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.


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, 1979, over six months after its projected completion date. Construction of this new terminal building began in June 1977 by M.H. Golden Construction Co., 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

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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

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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.\textsuperscript{12} The new terminal had ten gates that were exclusively operated by American Airlines, Western Airlines, and Delta Airlines.\textsuperscript{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.\textsuperscript{14}

6. \textbf{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 (\textit{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

\textsuperscript{12} San Diego Unified Port District, \textit{The History and Development of Lindbergh Field, San Diego’s International Airport}, 12.

\textsuperscript{13} San Diego Union, Airport Terminal Ready to Open Wednesday, B-10

\textsuperscript{14} San Diego Unified Port District, \textit{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. 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.” 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.” 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.”

In 1969, the Board of Port Commissioners selected Frank L. Hope & Associates to conduct expansion studies for the structures located within Lindbergh Field. However, the city’s economy took a downturn, and in 1971, plans for the new terminal were shelved due to cost and size issues. 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. 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. 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

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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.
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.\footnote{San Diego Union, Port Commissioners Move on Airport Expansion Plan, San Diego, California, 1974.} 

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’.\footnote{San Diego Unified Port District, *The History and Development of Lindbergh Field, San Diego’s International Airport*, 9.}
- **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.\footnote{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.}

Construction of Terminal 2 East finally began in June 1977 and the terminal was completed and officially opened to the public on July 11, 1979\footnote{San Diego Union, Airport Terminal Ready to Open Wednesday, San Diego, California (July 8, 1979).}, over six months after its projected completion date.\footnote{San Diego Union, Port Commissioners Move on Airport Expansion Plan, San Diego, California, 1974.}

**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
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
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)


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)


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)


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 SC-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 SC-2, 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)
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:

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:

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**AS BUILT DRAWING**

San Diego Unified Port District
San Diego, California

PADERWESKI DEAN & ASSOCIATES ARCHITECTS

444 4th Ave., San Diego, California 92101 (619) 234-1500

WEST TERMINAL PHASE III
SAN DIEGO INTERNATIONAL AIRPORT LINDONSDEN FIELD

LIGHTING FIXTURE SCHEDULE
## General Notes:

1. Complete all work prior to the start of the job.
2. All work must be completed to the satisfaction of the Inspector.
3. All work must be completed to the satisfaction of the Engineer.
4. All work must be completed to the satisfaction of the Owner.
5. All work must be completed to the satisfaction of the Architect.
6. All work must be completed to the satisfaction of the Contractor.
7. All work must be completed to the satisfaction of the Owner.
8. All work must be completed to the satisfaction of the Contractor.
9. All work must be completed to the satisfaction of the Owner.
10. All work must be completed to the satisfaction of the Contractor.

## Variable Air Values

<table>
<thead>
<tr>
<th>Variable</th>
<th>Air Values</th>
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<tbody>
<tr>
<td>Value 1</td>
<td>1.00</td>
</tr>
<tr>
<td>Value 2</td>
<td>2.00</td>
</tr>
<tr>
<td>Value 3</td>
<td>3.00</td>
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<td>Value 4</td>
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<td>Value 5</td>
<td>5.00</td>
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<td>6.00</td>
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<tr>
<td>Value 7</td>
<td>7.00</td>
</tr>
<tr>
<td>Value 8</td>
<td>8.00</td>
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</tbody>
</table>

## Equipment:

- Supply Air
- Return Air
- Zone Valves
- Terminal Units
- Chilled Water
- Hot Water
- Steam
- Electric Heat
- Gas Heat
- Solar Heat
- Ductwork
- Insulation
- Controls
- Lighting
- Electrical
- Plumbing
- Mechanical

## Diagrams:

- [Control Valve Diagram]
- [Branch Pipe Diagram]
- [Heating System Diagram]
- [Schedule Diagram]

## San Diego Unified Port District

San Diego, California

[San Diego Unified Port District Logo]
SCOPE OF WORK

A. SHELL CONSTRUCTION W/ UTILITY HOOK UP
B. SHELL CONSTRUCTION W/ UTILITY HOOK UP
C. SHELL CONSTRUCTION W/ UTILITY HOOK UP

A. NEW STRUCTURAL/ FULL FINISHES - FLOOR & CEILING UPGRADE OF FINISHES
B. NEW STRUCTURAL/ FULL FINISHES - FLOOR & CEILING UPGRADE OF FINISHES
C. NEW STRUCTURAL/ FULL FINISHES - FLOOR & CEILING UPGRADE OF FINISHES

SCOPE OF WORK - LEVEL 1

1. CLUBROOM
2. FOOD & BEVERAGE
3. RETAIL
4. SERVICE CORRIDOR

TOTAL: 10,325 sf

NEW SERVICE BRIDGE TO PROVIDE SERVICE ACCESS FROM (E) LOADING DOCK AT LEVEL 1 TO AIRSIDE ADDITION SERVICE.

1. SERVICE BRIDGE

TOTAL: 394 sf

LANDSIDE RENOVATION. DEMO (E) LANDSIDE CONCESSIONS AND PROVIDE NEW LAYOUT FOR CIRCULATION AND CONCESSION SHELL SPACE.

1. (E) KITCHEN
2. FOOD & BEVERAGE KIOSK
3. RETAIL
4. CIRCULATION

TOTAL: 11,736 sf

NEW CONNECTOR BRIDGE (ADDITION)
LEVEL 1 PLUMBING DEMOLITION PLAN
### PLANTING LEGEND

**TREE LEGEND - WESTERN GARDEN ZONE 24**

<table>
<thead>
<tr>
<th>SYMBOL</th>
<th>BOTANIC NAME</th>
<th>COMMON NAME</th>
<th>SIZE</th>
<th>EVERGREEN/DICODICIOUS</th>
<th>QTY</th>
<th>WATER USE</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Callistemon citrinus</td>
<td>Lemon Bottlebrush</td>
<td>24&quot; BOX</td>
<td>Evergreen</td>
<td>100</td>
<td>Low</td>
</tr>
<tr>
<td>2</td>
<td>Metrosideros excelsa</td>
<td>New Zealand Christmas Tree</td>
<td>36&quot; BOX Standard</td>
<td>Evergreen</td>
<td>81</td>
<td>Low</td>
</tr>
<tr>
<td>3</td>
<td>Eriobotrya deflexa</td>
<td>Bronze Loquat</td>
<td>24&quot; BOX</td>
<td>Evergreen</td>
<td>42</td>
<td>Low</td>
</tr>
<tr>
<td>4</td>
<td>Chamaerops humilis</td>
<td>Mediterranean Fan Palm Multi-trunk (3)</td>
<td>6' BTH</td>
<td>Evergreen</td>
<td>26</td>
<td>Low</td>
</tr>
<tr>
<td>5</td>
<td>Cupressus sempervirens 'Gigantea'</td>
<td>Italian Cypress</td>
<td>36&quot; BOX</td>
<td>Evergreen</td>
<td>65</td>
<td>Low</td>
</tr>
<tr>
<td>6</td>
<td>Phoenix dactylifera</td>
<td>Date Palm</td>
<td>25' BTH</td>
<td>Evergreen</td>
<td>21</td>
<td>Low</td>
</tr>
<tr>
<td>7</td>
<td>Phoenix dactylifera 'Madjor'</td>
<td>Date Palm</td>
<td>25' BTH</td>
<td>Evergreen</td>
<td>17</td>
<td>Low</td>
</tr>
<tr>
<td>8</td>
<td>Phoenix canadensis</td>
<td>Date Palm</td>
<td>20' BTH</td>
<td>Evergreen</td>
<td>9</td>
<td>Low</td>
</tr>
<tr>
<td>9</td>
<td>Pinus torreyana</td>
<td>Torrey Pine</td>
<td>48&quot; BOX</td>
<td>Evergreen</td>
<td>3</td>
<td>Low</td>
</tr>
<tr>
<td>10</td>
<td>Olea europaea 'Wilson'</td>
<td>Olive Tree (fruitless)</td>
<td>60&quot; BOX</td>
<td>Evergreen</td>
<td>13</td>
<td>Low</td>
</tr>
<tr>
<td>11</td>
<td>Olea europaea 'Wilson'</td>
<td>Olive Tree (fruitless)</td>
<td>72&quot; BOX</td>
<td>Evergreen</td>
<td>5</td>
<td>Low</td>
</tr>
<tr>
<td>12</td>
<td>Melaleuca nesophila</td>
<td>Pink Melaleuca</td>
<td>24&quot; BOX</td>
<td>Evergreen</td>
<td>46</td>
<td>Low</td>
</tr>
<tr>
<td>13</td>
<td>Syagrus romanzoffianum</td>
<td>Queen Palm</td>
<td>15' BTH</td>
<td>Evergreen</td>
<td>244</td>
<td>Low</td>
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</table>

### LANDSCAPING SHEETS

#### PLANTS FOR SHARED AREAS AND POTS

<table>
<thead>
<tr>
<th>SYMBOL</th>
<th>BOTANIC NAME</th>
<th>COMMON NAME</th>
<th>SIZE</th>
<th>EVERGREEN/DICODICIOUS</th>
<th>QTY</th>
<th>WATER USE</th>
</tr>
</thead>
<tbody>
<tr>
<td>❘</td>
<td>Ficus pumila</td>
<td>Creeping Fig</td>
<td>15 GAL</td>
<td>Evergreen</td>
<td>34</td>
<td>Low</td>
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</tbody>
</table>

### VINE LEGEND - WESTERN GARDEN ZONE 24

### SMART CURB PLANS

**SHRUB & GRASS LEGEND - WESTERN GARDEN ZONE 24**

<table>
<thead>
<tr>
<th>SYMBOL</th>
<th>BOTANIC NAME</th>
<th>COMMON NAME</th>
<th>SIZE</th>
<th>EVERGREEN/DICODICIOUS</th>
<th>QTY</th>
<th>WATER USE</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Agave attenuata</td>
<td>Fox Tail Agave</td>
<td>15 gal</td>
<td>Evergreen</td>
<td>88</td>
<td>Low</td>
</tr>
<tr>
<td>2</td>
<td>Agave attenuata</td>
<td>Fox Tail Agave</td>
<td>5 gal</td>
<td>Evergreen</td>
<td>278</td>
<td>Low</td>
</tr>
<tr>
<td>3</td>
<td>Agave vilmoriana</td>
<td>Octopus Agave</td>
<td>5 gal</td>
<td>Evergreen</td>
<td>212</td>
<td>Low</td>
</tr>
<tr>
<td>4</td>
<td>Aloe barbadensis</td>
<td>Barbados Aloe</td>
<td>5 gal</td>
<td>Evergreen</td>
<td>45</td>
<td>Low</td>
</tr>
<tr>
<td>5</td>
<td>Aloe saponaria</td>
<td>African Aloe</td>
<td>5 gal</td>
<td>Evergreen</td>
<td>286</td>
<td>Low</td>
</tr>
<tr>
<td>6</td>
<td>Anigozanthos sp. 'Bush Ranger'</td>
<td>Kangaoo Paw</td>
<td>5 gal</td>
<td>Evergreen</td>
<td>189</td>
<td>Low</td>
</tr>
<tr>
<td>7</td>
<td>Cassia articulata</td>
<td>Feebly Cassia</td>
<td>5 gal</td>
<td>Evergreen</td>
<td>262</td>
<td>Low</td>
</tr>
<tr>
<td>8</td>
<td>Cistus purpureus</td>
<td>Orchard Rockrose</td>
<td>5 gal</td>
<td>Evergreen</td>
<td>64</td>
<td>Low</td>
</tr>
<tr>
<td>9</td>
<td>Dasyphyllum wheelei</td>
<td>Desert Spoon</td>
<td>5 gal</td>
<td>Evergreen</td>
<td>392</td>
<td>Low</td>
</tr>
<tr>
<td>10</td>
<td>Dieles vogata</td>
<td>Fortnight Lily</td>
<td>5 gal</td>
<td>Evergreen</td>
<td>969</td>
<td>Low</td>
</tr>
<tr>
<td>11</td>
<td>Echium fastuosum</td>
<td>Pride of Madeira</td>
<td>15 gal</td>
<td>Evergreen</td>
<td>247</td>
<td>Low</td>
</tr>
<tr>
<td>12</td>
<td>Fruycaly pectinata</td>
<td>Euryops</td>
<td>5 gal</td>
<td>Evergreen</td>
<td>51</td>
<td>Low</td>
</tr>
<tr>
<td>13</td>
<td>Oreinae 'Noeiti'</td>
<td>Grevillea</td>
<td>5 gal</td>
<td>Evergreen</td>
<td>174</td>
<td>Low</td>
</tr>
<tr>
<td>14</td>
<td>Hesperaloe parviflora</td>
<td>Red Yucca</td>
<td>5 gal</td>
<td>Evergreen</td>
<td>138</td>
<td>Low</td>
</tr>
<tr>
<td>15</td>
<td>Krinihiu uvaria</td>
<td>Red Hot Poker</td>
<td>5 gal</td>
<td>Evergreen</td>
<td>451</td>
<td>Low</td>
</tr>
<tr>
<td>16</td>
<td>Lantana montevideana</td>
<td>Trailling Lantana</td>
<td>5 gal</td>
<td>Evergreen</td>
<td>152</td>
<td>Low</td>
</tr>
<tr>
<td>17</td>
<td>Lavandula angustifolia</td>
<td>English Lavander</td>
<td>5 gal</td>
<td>Evergreen</td>
<td>155</td>
<td>Low</td>
</tr>
<tr>
<td>18</td>
<td>Leonotis leonurus</td>
<td>Lion's Tail</td>
<td>5 gal</td>
<td>Evergreen</td>
<td>56</td>
<td>Low</td>
</tr>
<tr>
<td>19</td>
<td>Limonium perenzii</td>
<td>Sea Lavander</td>
<td>5 gal</td>
<td>Evergreen</td>
<td>257</td>
<td>Low</td>
</tr>
<tr>
<td>20</td>
<td>Phormium 'Sundowner'</td>
<td>New Zealand Flax</td>
<td>15 gal</td>
<td>Evergreen</td>
<td>394</td>
<td>Low</td>
</tr>
<tr>
<td>21</td>
<td>Salvia leucantha</td>
<td>Mexican Sage</td>
<td>5 gal</td>
<td>Evergreen</td>
<td>202</td>
<td>Low</td>
</tr>
<tr>
<td>22</td>
<td>Yucca gloriosa</td>
<td>Soft Tip Yucca</td>
<td>15 gal</td>
<td>Evergreen</td>
<td>117</td>
<td>Low</td>
</tr>
</tbody>
</table>

### GROUNDCOVER LEGEND - WESTERN GARDEN ZONE 24

<table>
<thead>
<tr>
<th>SYMBOL</th>
<th>BOTANIC NAME</th>
<th>COMMON NAME</th>
<th>SIZE</th>
<th>EVERGREEN/DICODICIOUS</th>
<th>SPACING</th>
<th>WATER USE</th>
</tr>
</thead>
<tbody>
<tr>
<td>❚</td>
<td>Dierosperma hambui 'Stardust'</td>
<td>Blue Ice Plant</td>
<td>1 gal</td>
<td>Evergreen</td>
<td>50&quot;</td>
<td>Low</td>
</tr>
</tbody>
</table>

#### EXISTING TREE

**NOTE:** PROVIDE DECOMPOSED GRANITE MULTCH LAYER UNDER ALL PLANTING PER PLANT 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.
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)
LINBERGH FIELD WEST TERMINAL (Terminal 2 East) HABS No.
3225 North Harbor Drive
San Diego
San Diego County
California

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