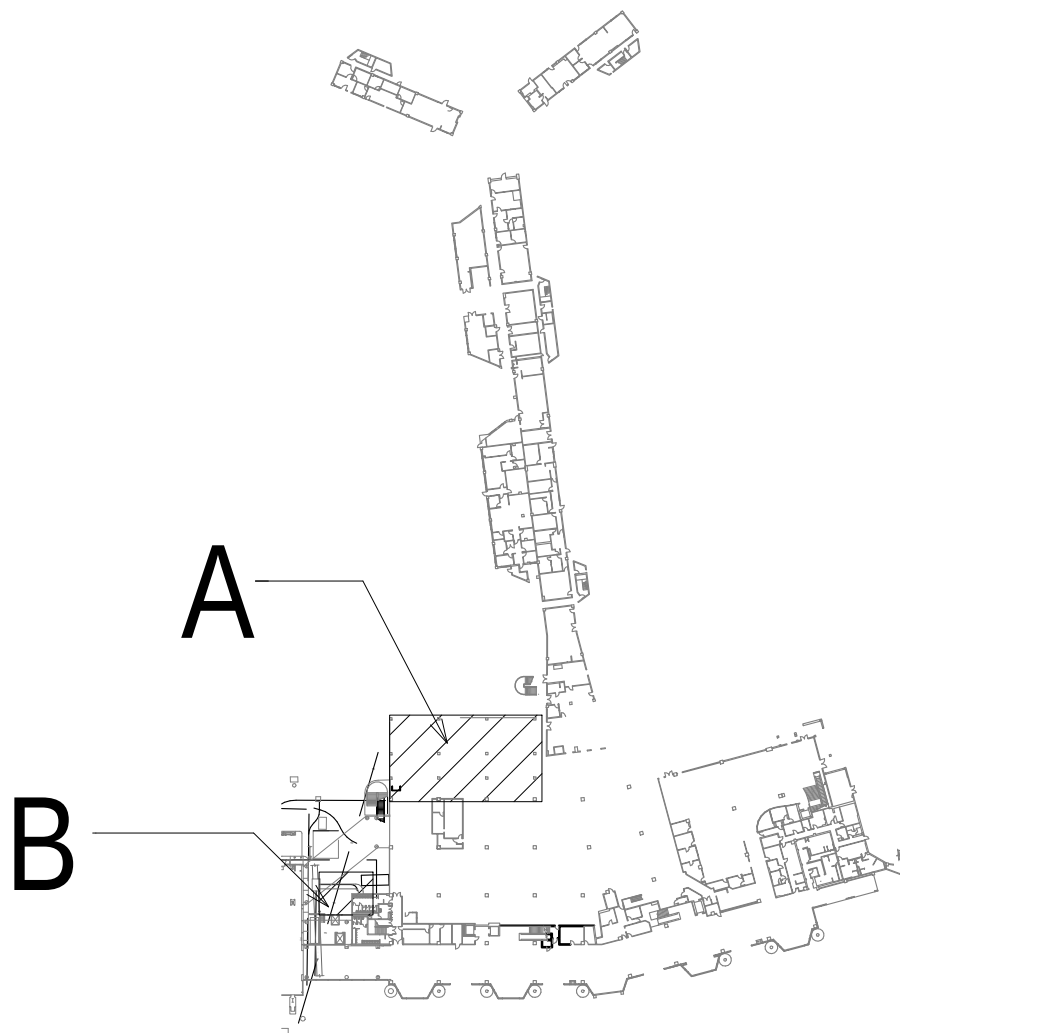
4 SCOPE OF WORK - LEVEL 1
1" = 40'-0"



3 KEY PLAN - ROOF LEVEL
1" = 160'-0"



2 KEY PLAN - LEVEL 2
1" = 160'-0"



1 KEY PLAN - LEVEL 1
1" = 160'-0"

h+k

HOK
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LICENSED ARCHITECT
DAVID E. HOLLMAN
C 23559
JULY 31, 2010
RENEWAL DATE

STATE OF CALIFORNIA

SPEC NO. 4056-C	C.I.P. NO. 104056	BULLETIN SOL-039	08-06-2012
REFERENCES:	PROJECT MANAGER: SAAD ILYAS		
CONTRACTOR:			
CONSTRUCTION STARTED:			
CONSTRUCTION COMPLETED:		RECORD DRAWING	08/30/2013
COST:	INSPECTOR:	REVISIONS	DATE
			APPROVED



SAN DIEGO INTERNATIONAL AIRPORT
SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY

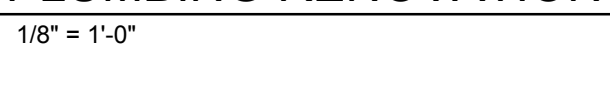
DRAWN:	HC
DESIGNED:	HC
REVIEWED:	DH

SAN DIEGO INTERNATIONAL AIRPORT

EXPAND TERMINAL 2 - EAST FACILITY
TERMINAL BUILDING

KEY PLANS AND SCOPE OF WORK

SHEET NO. G201	DATUM: NORTH AMERICAN VERTICAL DATUM 1988
DATE: 08/01/11	
SHEET: 3 OF 163	
DRAWING NO. 4056-C	REV.



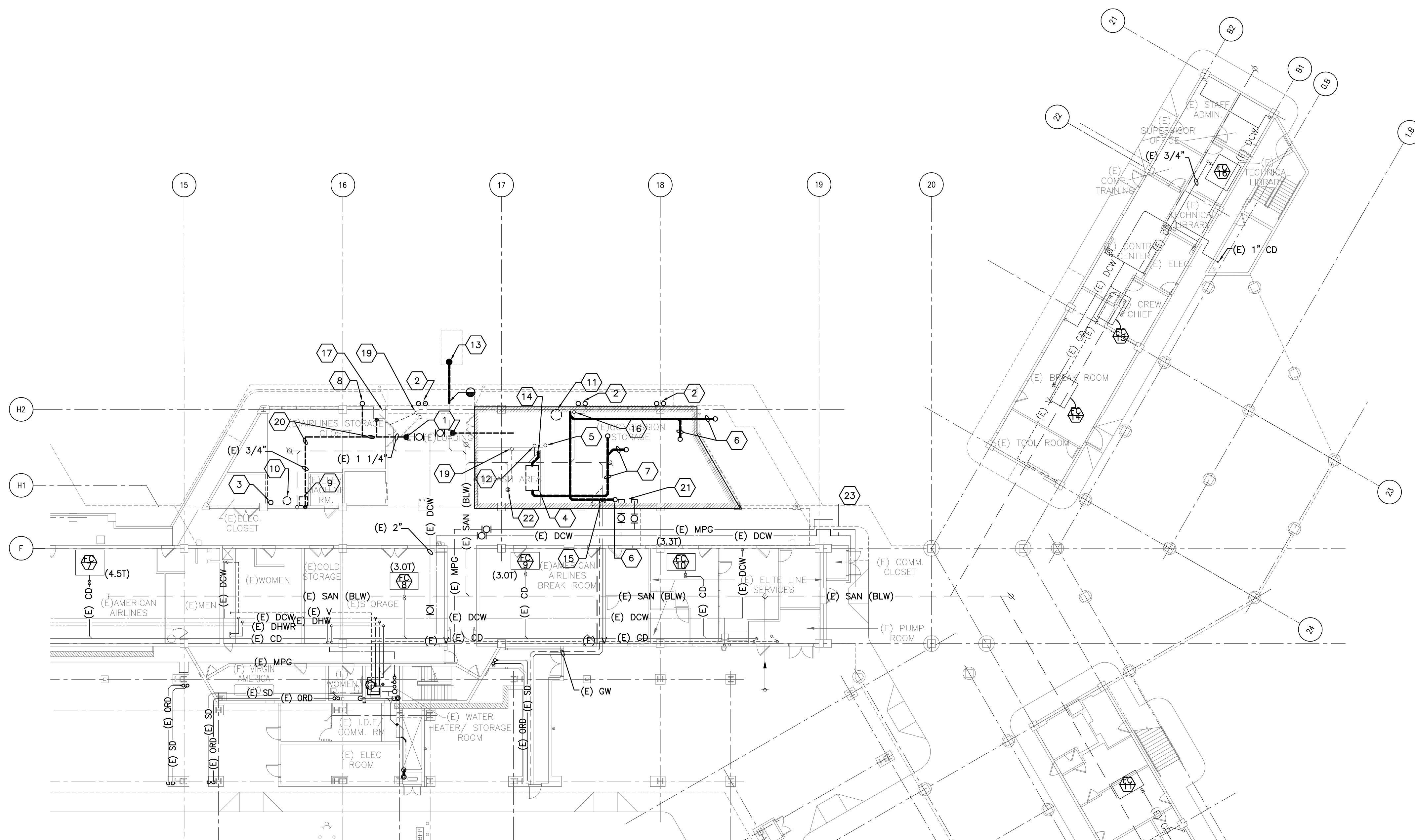
PLUMBING RENOVATION PLANS - LEVEL 2 AIRSIDE

KEYNOTES

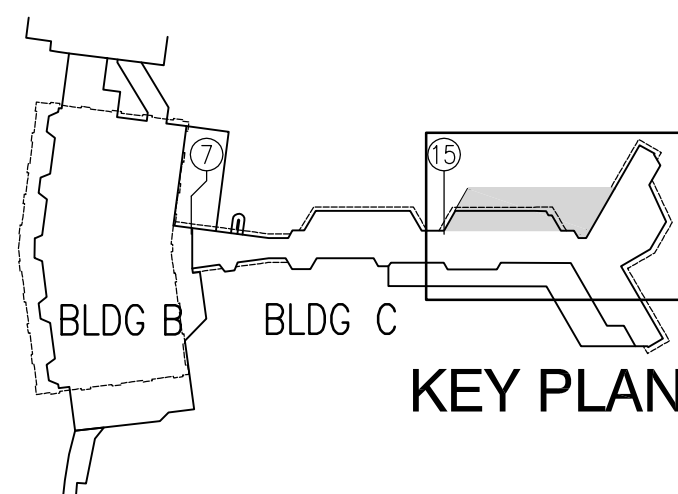
- 1 REMOVE ALL (E) DCW AND DHW DISTRIBUTION/BRANCH PIPING IN TENANT SPACE, INCLUDING PIPING UP TO FIXTURES ON FLOOR ABOVE. CAP AT 2" VALVE, REMOVE ALL ASSOCIATE HANGERS AND SUPPORTS.
- 2 REMOVE (E) 3" SD AND ORD DROP, INCLUDING PIPE DISCHARGE THRU WALL. PATCH WALL TO MATCH. SEE NEW WORK PLAN FOR EXTENSION.
- 3 REMOVE (E) 2" V UP
- 4 (E) GI AND ASSOCIATED PIPING TO BE REMOVED.
- 5 REMOVED (E) 3" V UP
- 6 REMOVE ALL (E) SAN DRAIN AND VENT.
- 7 REMOVE (E) GW DRAIN AND ASSOCIATED VENT PIPING.
- 8 REMOVE AND RELOCATE (E) EW. REMOVE (E) 3/4" DCW INSIDE BLDG TO BRANCH CONNECTION.
- 9 REMOVE (E) LAUNDRY TUB/SERVICE SINK AND ASSOCIATED PIPING. CAP DRAIN AT FLOOR.
- 10 REMOVE (E) 15 GAL EWH BELOW COUNTER AND ASSOCIATED PIPING.
- 11 REMOVE (E) 85 GAL EWH AND ALL ASSOCIATED PIPING.
- 12 REMOVE (E) SERVICE SINK AND ALL ASSOCIATED PIPING. REMOVE TRAP BELOW FLOOR AND CAP.
- 13 REMOVE PIT DRAIN AND TRAP. REMOVE UNDERGROUND PIPING BACK TO POD AND PREPARE PIPING FOR NEW PIPING CONNECTION. SEE NEW WORK PLANS.
- 14 CAP (E) SAN FROM REMOVED GI AT FLOOR.
- 15 (E) FS TO REMAIN. REMOVE ASSOCIATED HORIZONTAL VENT PIPE AT CEILING. VERTICAL PIPE TO REMAIN. PROVIDE TEMPORARY CAP. SEE NEW WORK FOR EXTENSION AND CONNECTION.
- 16 CAP (E) SAN AT FLOOR. REMOVE SAN STACK.
- 17 REMOVE (E) ES AND ASSOCIATED PIPE. REMOVE TRAP BELOW FLOOR AND CAP.
- 18 REMOVE (E) FD AND P-TRAP. CAP PIPE.
- 19 REMOVE VENT PIPE AND CAP AT FLOOR.
- 20 REMOVE (E) DCW AS INDICATED, AND ALL BRANCH PIPING NOT SHOWN, BACK TO VALVE AND CAP. COORDINATE ACCESS TO TENANT AREA WITH AIRPORT AUTHORITY.
- 21 (E) CAPPED DCW AND MPG TO REMAIN. SEE NEW WORK FOR CONNECTION.
- 22 (E) FLOOR DRAIN TO REMAIN.
- 23 REMOVE (E) 1" DCW PASSENGER BOARDING BRIDGE PIPING AND ASSOCIATED APPURTENANCES BACK TO SOV.

GENERAL NOTES

1. PATCH CONCRETE SLAB AT AREAS OF BELOW SLAB P-TRAPS THAT ARE REMOVED AND CAPPED. PATCH TO MATCH SURROUNDING STRUCTURE AND SURFACE.



1 LEVEL 1 PLUMBING DEMOLITION PLAN
1/16" = 1'-0"

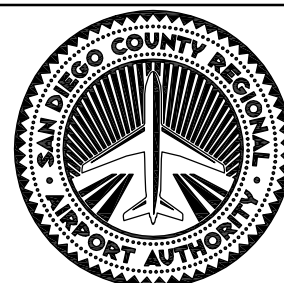


0 8' 16' 32'
1/16" = 1'-0"

SYSKA HENNESSY
AND ASSOCIATES
ARCHITECTS AND PLANNERS, P.C.

512 SEVENTH AVENUE, 28TH FLOOR NEW YORK, N.Y. 10018
TEL: 212 563-5655 FAX: 212 354-6801

SPEC. NO. 4056-D	C.I.P. NO. 104056	RECORD DRAWING	9/1/14
REVISIONS		DATE	APPROVED



SAN DIEGO INTERNATIONAL AIRPORT
SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY

DRAWN:	CC/AG
DESIGNED:	CC/AG
REVIEWED:	RK

SAN DIEGO INTERNATIONAL AIRPORT
EXPAND TERMINAL 2 EAST FACILITY
GATE 25 - GATE 27
LEVEL 1 PLUMBING DEMOLITION

SHEET NO. PD.01
NORTH AMERICAN VERTICAL DATUM 1988
DATE OCTOBER 31, 2011
SHEET 142 OF 197
DRAWING NO. 4056-D
REV.

PLANTING LEGEND
TREE LEGEND - WESTERN GARDEN ZONE 24

SYMBOL	BOTANIC NAME	COMMON NAME	SIZE	EVERGREEN/ DECIDUOUS	QTY	WATER USE
	Callistemon citrinus	Lemon Bottlebrush	24" BOX	Evergreen	5 100	Low
	Metrosideros excelsa	New Zealand Christmas Tree	36" BOX Standard	Evergreen	5 81 4	Low
	Eriobotrya deflexa	Bronze Loquat	24" BOX	Evergreen	5 42	Low
	Chamaerops humilis	Mediterranean Fan Palm Multi-trunk (3)	8' BTH	Evergreen	5 28 1 3	Low
	Cupressus sempervirens 'Glauca'	Italian Cypress	36" BOX	Evergreen	5 65	Low
	Phoenix dactylifera	Date Palm	25' BTH	Evergreen	5 21	Low
	Phoenix dactylifera 'Medjool'	Date Palm	25' BTH	Evergreen	5 17 3	Low
	Phoenix dactylifera	Date Palm	20' BTH	Evergreen	5 9 1	Low
	Pinus torreyana	Torrey Pine	48" BOX	Evergreen	5 3	Low
	Olea europaea 'Wilsoni'	Olive Tree (fruitless)	60" BOX	Evergreen	5 13	Low
	Olea europaea 'Wilsoni'	Olive Tree (fruitless)	72" BOX	Evergreen	5	Low
	Melaluca nesophila	Pink Melaluca	24" BOX	Evergreen	5 46	Low
	Syagrus romanzoffianum	Queen Palm	15' BTH	Evergreen	5 244 2 4	Low

VINE LEGEND - WESTERN GARDEN ZONE 24

SYMBOL	BOTANIC NAME	COMMON NAME	SIZE	EVERGREEN/ DECIDUOUS	QTY	WATER USE
	Ficus pumila	Creeping Fig	15 GAL	Evergreen	34	Low

PLANTS FOR SHADED AREAS AND POTS

SYMBOL	BOTANIC NAME	COMMON NAME	SIZE	EVERGREEN/ DECIDUOUS	QTY
	Clivia miniata 'Flame'	Kaffir Lily	15 GAL	Evergreen	79 4
	Cycas revoluta	Sago Palm	15 GAL	Evergreen	57
	Fatsia japonica	Japanese Aralia	15 GAL	Evergreen	92
	Sansevieria trifasciata	Snake Plant	15 GAL	Evergreen	222 4
	Echeveria 'Blue Curls'	Hybrid Echeveria	1 GAL	Evergreen	72
	Euphorbia tirucalli	Sticks on Fire	15 GAL	Evergreen	36

SHRUB & GRASS LEGEND - WESTERN GARDEN ZONE 24

SYMBOL	BOTANIC NAME	COMMON NAME	SIZE	EVERGREEN/ DECIDUOUS	QTY	WATER USE
	Agave attenuata	Fox Tail Agave	15 gal	Evergreen	88 4	Low
	Agave attenuata	Fox Tail Agave	5 gal	Evergreen	278 4	Low
	Agave villmoriana	Octopus Agave	5 gal	Evergreen	212	Low
	Aloe barbadensis	Barbados Aloe	5 gal	Evergreen	45	Low
	Aloe saponaria	African Aloe	5 gal	Evergreen	286	Low
	Anigozanthos sp. 'Bush Ranger'	Kangaroo Paw	5 gal	Evergreen	189 4	Low
	Cassia artemisioides	Feathery Cassia	5 gal	Evergreen	262	Low
	Cistus purpureus	Orchid Rockrose	5 gal	Evergreen	64	Low
	Dasylirion wheelerii	Desert Spoon	5 gal	Evergreen	392 4	Low
	Dietes vegata	Fortnight Lily	5 gal	Evergreen	969 4	Low
	Echium fastuosum	Pride of Madeira	15 gal	Evergreen	247	Low
	Euryops pectinatus	Euryops	5 gal	Evergreen	51 2	Low
	Grevillea "Noellii"	Grevillea	5 gal	Evergreen	174	Low
	Hesperaloe parviflora	Red Yucca	5 gal	Evergreen	138	Low
	Kniphofia uvaria	Red Hot Poker	5 gal	Evergreen	451 4	Low
	Lantana montevidensis	Trailing Lantana	5 gal	Evergreen	152 4	Low
	Lavendula angustifolia	English Lavender	5 gal	Evergreen	155 4	Low
	Leonotis leonurus	Lion's Tail	5 gal	Evergreen	56	Low
	Limonium perezii	Sea Lavender	5 gal	Evergreen	257	Low
	Phormium 'Sundowner'	New Zealand Flax	15 gal	Evergreen	394 4	Low
	Salvia leucantha	Mexican Sage	5 gal	Evergreen	202	Low
	Yucca gloriosa	Soft Tip Yucca	15 gal	Evergreen	117 4	Low

GROUNDCOVER LEGEND - WESTERN GARDEN ZONE 24

SYMBOL	BOTANIC NAME	COMMON NAME	SIZE	EVERGREEN/ DECIDUOUS	SPACING	WATER USE
	Delosperma floribunda 'Stardust'	Blue Ice Plant	1 gal	Evergreen	30" o.c.	Low

- TREE ROOT BARRIER, SEE PLANTING DETAILS FOR INSTALLATION
-   EXISTING TREE

NOTE:
PROVIDE DECOMPOSED GRANITE MULCH LAYER UNDER ALL PLANTING PER PLANTING DETAIL.

NOTE:
CONTRACTOR TO HAVE A CERTIFIED ARBORIST ON CALL FOR CONSULTATION PURPOSES DURING PLANTING AND MAINTENANCE PERIOD.

NOTE:
WHEN PLANT SYMBOLS AND QUANTITIES DIFFER, QUANTITIES ON PLANT LEGEND SHALL PREVAIL.



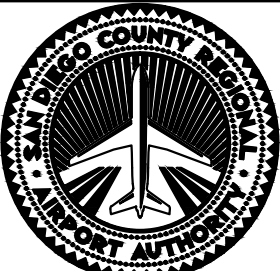
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SPEC NO.	3201	PROJECT NO.	201401
REVISIONS		DATE	

RECORD DRAWINGS REVISIONS	10/29/13
NDC 145	11/21/12
NDC 125	07/03/12
NDC 117	06/06/12
NDC 73	02/24/12
0 - INITIAL RELEASE FOR CONSTRUCTION	08/15/11

REVISIONS	DATE	APPROVED



SAN DIEGO INTERNATIONAL AIRPORT
SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY

DESIGNED	PT
DRAWN	KT
REVIEWED	GS

SAN	DIEGO	INTERNATIONAL	AIRPORT
SMART CURB PLANS LANDSCAPING SHEETS			
PLANTING LEGEND			

SHEET NO.	L-PP0A
* DATUM *	
NORTH AMERICAN VERTICAL DATUM 1988	
DATE:	10/29/2013
SHEET	97 OF 946
DRAWING NO.	3201

FULL SIZE SHEET = 22"x34"

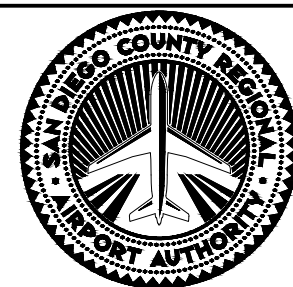


INFORMATION ONLY

THIS DRAWING HAS BEEN PREPARED FOR INFORMATION ONLY. IF ANY DISCREPANCIES, INADEQUACIES OR INACCURACIES ARE DISCOVERED, IT SHOULD BE REPORTED TO THE AIRPORT FACILITIES DEPARTMENT IN WRITING. THE SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY SHALL NOT BE RESPONSIBLE FOR ANY ERRORS OR OMISSIONS WHICH MAY BE INCORPORATED HEREIN AS A RESULT.

ISSUED BY: FACILITIES DEVELOPMENT DEPARTMENT

REVISIONS	DATE	APPROVED	



SAN DIEGO INTERNATIONAL AIRPORT
SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY

DRAWN : FDD TECH SERVICES
CHECKED : -
APPROVED : -

SAN DIEGO INTERNATIONAL AIRPORT
TERMINAL 2 EAST, SECOND FLOOR

DATE : 1/2018
SCALE : 1" = 50'
EXHIBIT

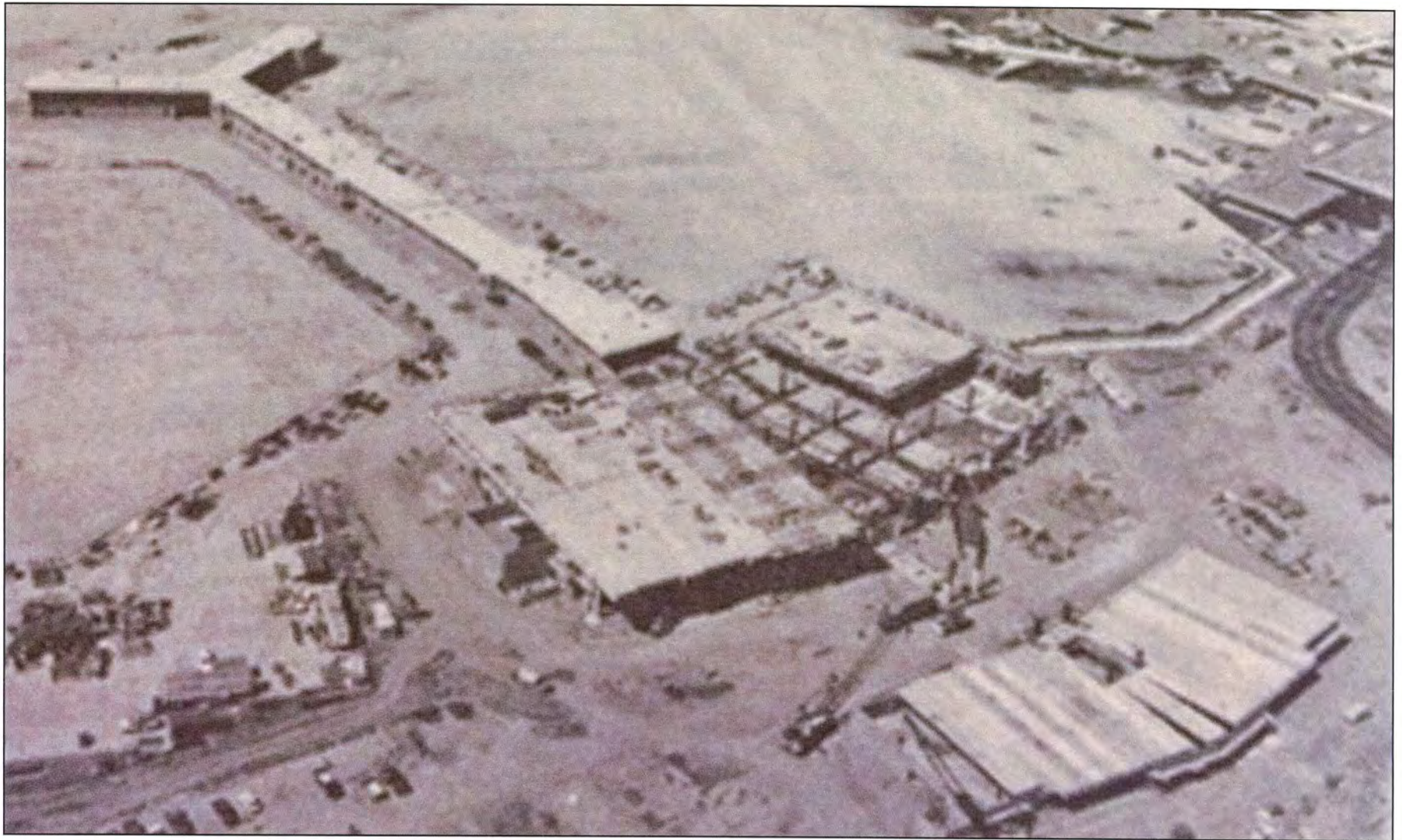


Plate 1

1977 Aerial Photograph of Terminal 2 East During Construction, Facing Northeast

Lindbergh Field West Terminal

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



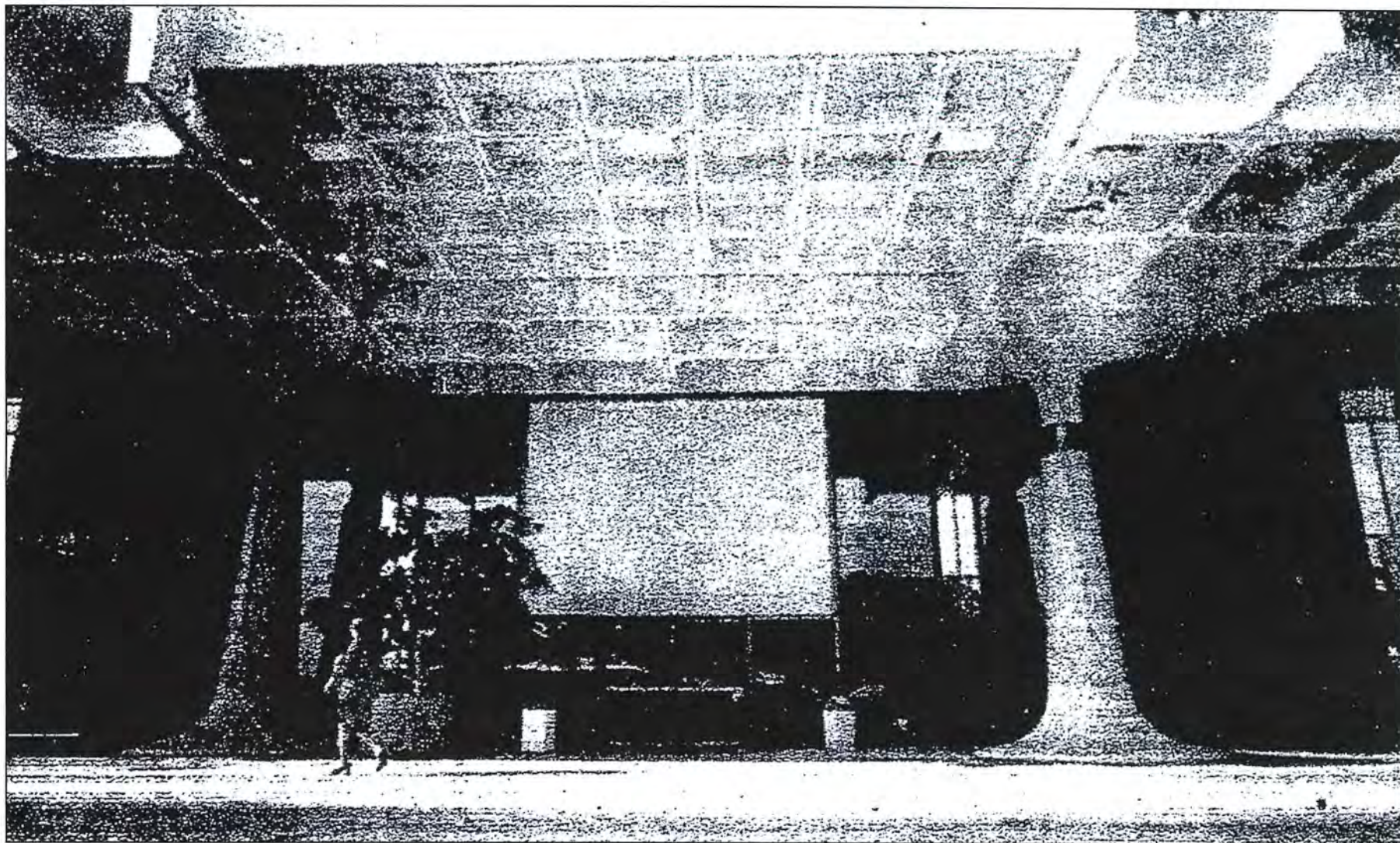


Plate 2

**1979 Photograph of the Cantilevered Waffle-Slab
Overhang on the Primary (South) Façade of Terminal 2 East**

Lindbergh Field West Terminal

(Photograph courtesy of the San Diego Union 1979)





Plate 3

1979 Photograph of the Terminal 2 East Interior Public Concourse

Lindbergh Field West Terminal

(Photograph courtesy of the San Diego Union 1979)





Plate 4

1979 Photograph of the Terminal 2 East Interior Baggage Claim Area

Lindbergh Field West Terminal

(Photograph courtesy of the San Diego Union 1979)



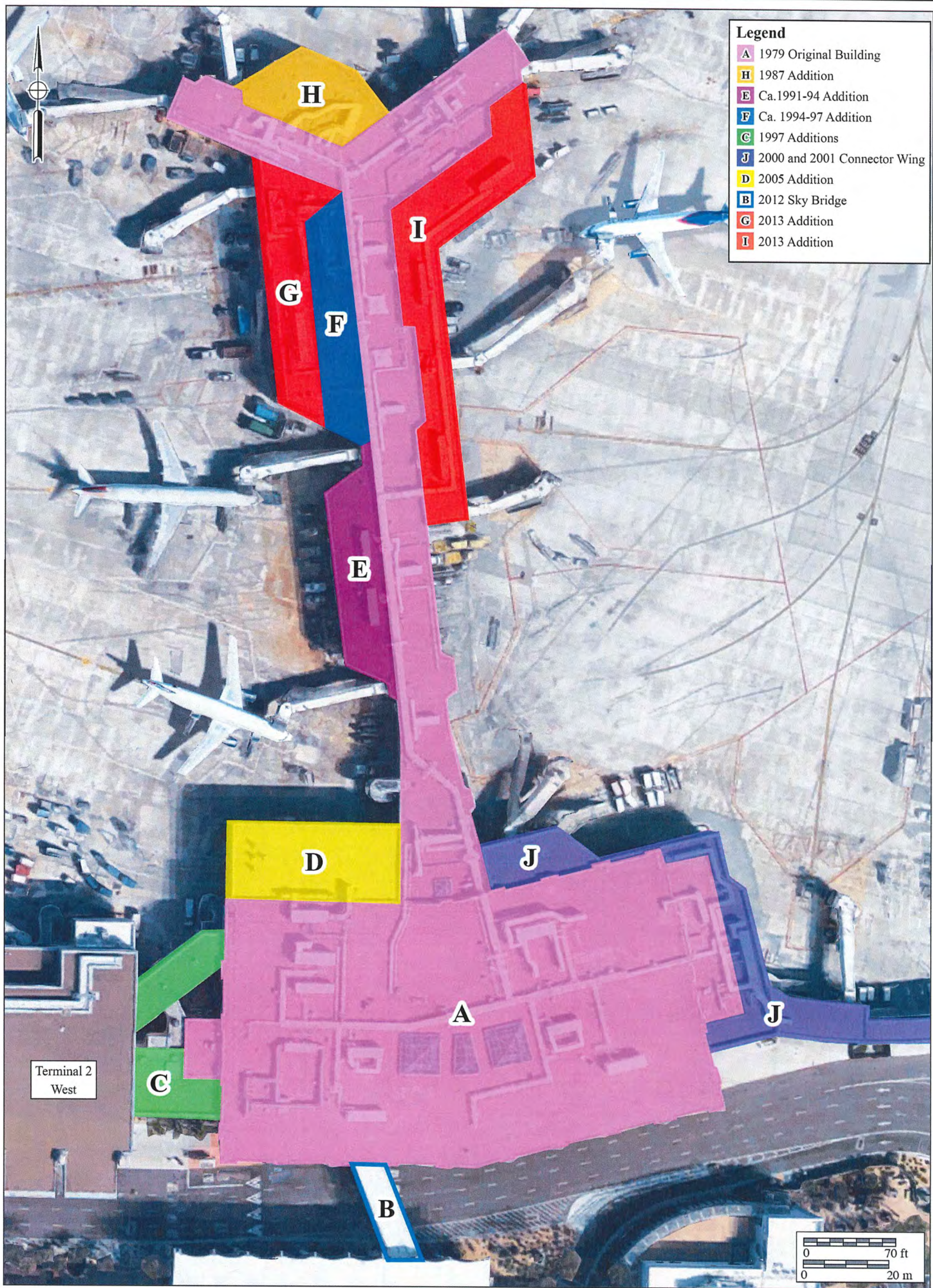


Plate 5

**View of the Primary (South) Façade of
Terminal 2 East in 1991 Showing the Original Sky Bridge
Lindbergh Field West Terminal**

(Photograph courtesy of the San Diego Unified Port District 1991)





Site Plan for Terminal 2 East
Lindbergh Field West Terminal



HISTORIC AMERICAN BUILDINGS SURVEY

INDEX TO PHOTOGRAPHS

LINBERGH FIELD WEST TERMINAL (Terminal 2 East)
3225 North Harbor Drive
San Diego
San Diego County
California

HABS No.

INDEX TO BLACK AND WHITE PHOTOGRAPHS

Ryan B. Anderson, Photographer, November 2017

- _____-1 SOUTH FAÇADE OF SECTION A, FACING NORTHEAST
- _____-2 SOUTH FAÇADE OF SECTION A, FACING NORTH
- _____-3 SOUTH FAÇADE OF SECTION A, FACING NORTHEAST
- _____-4 SECTIONS J AND A, FACING WEST
- _____-5 SECTIONS A AND I, FACING NORTHWEST
- _____-6 SECTION I, FACING WEST
- _____-7 SECTION I, FACING NORTHWEST
- _____-8 SECTIONS I AND A, FACING NORTHWEST
- _____-9 EAST WING OF SECTION A, FACING SOUTHWEST
- _____-10 EAST WING OF SECTION A, FACING SOUTHEAST
- _____-11 SECTION H, FACING SOUTHWEST
- _____-12 WEST WING OF SECTION A, FACING SOUTH
- _____-13 SECTIONS A AND G, FACING EAST
- _____-14 SECTION G, FACING EAST
- _____-15 SECTION E, FACING SOUTHEAST
- _____-16 SECTIONS A AND D, FACING EAST

- _____-17 NORTHWEST CORNER OF SECTION D, FACING SOUTHEAST
- _____-18 FIRST FLOOR INTERIOR OF SECTION A, FACING EAST
- _____-19 SECOND FLOOR INTERIOR OF SECTION A, FACING NORTH

HABS No. _____-1



HABS No. _____-2



HABS No. _____-3



HABS No. _____-4



HABS No. _____-5



HABS No. _____-6



HABS No. _____-7



HABS No. _____-8



HABS No. _____-9



HABS No. _____-10



HABS No. _____-11



HABS No. _____-12



HABS No. _____-13



HABS No. _____-14



HABS No. _____-15



HABS No. _____-16



HABS No. _____-17



HABS No. _____-18



HABS No. _____-19

