R-F1 – Historic Resources Study (Continued)

HISTORIC AMERICAN BUILDINGS SURVEY

UNITED AIRLINES HANGAR AND TERMINAL
(UAHT Building)

Location: 2340 Stillwater Road, San Diego, San Diego County, California 92101

Present Owner/ Occupant: San Diego County Regional Airport Authority

Present Use: A storage and maintenance facility for Menzies Aviation

Significance: The period of significance of the United Airlines Hangar and Terminal (referred to as the UAHT building in this document) is identified as 1931-52. The UAHT building was originally constructed along Pacific Highway in 1931 as a Spanish Revival/Modernistic-style hangar and terminal for Pacific Air Transport (PAT)/United Airlines until it was moved to its current location in 1952. Despite having been relocated, the UAHT building is still the oldest surviving building within the airport, and as such, is associated with the "earliest period of development at Lindbergh Field between 1928 and 1933."[1]

Historians: Brian F. Smith, M.A., Senior Historian, Jennifer R.K. Stropes, M.S., Associate Historian, Elena C. Goralogia, B.A., Courtney J. Accardy, B.A., and Caitlin A.M. Foote, B.A., of Brian F. Smith and Associates, Inc. Photography by Ryan B. Anderson, Ph.D. This report was completed on June 7, 2018.

PART I: HISTORICAL INFORMATION

A. Physical History

1. **Date of erection:** Construction of the UAHT building, which was the second building constructed at Lindbergh Field, began on March 3, 1931 on Pacific Highway. A dedication ceremony commemorating the completion of the new building was held on May 28, 1931.

2. **Architect:** Original plans for the UAHT building were drawn by the Austin Co. of California.

3. **Original and subsequent owners, occupants, uses:** Planning of the UAHT building began in January 1931 when PAT, which was operated by Boeing Air Lines, was

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Historical Architectural Survey Report: San Diego International Airport Master Plan, San Diego, California, Affinis, unpublished report on file at the South Coastal Information Center at San Diego State University, San Diego, California, 2006.

given a hangar lease at Lindbergh Field. PAT was to construct a $27,000 hangar[2] to house planes used for passenger and mail transport. Four days after the building's dedication ceremony, it was announced that PAT, National Air Transport, Boeing Air Transport, and Varney Airlines would be consolidated and designated as divisions of United Airlines.[3] The hangar and terminal building was then "used by United Airlines as its terminal when San Diego was United's hub during the early years of passenger aviation."[4] Prior to the construction of the UAHT building, the airport did not have a ticket office, as between 1929 and 1931, a square pilot house from a tugboat located to the west of the Airtech hangar served as a ticket booth.[5]

4. **Builder, contractor, suppliers:** The original plans were drafted by the Austin Co. of California. The contractor reported in the *San Diego Union* was also the "Austin company of California."[6]

5. **Original plans and construction:** Planning of the UAHT building began in January 1931 when PAT, which was operated by Boeing Air Lines, was given a hangar lease at Lindbergh Field. PAT was to construct a $27,000 hangar[7] to house planes used for passenger and mail transport. A building permit for a "hangar and office" [8] was issued that month with work to be completed by the Austin Co. A *San Diego Union* article from February 2, 1931, describes the new building accordingly:

> Sufficient hangar space to accommodate three large transport planes will be provided in the new building. In addition to the hangar space, the building will contain executive offices, rest rooms and repair shops. The structure will be of the Spanish renaissance type, with red tile roofing on the administration section, and will have a long corridor on the south side permitting air travelers to enter or leave planes without departing from the shelter of the passenger depot.[9]

Once the new hangar and office space were completed, the existing PAT repair shops and personnel were to be moved from Burbank to San Diego, which would serve as the "southern divisional headquarters of the PAT lines."[10] Construction of the building began on March 3, 1931, on Pacific Highway. The structure was the second

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[2] *San Diego Union,* Air Line Given Hangar Lease, San Diego, California (January 27, 1931).
[3] *San Diego Union,* P.A.T Involved in Big Air Line Merger, San Diego, California (June 1, 1931).
[4] Stephen Van Wormer and Mary Robbins-Wade, Historical Architectural Survey Report: San Diego International Airport Master Plan, 29.
[5] Stephen Van Wormer and Mary Robbins-Wade, Historical Architectural Survey Report: San Diego International Airport Master Plan, 10.
[6] *San Diego Union,* Work on $27,000 Hangar Started (March 4, 1931).
[7] *San Diego Union,* Air Line Given Hangar Lease, 12.
[8] *San Diego Union,* Building Permits: Pacific Air Transport, per The Auction Co., hangar and office, Lindbergh Field, $27,000 (January 28, 1931).
[9] *San Diego Union,* Plan $30,000 Structure at City Airport, San Diego, California (February 2, 1931).
[10] *San Diego Union,* Plan $30,000 Structure at City Airport, 7.

building constructed at Lindbergh Field. A dedication ceremony commemorating the completion of the new building was held on May 28, 1931.

5. **Alterations and additions:** When the UAHT building was relocated to its current location in 1952, numerous alterations were made, including: removal of the terminal; removal of the passenger corridor and wing wall; and installation of new windows and doors. The removal of the passenger corridor, wing wall, and terminal eliminated all but one (curved parapet) of the Spanish Revival-style elements that the building originally possessed.

B. Historical Context

Planning of the UAHT building began in January of 1931 when PAT, which was operated by Boeing Air Lines, was given a hangar lease at Lindbergh Field. PAT was to construct a $27,000 hangar[11] to house planes used for passenger and mail transport. A building permit for a "hangar and office" [12] was issued that month with work to be completed by the Austin Co. A *San Diego Union* article from February 2, 1931, describes the new building accordingly:

> Sufficient hangar space to accommodate three large transport planes will be provided in the new building. In addition to the hangar space, the building will contain executive offices, rest rooms and repair shops. The structure will be of the Spanish renaissance type, with red tile roofing on the administration section, and will have a long corridor on the south side permitting air travelers to enter or leave planes without departing from the shelter of the passenger depot.[13]

Once the new hangar and office space were completed, the existing PAT repair shops and personnel were to be moved from Burbank to San Diego, which would serve as the "southern divisional headquarters of the PAT lines."[14] Construction of the building began on March 3, 1931, on Pacific Highway. When constructed, the UAHT building was the second building ever constructed at Lindbergh Field. A dedication ceremony commemorating the completion of the new building was held on May 28, 1931. Starting with a 7:30 a.m. flight, the first of the "Daylight Flyer" service from San Diego to Seattle, the day featured "a full program of events … including a public dance in the new P.A.T. hangar."[15] The new building featured a hangar, a passenger corridor on the north side of the hangar, and an attached office

[11] *San Diego Union,* Air Line Given Hangar Lease, 12.
[12] *San Diego Union,* Building Permits: Pacific Air Transport, per The Auction Co., hangar and office, Lindbergh Field, $27,000, 8.
[13] *San Diego Union,* Plan $30,000 Structure at City Airport, 7.
[14] *San Diego Union,* Plan $30,000 Structure at City Airport, 7.
[15] *San Diego Union,* Plane Leaves Airport Inaugurating Daylight Flyer Service to North, San Diego, California (May 8, 1931).

with restrooms, ticket offices, and a waiting room.

Four days after the ceremony, it was announced that PAT, National Air Transport, Boeing Air Transport, and Varney Airlines would be consolidated and designated as divisions of United Airlines.[16] The PAT hangar building was thereafter referred to as the United Airlines hangar and terminal. The hangar and terminal building was then "used by United Airlines as its terminal when San Diego was United's hub during the early years of passenger aviation."[17] Prior to the construction of the UAHT building, the airport did not have a ticket office, as between 1929 and 1931, a square pilot house from a tugboat located to the west of the Airtech hangar served as a ticket booth.[18]

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

As part of this new airport plan, the UAHT building and the Nelson-Kelley (previously Airtech) hangar were to be relocated to the south side of the airport along Harbor Drive for "non-scheduled and air cargo lines and private flying activities."[19] The terminal portion and the passenger corridor and wing wall on the UAHT building were removed and the hangar portion was moved to its current location at 2340 Stillwater Road "… for use as an air freight terminal."[20] A ca. 1951 aerial photograph, which has been color-coded, is provided in Part III-F of this document to show the configuration of the buildings. Plans from the 1952 relocation of the building are provided in Part III-A of this document.

At that time of the UAHT building's relocation, it was rotated approximately 180 degrees so that the large hangar doors now face north rather than south. After its relocation, the building functioned as an aircraft maintenance hangar.

PART II: ARCHITECTURAL INFORMATION

A. General Statement

[16] *San Diego Union,* P.A.T Involved in Big Air Line Merger, 3.
[17] Stephen Van Wormer and Mary Robbins-Wade, Historical Architectural Survey Report: San Diego International Airport Master Plan, 29.
[18] Stephen Van Wormer and Mary Robbins-Wade, Historical Architectural Survey Report: San Diego International Airport Master Plan, 10.
[19] *San Diego Union,* Airport Terminal to Cost $120,000, A-3.
[20] *San Diego Union,* Airport Terminal to Cost $120,000, A-3.

1. **Architectural character:** The UAHT building was constructed in 1931 in a mixture of Spanish Revival and Modernistic architectural styles. Prior to its relocation in 1952, the UAHT building possessed several Spanish Revival-style elements, including: the arcaded wing wall on the passenger corridor; the flat, parapeted roof on the attached terminal; the casement windows on the terminal; the carved moulding above the door on what is currently the east façade; and the shed-style roof on the passenger corridor. However, all of these elements were removed when the building was relocated in 1952.

   When constructed in 1931, the UAHT building featured elements of both the Art Moderne and Art Deco subtypes of the Modernistic style, including: a smooth stucco wall surface; square, stepped concrete pillars clad in stucco; and horizontal grooves along the roofline of the hangar. All of these elements were retained after the building's relocation in 1952; however, additional Modernistic elements that were present on the terminal were lost when that portion of the building was removed in 1952.

2. **Condition of fabric:** The building has been well maintained and is in good condition. The original steel framing is intact and all sliding doors are still functional. The stucco exterior cladding has been patched and repainted as necessary for upkeep.

B. Description of Exterior

1. **Overall dimensions:** When constructed in 1931, the UAHT building consisted of a hangar, a covered passenger corridor, and a rectangular terminal. The hangar portion of the UAHT building was moved to its current location at 2340 Stillwater Road in 1952; however, the wing wall, passenger loading corridor, and terminal were removed from the building at that time, which decreased the overall square footage. The UAHT currently measures 79 feet north to south by 104 feet east to west, encompassing 8,216 square feet.

2. **Foundations:** The building currently possesses 10 concrete pylon footings spaced every 20 feet within the current east and west walls. The steel columns that make up the frame of the building are fillet-welded to steel rods and anchor bolts that are encased within the pylon footing. The 5"-thick, reinforced concrete slab floor is laid upon reinforced wire mesh. Expansion joints with filler and sealer are found along the space where the walls and foundation meet.

3. **Walls:** Before the UAHT building's relocation in 1952, a terminal was attached to what is currently the west façade of the building. The wall separating the hangar from the terminal was solid brick, except for a large doorway near the northern end and a smaller doorway toward the center of what is currently the west façade of the building. The west façade was reconstructed after the UAHT building was relocated. Currently, the west façade is composed of line wire, building paper, mesh, and plaster, and covered in stucco. It exhibits five non-original doors and seven non-

original windows and a small, projecting, curved parapet in the center of the wall. Although no historic photographs of this façade could be located, it is likely that the curved parapet is original to the building.

Before the UAHT building's relocation in 1952, a covered passenger corridor was located on what is currently the south façade. The passenger corridor was removed at the time of the building's relocation; however, it resembled a Spanish Revival-style, full-length porch, which extended the entire length of the building and exhibited ten support posts. The corridor was accented on what is currently the east side by an arcaded, stucco-clad wing wall with a stepped pillar that matched those on the four corners of the building. The wall separating the corridor from the interior of the hangar was constructed of brick, as can be seen in a current photograph of the south façade of the building.

The current east façade of the building is comprised of fixed-pane, steel-framed windows above an approximately 4-1/2'-tall wall composed of 8" concrete block bricks, with concrete coping between the wall and windows.

The north façade of the building exhibits twelve multi-paned, steel-framed, sliding hangar doors. The doors are installed on tracks (upper and lower) that allow all of the doors to slide to the inside of the west façade so as to all be open at the same time.

4. **Structural system, framing:** The hangar was constructed with a steel frame and wood and steel trusses that form a low, flat, pyramidal roof. Square, stepped, concrete, Art Deco-style pillars clad in stucco support the four corners of the hangar building. The pillars are connected on the north, south, and east façades via a thick, stucco-clad architrave with stepped horizontal grooves at the cornice line.

5. **Openings:**

    a. **Doorways and doors:** After the building was moved to its current location in 1952, five doors were installed on what is currently the west façade. These post-1952 doors are made from solid, industrial-style metal. It is unknown if they were repurposed.

    There is a single, unadorned, solid metal entry door on what is currently the east façade of the building. This door is not original and was likely replaced around the time that the building was relocated in 1952. The original entry door on this façade exhibited decorative moulding.

    The north façade of the building exhibits twelve multi-paned, steel-framed, sliding hangar doors. The doors are installed on tracks (upper and lower) that allow all of the doors to slide to the inside of the west façade so as to all be open at the same time.

b. Windows and shutters: After the building was moved to its current location, seven windows were installed on what is currently the west façade. Five of the windows are metal-framed and casement-style and two are aluminum-framed sliders. The casement windows may have been repurposed from the terminal when it was removed from the hangar, as they appear similar in size and style to those visible in historic photographs.

Above the brick wall on what is currently the south façade of the building is a band of original, steel-framed, fixed-pane and horizontal pivot windows.

The east façade of the building exhibits fixed-pane, steel-framed windows, which are the same size and shape as the steel-framed, multi-paned windows present in the twelve hangar doors on the north façade.

6. Roof:

a. Shape, covering: The square-shaped UAHT building was constructed with a steel frame and wood and steel trusses that form a low, flat, pyramidal roof. The roof was constructed using wood planks covered in an asphalt roofing material. Square, stepped, concrete, Art Deco-style pillars clad in stucco support the four corners of the hangar building. The pillars are connected on the north, south, and east façades via a thick, stucco-clad architrave with stepped horizontal grooves at the cornice line. The stepped horizontal grooves on the west façade are interrupted in the center by a curved parapet. Currently, the roof is covered in built-up roofing on the flat portion and composite shingles along the sloping sides. Plans from 2016 indicate that coated foam roofing was applied over both roofing materials.

C. Description of Interior

1. Floor plans: Originally, the interior of the UAHT building was entirely open. When moved in 1952, the only interior features of the building were men's and women's restrooms that were constructed in the southeast corner between the first two support columns of the east façade. Otherwise, the building possessed an open floor plan. Currently, plywood walls extend from the east wall of the restrooms northward toward the sliding doors. The walls create interior offices, which are accessed via the exterior doors on the west façade. There is a second-story area above the offices that is primarily open and used for storage. The only enclosed portion of the second story is a modular office structure secured atop the restrooms.

2. Stairways: One wooden stairway is located within the UAHT building. The stairway was constructed after the building was moved in 1952 and leads to a second-story area, which houses a modular office and storage area.

3. Flooring: The floor of the UAHT building is an unfinished concrete slab.

4. **Wall and ceiling finish:** The walls and ceiling of the UAHT building are either unfinished or painted white. The plywood walls of the offices are painted blue and brown.

5. **Openings:**

    a. **Doorways and doors:** One wood-framed door with a window insert is located on the interior of the UAHT building. The door leads to a storage area just east of the restrooms.

    b. **Windows:** On the interior of the UAHT building are aluminum-framed sliding windows installed in the plywood walls.

6. **Decorative features and trim:** There are no decorative features or trim located on the interior of the UAHT building.

7. **Hardware:** No notable, original hardware is currently present on the interior of the UAHT building.

8. **Mechanical equipment:**

    a. **Heating, air conditioning, ventilation:** Window air conditioning units have been installed in the plywood walls of the offices inside the UAHT building; however, no ducting is present.

    b. **Lighting:** Lighting inside the UAHT building is provided by suspended fluorescent lights and stem-hung, industrial, spun-metal pendant lamps.

    c. **Plumbing:** Plumbing has been provided for the restrooms in the interior southwest corner of the UAHT building.

9. **Original furnishings:** None.

D. Site

1. **Historic landscape design:** None.

PART III: SOURCES OF INFORMATION

A. Architectural drawings:

1. **Moving and Renovation of the Hangar Located at 2730 Pacific Highway, Lindbergh Field: Plot Plan, Restroom, & Track Details, City of San Diego Harbor Department (Sheet 1, Drawing No. 17-D-96, March 21, 1952)**
2. **Moving and Renovation of the Hangar Located at 2730 Pacific Highway,**

Lindbergh Field: Foundation Plan & Footing Details, City of San Diego Harbor Department (Sheet 2, Drawing No. 17-D-96, March 21, 1952)

3. **Express Mail Office – Stillwater Rd. Remodel and Enlarge Building, San Diego International Airport – Lindbergh Field: Site Plan (Drawing No. 1798)**
4. **Air Freight Buildings Roof Replacement Project, San Diego International Airport: Project Information, RJC Architects, Inc. (Sheet 1, Drawing No. 4191, September 12, 2016)**
5. **Air Freight Buildings Roof Replacement Project, San Diego International Airport: Sheet Index, General Notes, Abbreviations, and Legend, RJC Architects, Inc. (Sheet 2, Drawing No. 4191, September 12, 2016)**
6. **Air Freight Buildings Roof Replacement Project, San Diego International Airport: Reference Site Plan, RJC Architects, Inc. (Sheet 3, Drawing No. 4191, September 12, 2016)**
7. **Air Freight Buildings Roof Replacement Project, San Diego International Airport: CFFB Roof Plan, RJC Architects, Inc. (Sheet 4, Drawing No. 4191, September 12, 2016)**
8. **Air Freight Buildings Roof Replacement Project, San Diego International Airport: CFFB Building Section and Details, RJC Architects, Inc. (Sheet 5, Drawing No. 4191, September 12, 2016)**
9. **Air Freight Buildings Roof Replacement Project, San Diego International Airport: CFFB Reference Photos, RJC Architects, Inc. (Sheet 6, Drawing No. 4191, September 12, 2016)**
10. **Air Freight Buildings Roof Replacement Project, San Diego International Airport: ASIG Roof Plan, RJC Architects, Inc. (Sheet 7, Drawing No. 4191, September 12, 2016)**
11. **Air Freight Buildings Roof Replacement Project, San Diego International Airport: ASIG Building Section and Details, RJC Architects, Inc. (Sheet 8, Drawing No. 4191, September 12, 2016)**
12. **Air Freight Buildings Roof Replacement Project, San Diego International Airport: ASIG Reference Photos, RJC Architects, Inc. (Sheet 9, Drawing No. 4191, September 12, 2016)**

B. Early views:

1. **San Diego Air and Space Museum Archives, San Diego, California:** Photographs of the UAHT building before and after relocation from ca. the 1930s-50s curated and available at https://www.flickr.com/photos/sdasmarchives.

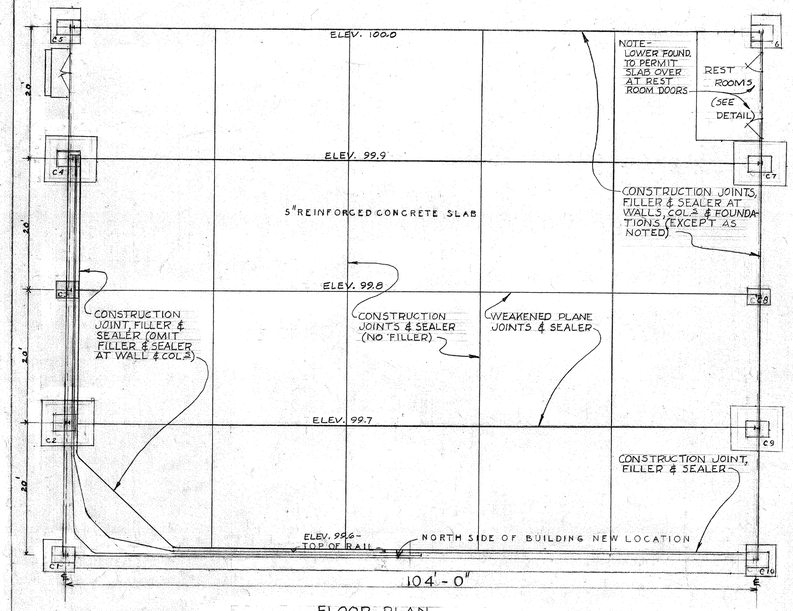
C. Interviews: No interviews were conducted.

D. Selected sources: All sources are included herein.

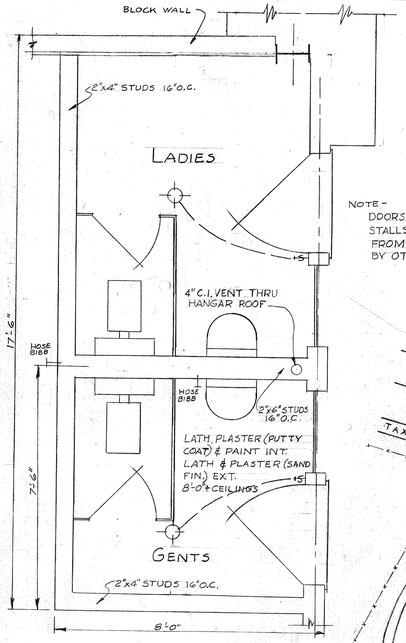
E. Likely sources not yet investigated: There are no known sources to be investigated.

F. Supplemental material:

1. **Ca. 1951 Aerial Photograph of the Airport Buildings on Pacific Highway, Prepared by Brian F. Smith and Associates, Inc. (2017)**

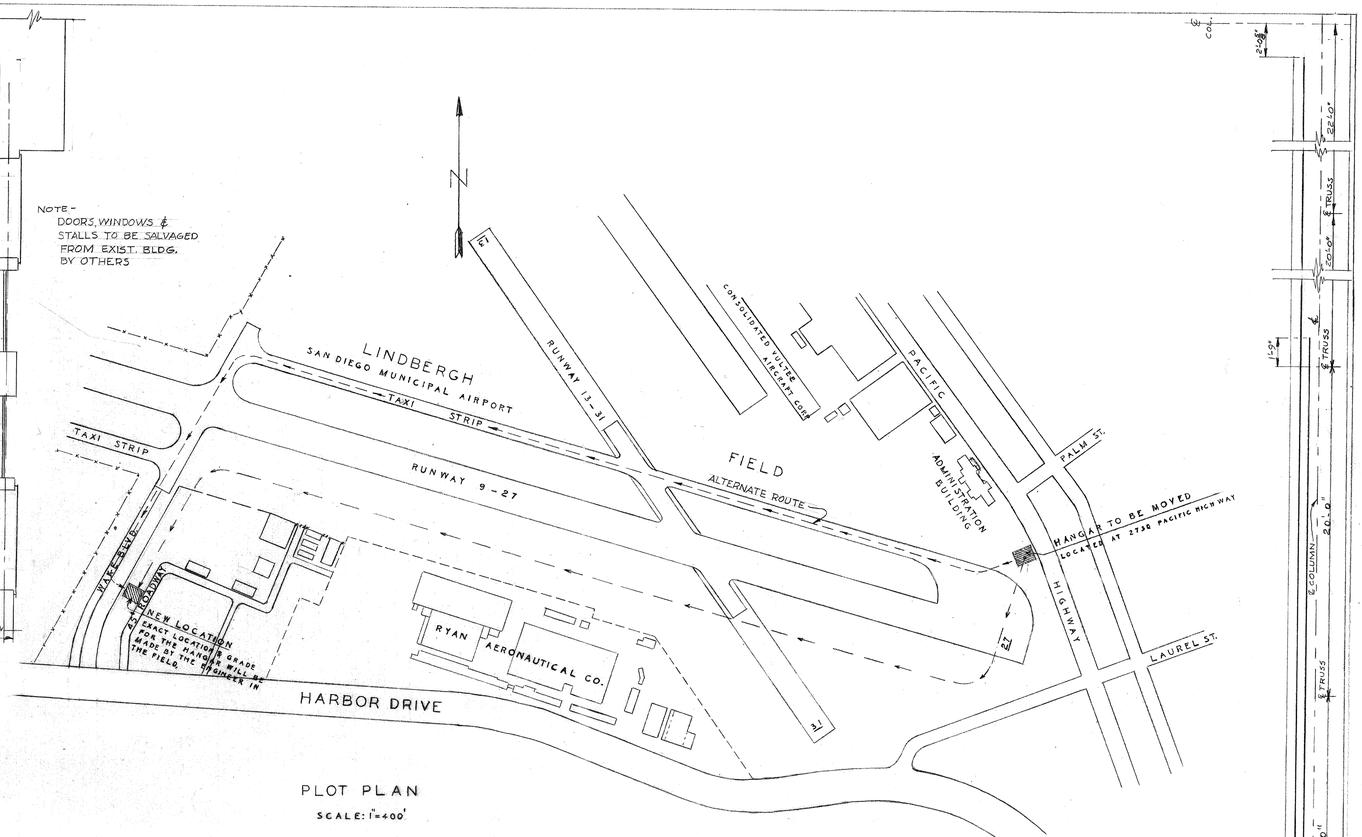


FLOOR PLAN
SCALE 1" = 10-0

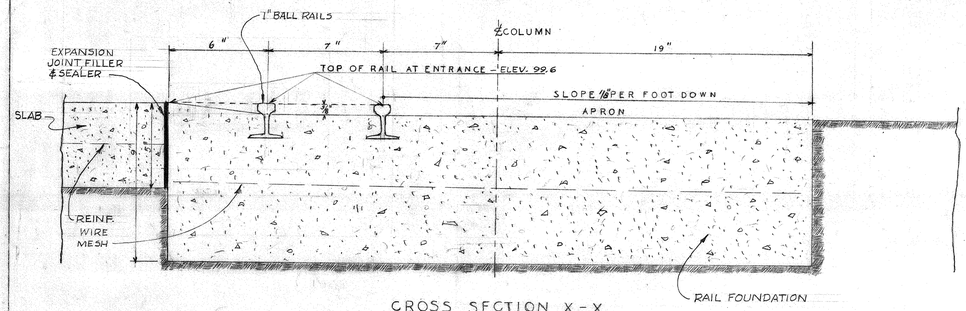


REST ROOMS DETAILS
SCALE ½" = 1'-0"

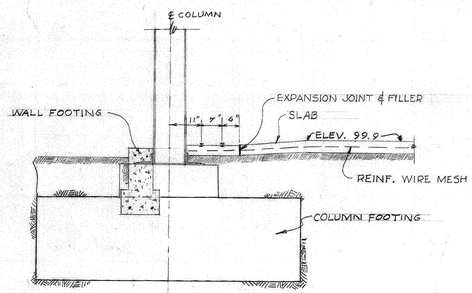
NOTE- DOORS, WINDOWS & STALLS TO BE SALVAGED FROM EXIST. BLDG. BY OTHERS



PLOT PLAN
SCALE: 1" = 400'

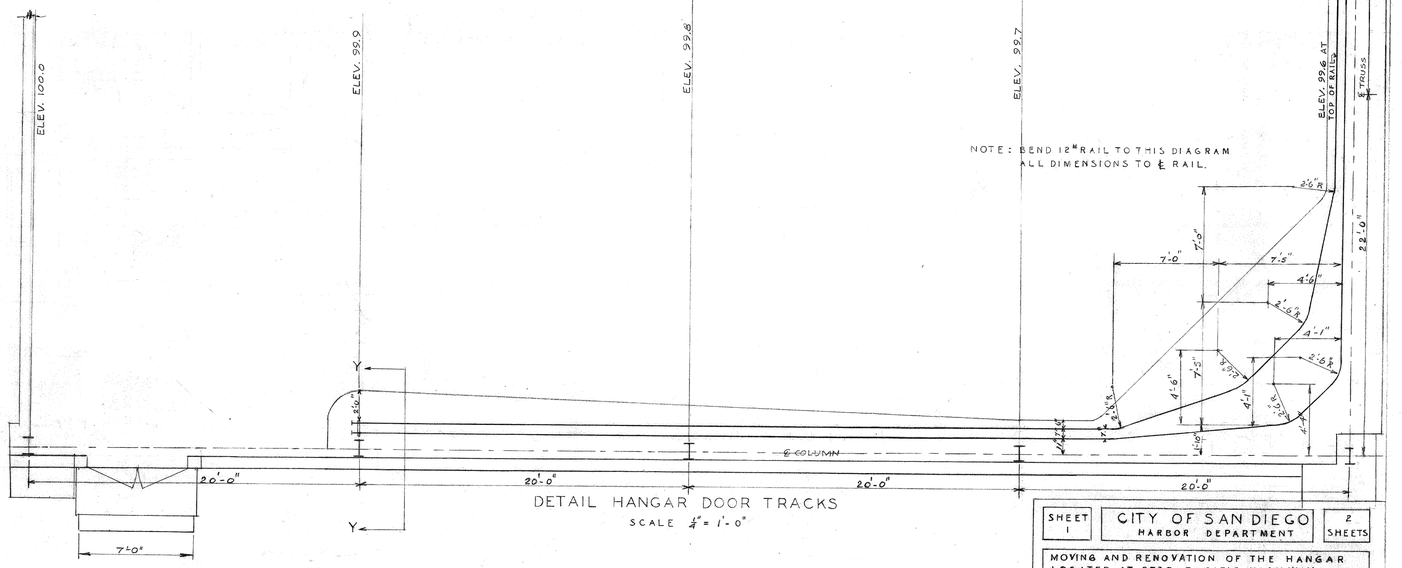


CROSS SECTION X-X
SCALE ½" = 1"



CROSS SECTION Y-Y
SCALE ½" = 1'-0"

NOTE:
INFORMATION AND DATA SHOWN ON THE DRAWINGS HAS BEEN TAKEN FROM PLANS PREPARED BY THE AUSTIN CO. LOS ANGELES, CALIFORNIA.
PARTIAL PLANS FOR THE STRUCTURAL STEEL ARE AVALABLE IN THE OFFICE OF THE HARBOR ENGINEER.

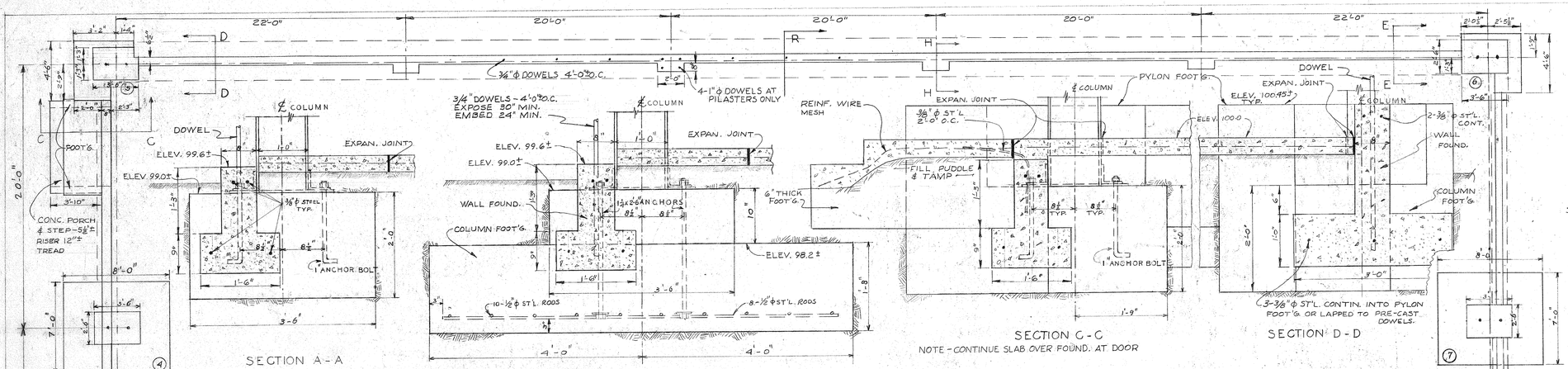


DETAIL HANGAR DOOR TRACKS
SCALE ½" = 1'-0"

SHEET 1	CITY OF SAN DIEGO HARBOR DEPARTMENT	2 SHEETS
MOVING AND RENOVATION OF THE HANGAR LOCATED AT 2730 PACIFIC HIGHWAY LINDBERGH FIELD PLOT PLAN, REST ROOM & TRACK DETAILS		
APPROVED BY: Joachim E. Liebmann		DATE: MARCH 21-52 SCALE: NOTED
DRAWN BY: J.D.V. S. BURNE CHECKED BY: D.C.H. F.B. 174 62	CHANGED:	DRAWING NO. 17-D-96

J.O. 17233

Bldg. 7



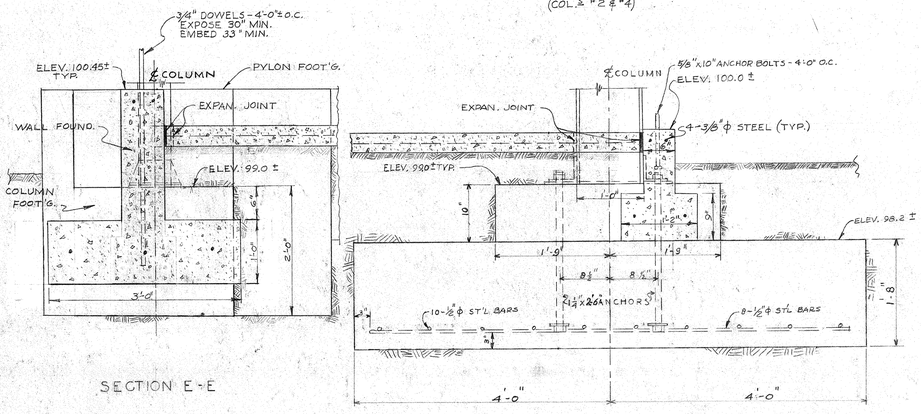
SECTION A-A

SECTION B-B
(COL.± #2 ± #4)

SECTION C-C
NOTE - CONTINUE SLAB OVER FOUND. AT DOOR

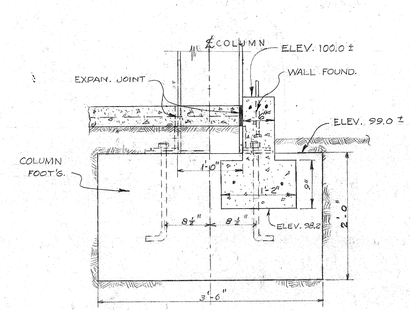
SECTION D-D

SECTIONS R-R

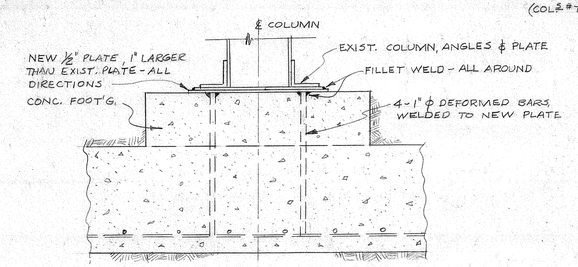


SECTION E-E

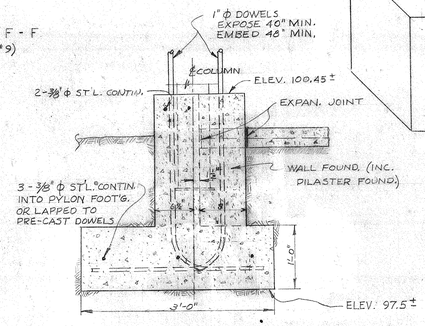
SECTION F-F
(COL.± #7 ± #9)



SECTION G-G

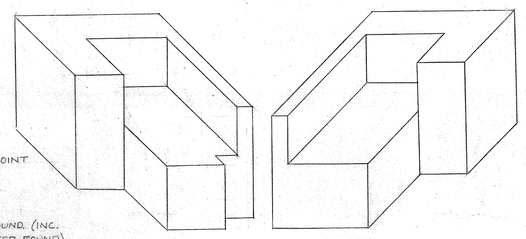


ALTERNATE METHOD OF SECURING COLUMN TO FOOTING



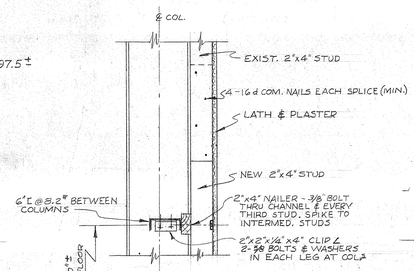
SECTION H-H

SCALE ON ABOVE SECTIONS - 1"=1'-0"

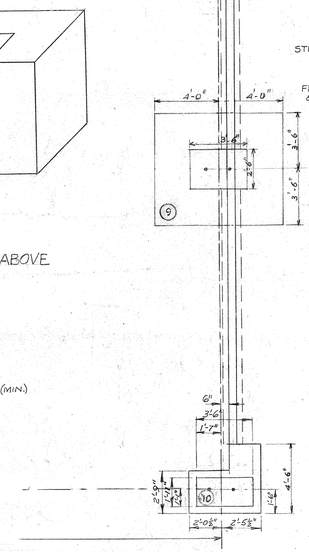


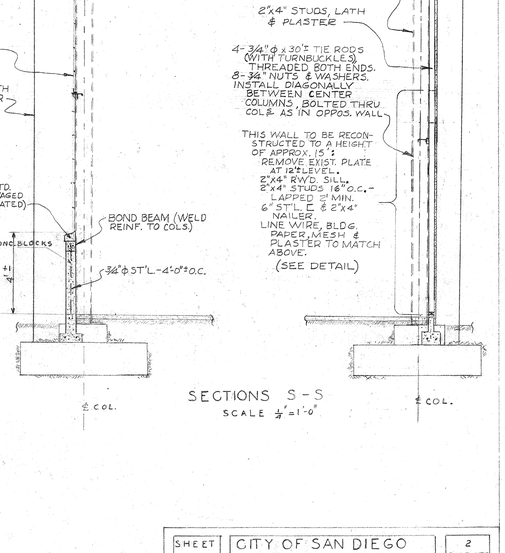
(SEC. D-D) (SEC. E-E)

PICTORIAL VIEWS OF SECTIONS SHOWN ABOVE
NO SCALE

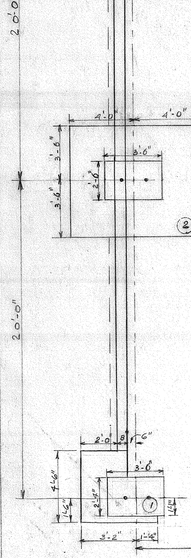


DETAIL OF FRAME WALL CONSTRUCTION





SECTIONS S-S
SCALE ¼"=1'-0"



R
104'-0
FOUNDATION PLAN
SCALE ¼"= 1'-0"

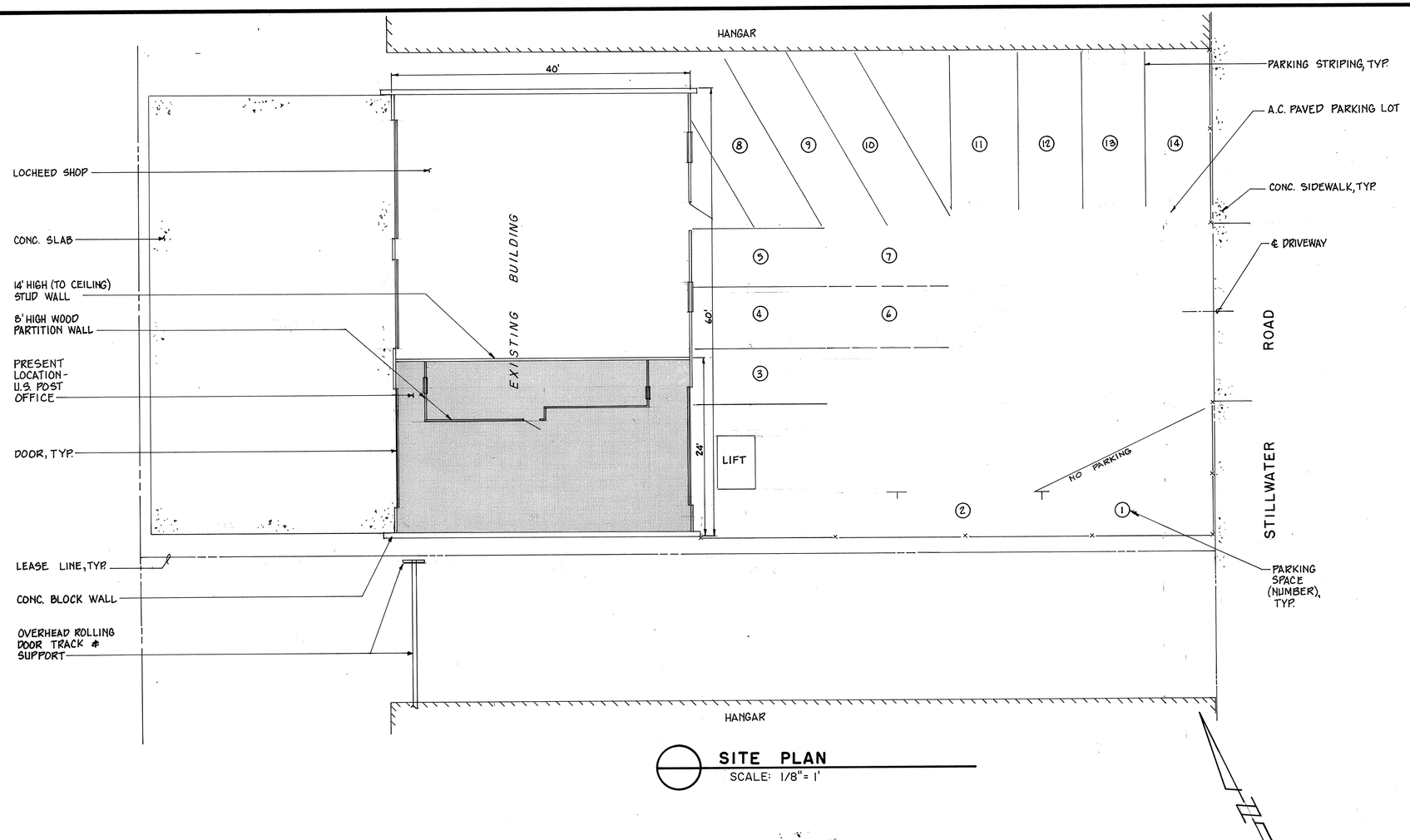
NOTE:
THE CONTRACTOR SHALL CHECK ALL EXISTING FOUNDATION LOCATIONS & ELEVATIONS & ASSUME FULL RESPONSIBILITY FOR THEIR ACCURACY AT THE NEW SITE.

SHEET 2	CITY OF SAN DIEGO HARBOR DEPARTMENT	2 SHEETS
MOVING AND RENOVATION OF THE HANGAR, LOCATED AT 2730 PACIFIC HIGHWAY LINDBERGH FIELD. FOUNDATION PLAN & FOOTING DETAILS.		
APPROVED BY: J. S. Siebmann		DATE: MARCH 21-52 SCALE: NOTED.
DRAWN BY: J.D.V. C. BURKE CHECKED BY: D.C.H.	CHANGED	DRAWING NO. 17-D-96
F.B. 174		

J.O. 17233

6

86108



SITE PLAN
SCALE: 1/8" = 1'

SPEC. NO. W. O. NO.			
REFERENCES			
PROJECT ENGINEER			
CONTRACTOR			
CONSTRUCTION STARTED			
CONSTRUCTION COMPLETED			
COST INSPECTOR	REVISIONS	DATE	APPROVED

San Diego Unified Port District
San Diego • California

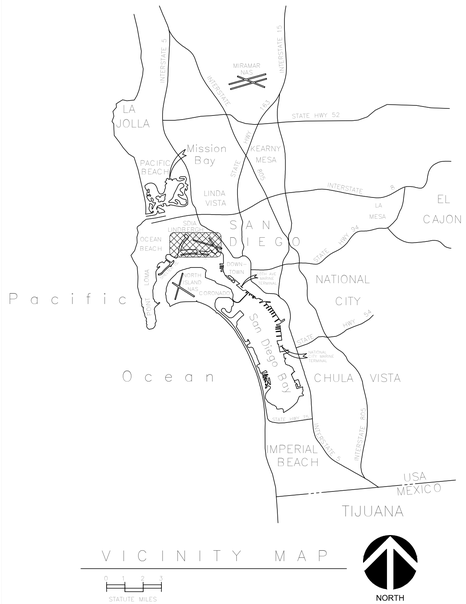
PORT OF SAN DIEGO UNIFIED PORT DISTRICT

DESIGNED	APPROVAL RECOMMENDED	SAN DIEGO INTERNATIONAL AIRPORT - LINDBERGH FIELD
DRAWN	ASST. CHIEF ENGINEER	EXPRESS MAIL OFFICE - STILLWATER RD. REMODEL AND ENLARGE BUILDING
CHECKED	APPROVED	SITE PLAN
	CHIEF ENGINEER	

- DATUM - MEAN LOWER LOW WATER
DATE
SHEET OF
DRAWING NO. 1798
REV.

AIR FREIGHT BUILDINGS ROOF REPLACEMENT PROJECT

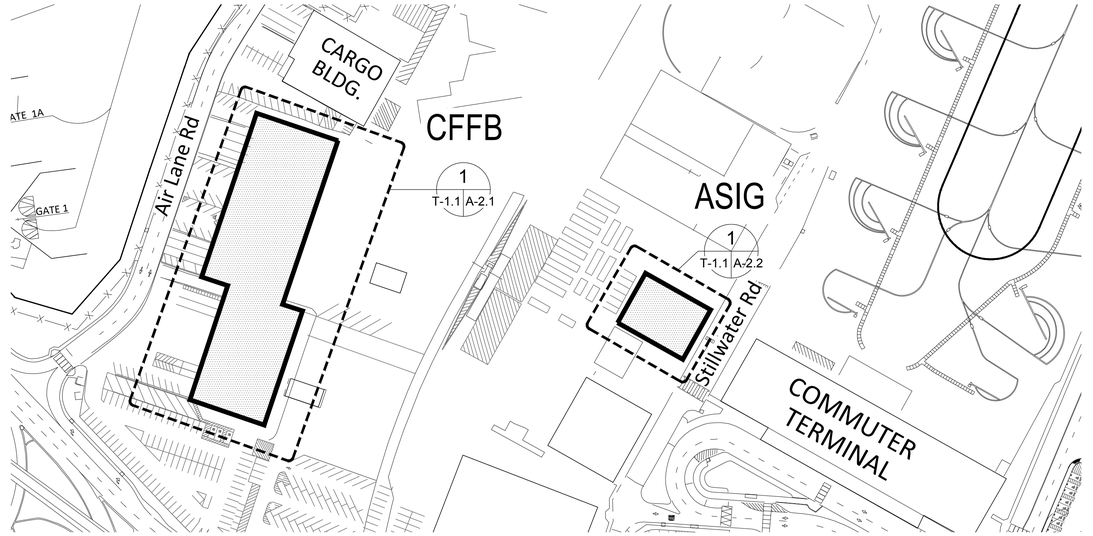
SAN DIEGO INTERNATIONAL AIRPORT



V I C I N I T Y M A P

STATUTE MILES

NORTH

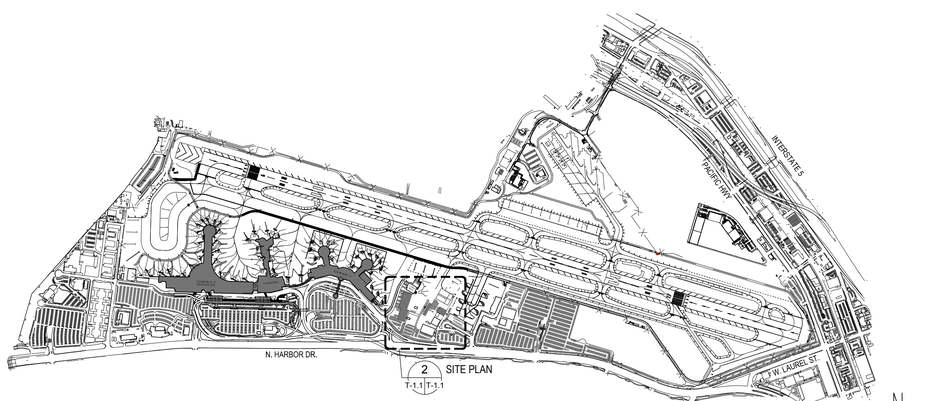


2 T-1.1 T-1.1 SITE PLAN

1" = 100'

0 50' 100' 150'

SCALE: 1" = 100'



1 T-1.1 T-1.1 LOCATION PLAN

N.T.S.

N

PROJECT DIRECTORY

OWNER:
SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY (SDCRAA)
SAN DIEGO, CA 92138
P.O. BOX 82776
San Diego, CA 92138-2776
Phone: (619) 400-2400

ARCHITECT:
RJC ARCHITECTS, INC.
320 Laurel Street
San Diego, CA 92101
Phone: (619) 239-9292
Contact: JANENE CHRISTOPHER
Email: JChristopher@RJCarchitects.com

PROJECT DATA

PROJECT NAME: AIR FREIGHT BUILDINGS ROOF REPLACEMENT PROJECT

PROJECT ADDRESS: SAN DIEGO INTERNATIONAL AIRPORT
2330 & 2340 STILLWATER RD. SAN DIEGO, CA 92101 AND 2375 AIR LANE ROAD SAN DIEGO, CA 92101

EFFECTIVE CODES: ALL WORK AND MATERIALS SHALL BE IN GENERAL COMPLIANCE WITH THE FOLLOWING CODES, STANDARDS, REGULATIONS, AND ALL APPLICABLE LOCAL ORDINANCES. WHERE CONTRACT DOCUMENTS EXCEED THESE REQUIREMENTS WITHOUT VIOLATING CODE AND REGULATION REQUIREMENTS, CONTRACT DOCUMENTS SHALL TAKE PRECEDENCE. WHERE CODES CONFLICT, THE MORE STRINGENT SHALL APPLY.

- AMERICANS WITH DISABILITIES ACT (ADA)
- 2013 BUILDING STANDARDS ADMINISTRATIVE CODE
- 2013 CALIFORNIA BUILDING CODE (CBC)
- 2013 CALIFORNIA ELECTRICAL CODE (CEC)
- 2013 CALIFORNIA MECHANICAL CODE (CMC)
- 2013 CALIFORNIA PLUMBING CODE (CPC)
- 2013 CALIFORNIA ENERGY CODE
- 2013 CALIFORNIA FIRE CODE
- 2013 CALIFORNIA REFERENCED STANDARDS CODE
- TITLE 19 C.C.R., PUBLIC SAFETY, (SFM) REGULATIONS
- STATE OF CALIFORNIA TITLE 24, 2007 EDITION
- CITY OF SAN DIEGO MUNICIPAL CODE (06-11)

SCOPE OF WORK

WORK TO BE DONE SHALL BE ACCORDING TO THESE DRAWINGS & SPECIFICATIONS OF THE SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY (SDCRAA).

WORK SHALL INCLUDE ROOF REPLACEMENT OR REPAIR AT:

- AIRCRAFT SERVICE INTERNATIONAL GROUP MAINTENANCE BUILDING (ASIG)
- CARGO FREIGHT FACILITY BUILDING A & BUILDING B (CFFB)

I HEREBY DECLARE THAT I AM THE ARCHITECT OF WORK FOR THIS PROJECT, THAT I HAVE EXERCISED RESPONSIBLE CHARGE OVER THE DESIGN OF THE PROJECT AS DEFINED IN SECTION 6703 OF THE BUSINESS AND PROFESSIONS CODE, AND THAT THIS DESIGN IS CONSISTENT WITH CURRENT STANDARDS.

I UNDERSTAND THAT THE CHECKING OF THE PROJECT DRAWINGS AND SPECIFICATIONS BY THE AIRPORT AUTHORITY DOES NOT RELIEVE ME, AS ARCHITECT OF WORK, OF MY RESPONSIBILITIES FOR PROJECT DESIGN.

I DO HEREBY CERTIFY THAT THE STRUCTURE(S) OR MODIFICATION TO EXISTING STRUCTURE(S) SHOWN ON THESE PLANS DO NOT REQUIRE FEDERAL AVIATION ADMINISTRATION NOTIFICATION BECAUSE PER SECTION 77.15(a) OF TITLE 14 OF THE CODE OF FEDERAL REGULATIONS CFR PART 77, NOTIFICATION IS NOT REQUIRED.

JANENE CHRISTOPHER, ARCHITECT
LICENSE NUMBER: C19748 EXPIRES: 02.28.17

LICENSED ARCHITECT JANENE E. CHRISTOPHER No. C-19748 REN. 02-28-17 STATE OF CALIFORNIA

SPEC NO. 104191 C.I.P. NO.: 104191	RECORD DRAWINGS		12 SEPT 2016	
REFERENCES:		12 SEPT 2016		
PROJECT MANAGER: EDGAR HINOJOSA				
CONTRACTOR: UNIVERSAL COATINGS, INC.				
CONSTRUCTION STARTED: 15 AUG 2016				
CONSTRUCTION COMPLETED: 23 OCT 2016				
COST: $317,591.73 INSPECTOR: MICHAEL HENSHAW	REVISIONS	DATE	APPROVED	

SAN DIEGO INTERNATIONAL AIRPORT
SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY

DRAWN: ST
DESIGNED: JC
REVIEWED: JC

RECOMMEND AUTHORIZATION FOR PROJECT BIDDING: _____ PROJECT MANAGER

PROJECT AUTHORIZED FOR BIDDING: _____ DIRECTOR, FACILITIES DEVELOPMENT

SAN DIEGO INTERNATIONAL AIRPORT

AIR FREIGHT BUILDINGS ROOF REPLACEMENT PROJECT

PROJECT INFORMATION

SHEET NO: T-1.1

* DATUM *
NORTH AMERICAN VERTICAL DATUM 1988

DATE: 12 SEPT 2016

SHEET: 1 OF: 9

DRAWING NO. 4191 REV.

P:\2012\1210-IDIQ SD\A\1210.26_29_48_53 AirFreight Bldg Roof Replacement\02 Design\Drawings\ 0T1-1_1210-26.dwg 11/15/16 15:08

GENERAL NOTES

1. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND ELEVATIONS BEFORE STARTING WORK. USE PROVIDED DIMENSIONS. IF DIMENSIONS ARE NOT GIVEN AND ARE NOT OBVIOUSLY INFERRED FROM THE PATTERN INDICATED, CONSULT THE ENGINEER BEFORE PROCEEDING WITH THE WORK.
2. IN CASE OF CONFLICT BETWEEN THE WORKING DRAWINGS AND THE SPECIFICATIONS, THE SPECIFICATIONS SHALL GOVERN.
3. THE GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR ALL SCHEDULING AND COORDINATION OF THE WORK.
4. ICBO REPORT NUMBERS, WHERE SHOWN ON DRAWINGS, AND IN THE SPECIFICATIONS, INDICATE THE REQUIREMENTS RELATIVE TO THE BUILDING INSPECTION DEPARTMENT, OTHER PRODUCTS WITH AN APPROVED ICBO REPORT NUMBER MAY BE USED IF APPROVED BY THE ARCHITECT.
5. WRITTEN DIMENSIONS ON THESE DRAWINGS SHALL GOVERN. DO NOT SCALE DRAWINGS.
6. AS USED IN THE CONSTRUCTION DOCUMENTS, "PROVIDE" SHALL BE UNDERSTOOD TO MEAN "PROVIDE COMPLETE IN PLACE", AND THAT "INSTALL" MEANS TO FURNISH, FABRICATE, DELIVER, HOIST AND ERECT, INCLUDING ALL LABOR, MATERIALS, EQUIPMENT, APPARATUS, APPURTENANCES AND EXPENSES NECESSARY TO COMPLETE IN PLACE READY TO USE.
7. THE CONTRACTOR SHALL THOROUGHLY FAMILIARIZE HIMSELF WITH THE SCOPE OF THE NEW WORK AND PROJECT SITE. THE CONTRACTOR IS REMINDED THAT THE PROJECT DRAWINGS INDICATE THE CONDITIONS AT THE SITE AND BUILDING UNITS AS THEY EXISTED OR ARE PLANNED. DEVIATIONS ENCOUNTERED DURING THE WORK SHALL BE BROUGHT TO THE ENGINEER'S ATTENTION FOR CLARIFICATION BEFORE PROCEEDING.
8. ALL CONSTRUCTION TECHNIQUES, MATERIALS AND FINISHES SHALL BE AS REQUIRED BY THE APPROPRIATE CODE AUTHORITIES. INSTALLATION SHALL FOLLOW THE MANUFACTURERS PUBLISHED SPECIFICATIONS AND/OR TRADE STANDARDS IN ADDITION TO MEETING OR EXCEEDING THE DESIGN STANDARDS.
9. ALL MATERIAL USED IN THE WORK SHALL BE ASBESTOS FREE.
10. ALL DIMENSIONS ARE TO FACE OF FINISH OF PROPOSED OR EXISTING SURFACES U.N.O..
11. ALL BUILDING SYSTEMS SHALL BE BID & INSTALLED COMPLETE AND FUNCTIONAL FOR THEIR PURPOSE.
12. DISSIMILAR METALS SHALL BE EFFECTIVELY ISOLATED FROM EACH OTHER TO PREVENT MOLECULAR BREAKDOWN AND GALVANIC ACTION.
13. ALL MATERIALS WHICH CAN NOT ACHIEVE THE FULL DIMENSION SHOWN ON THE CONSTRUCTION DRAWINGS CAN BE DIVIDED INTO PIECES AS DIRECTED BY THE ENGINEER. IN ALL CASES THESE JOINTS OR HAIRLINE JOINTS WILL ALIGN WITH ADJACENT CONSTRUCTION JOINTS, OR WILL HAVE AN AESTHETIC LOGIC.
14. UNLESS NOTED OTHERWISE, ALL SEALANT COLORS OR FILLING MATERIALS TO MATCH ADJACENT SURFACES.
15. ALL ITEMS CALLED OUT IN KEY NOTES ARE ASSUMED "NEW" EXCEPT THOSE INDICATED AS "EXISTING"
16. UNLESS SHOWN OTHERWISE, ALL DAMAGE CAUSED BY WORK TO EXISTING AREAS SHALL BE REPAIRED TO MATCH EXISTING CONDITIONS AS FOUND PRIOR TO ANY DAMAGE.
17. DEMOLITION DEFINITIONS:

    REMOVE: DETACH AND/OR DEMOLISH ITEMS OF EXISTING CONSTRUCTION AND LEGALLY DISPOSE OF THEM OFF-SITE.

    REMOVE AND SALVAGE: CAREFULLY DETACH ITEMS FROM EXISTING CONSTRUCTION, IN A MANNER TO PREVENT DAMAGE, AND DELIVER TO OWNER.

    REMOVE AND REINSTALL: CAREFULLY DETACH ITEMS FROM EXISTING CONSTRUCTION, PREPARE FOR REUSE, AND REINSTALL WHERE INDICATED.

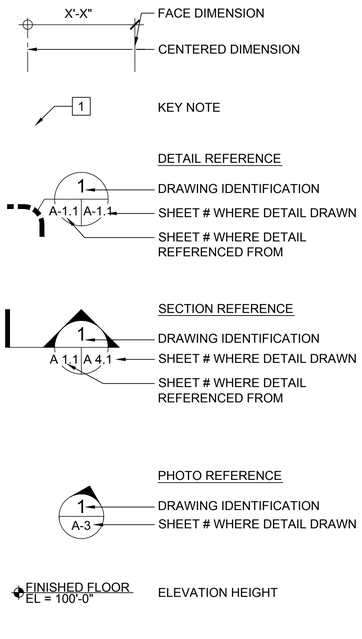
    EXISTING TO REMAIN: EXISTING ITEMS OF CONSTRUCTION THAT ARE NOT TO BE PERMANENTLY REMOVED AND THAT ARE NOT OTHERWISE INDICATED TO BE REMOVED, REMOVED AND SALVAGED, OR REMOVED AND REINSTALLED.

    REMOVE AND REPLACE: DEMOLISH EXISTING ITEM FROM CONSTRUCTION AND REPLACE WITH ITEM TO MATCH WHAT WAS REMOVED. (MATCH EXISTING IN MATERIAL, FINISH, AND ATTACHMENT)
18. ALL FIRE ALARM SYSTEMS AND PUBLIC ANNOUNCEMENT SYSTEMS (SPEAKERS, INTERCOMS, ETC.) SHALL REMAIN OPERATIONAL AND BE COORDINATED, REMOVED, AND REINSTALLED BY THE CONTRACTOR.
19. CONTRACTOR IS TO COMPLY WITH THE AUTHORITY'S ENVIRONMENTAL AFFAIRS DEPARTMENT REQUIREMENTS, COORDINATE WITH ENGINEER.
20. CONTRACTOR IS TO COMPLY WITH ALL CITY OF SAN DIEGO RECYCLING ORDINANCES AND REQUIREMENTS.

ABBREVIATIONS

@	AT
&	AND
℄	CENTER LINE
#	NUMBER
"	INCH
'	FOOT
±	PLUS OR MINUS
AA	AIRPORT AUTHORITY
ACM	ASBESTOS CONTAINING MATERIAL
ACT	ACOUSTICAL CEILING TILE
ADA	AMERICANS WITH DISABILITIES ACT
ADD'L	ADDITIONAL
A.F.F.	ABOVE FINISH FLOOR
AHJ	AGENCY HAVING JURISDICTION
AHU	AIR HANDLING UNIT
APM	AUTHORITY PROJECT MANAGER
ASSY	ASSEMBLY
BD.	BOARD
BLDG.	BUILDING
B/W	BETWEEN
CBC	CALIFORNIA BUILDING CODE
CLR.	CLEAR
COL	COLUMN
CONT.	CONTINUOUS
CONT'D	CONTINUED
DIM.	DIMENSION
DWG.	DRAWING
E	EAST
EA.	EACH
ELEC.	ELECTRICAL
ELEV	ELEVATION
E.J.	EXPANSION JOINT
(E)	EXISTING
ETC	ET CETERA
EQUIP.	EQUIPMENT
EQ.	EQUAL
EXT	EXTERIOR
F.A.	FIRE ALARM
FIN.	FINISH
FL.	FLOOR
F.F.	FINISH FLOOR
F.O.F.	FACE OF FINISH
FMC	FLOOR MATERIAL CHANGE
GYP.	GYPSUM
H.C.	HANDICAP
ICBO	INTERNATIONAL CONFERENCE OF BUILDING OFFICIALS
INT	INTERIOR
LAV.	LAVATORY
MANUF.	MANUFACTURER
MAX.	MAXIMUM
MEP/MPE	MECHNICAL/ELECTRICAL/PLUMBING
MIN.	MINIMUM
MTL.	METAL
N	NORTH
(N)	NEW
N.T.S.	NOT TO SCALE
O.C.	ON CENTER
OFCI	OWNER FURNISHED, CONTRACTOR INSTALLED
PT.	PORCELAIN TILE
P	PAINT
REF.	REFERENCE
R.O.	ROUGH OPENING
S	SOUTH
SDCRAA	SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY
SDIA	SAN DIEGO INTERNATIONAL AIRPORT
SFM	STATE FIRE MARSHALL
SIM.	SIMILAR
SPECS.	SPECIFICATIONS
S.S.	STAINLESS STEEL
TYP.	TYPICAL
U.N.O.	UNLESS NOTED OTHERWISE
V.I.F.	VERIFY IN FIELD
W	WEST
W/	WITH

GENERAL SYMBOL LEGEND



SHEET INDEX

SHT.	SHT. NO.	SHEET NAME:
	GENERAL	
1	T-1.1	PROJECT INFORMATION
2	T-1.2	SHEET INDEX, GENERAL NOTES, ABBREVIATIONS, AND LEGEND
	ARCHITECTURAL	
3	A-1.1	REFERENCE SITE PLAN
4	A-2.1	CFFB ROOF PLAN
5	A-2.2	CFFB BUILDING SECTION AND DETAILS
6	A-2.3	CFFB REFERENCE PHOTOS
7	A-3.1	ASIG ROOF PLAN
8	A-3.2	ASIG BUILDING SECTION AND DETAILS
9	A-3.3	ASIG REFERENCE PHOTOS

MILESTONE/SUBMITTAL INDEX:

SUBMITTAL	DATE
60% SET	3/30/15
100% SET	4/20/15
BID SET	3/17/16

RJC ARCHITECTS
320 Laurel Street
San Diego, California 92101
PH: 619.239.9292
FAX: 619.239.9288
www.rjcarchitects.com

REGISTERED ARCHITECT — JOHN K. CHRISTENSEN — REN. 2-28-17 — STATE OF CALIFORNIA

SPEC NO. 104191	C.I.P. NO.: 104191	RECORD DRAWINGS		12 SEPT 2016
REFERENCES:				
PROJECT MANAGER: EDGAR HINOJOSA				
CONTRACTOR:				
CONSTRUCTION STARTED:				
CONSTRUCTION COMPLETED:				
COST:	INSPECTOR:	REVISIONS	DATE	APPROVED:

SAN DIEGO INTERNATIONAL AIRPORT
SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY

DRAWN: ST
DESIGNED: JC
REVIEWED: JC

SAN DIEGO INTERNATIONAL AIRPORT

AIR FREIGHT BUILDINGS ROOF REPLACEMENT PROJECT

SHEET INDEX, GENERAL NOTES, ABBREVIATIONS, AND LEGEND

SHEET NO: T-1.2
DATUM: NORTH AMERICAN VERTICAL DATUM 1988
DATE: 12 SEPT 2016
SHEET: 2 OF: 9
DRAWING NO.: 4191
REV.:

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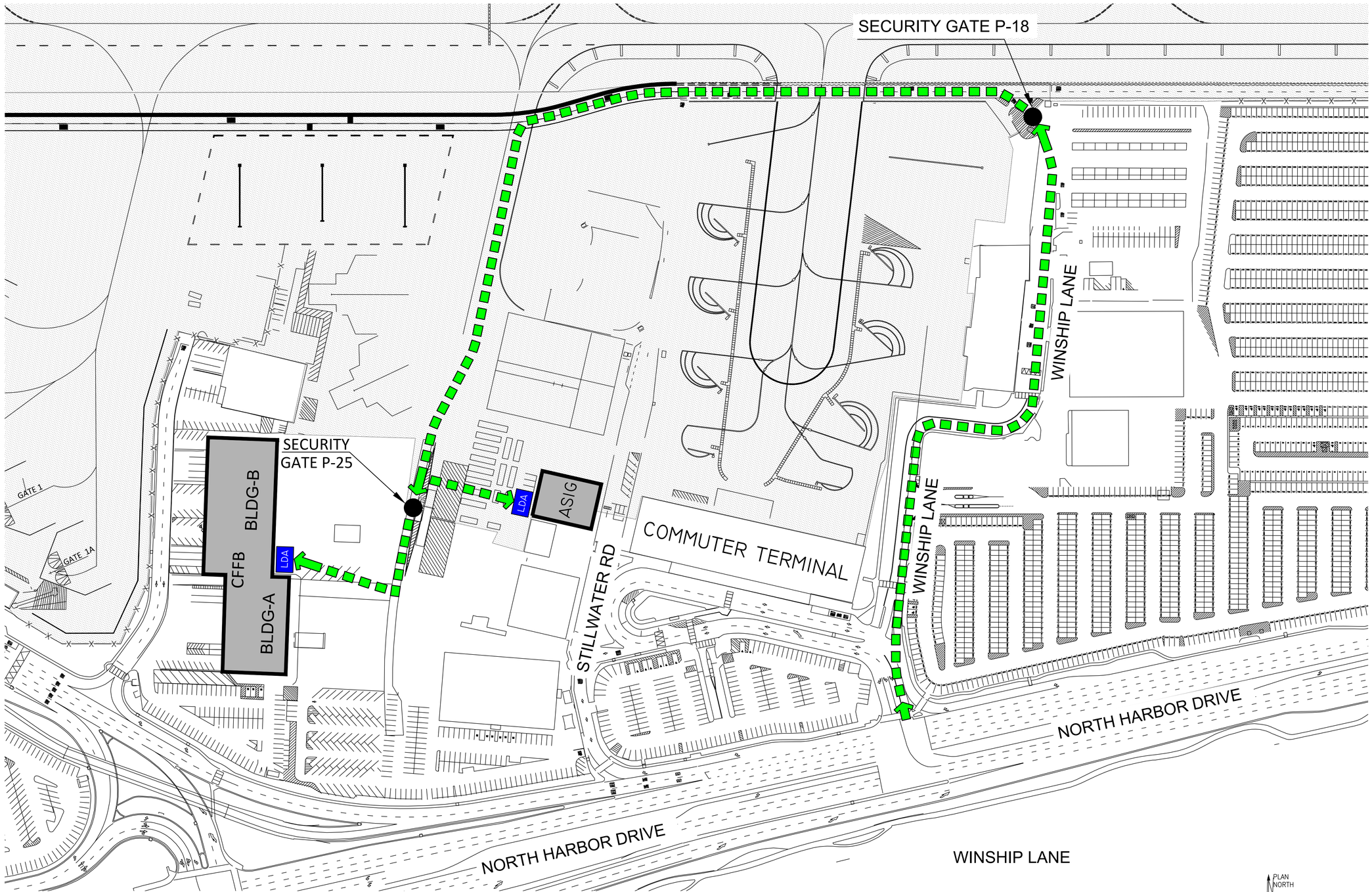

1 T-1.2 A-1.1 REFERENCE SITE PLAN
N.T.S.

LEGEND:

- SECURED AREA(SIDA)
- LDA — CONTRACTOR STAGING-LAYDOWN AREA
- CONTRACTOR VEHICLE ACCESS

RJC ARCHITECTS
320 Laurel Street
San Diego, California 92101
www.rjcarchitects.com
PH: 619.239.9292
FAX: 619.239.9288

REGISTERED ARCHITECT — JOHN K. CHRISTENSEN — REN. 2-28-17 — STATE OF CALIFORNIA

SPEC NO. 104191	C.I.P. NO.: 104191	RECORD DRAWINGS	12 SEPT 2016
REFERENCES:			
PROJECT MANAGER: EDGAR HINOJOSA			
CONTRACTOR:			
CONSTRUCTION STARTED:			
CONSTRUCTION COMPLETED:			
COST:	INSPECTOR:	REVISIONS	DATE / APPROVED:

SAN DIEGO INTERNATIONAL AIRPORT
SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY

DRAWN: ST / TG
DESIGNED: JC / AM
REVIEWED: JC / TC

SAN DIEGO INTERNATIONAL AIRPORT

AIR FREIGHT BUILDINGS ROOF REPLACEMENT PROJECT

REFERENCE SITE PLAN

SHEET NO. A-1.1
DATUM: NORTH AMERICAN VERTICAL DATUM 1988
DATE: 12 SEPT 2016
SHEET: 3 OF: 9
DRAWING NO. 4191
REV.

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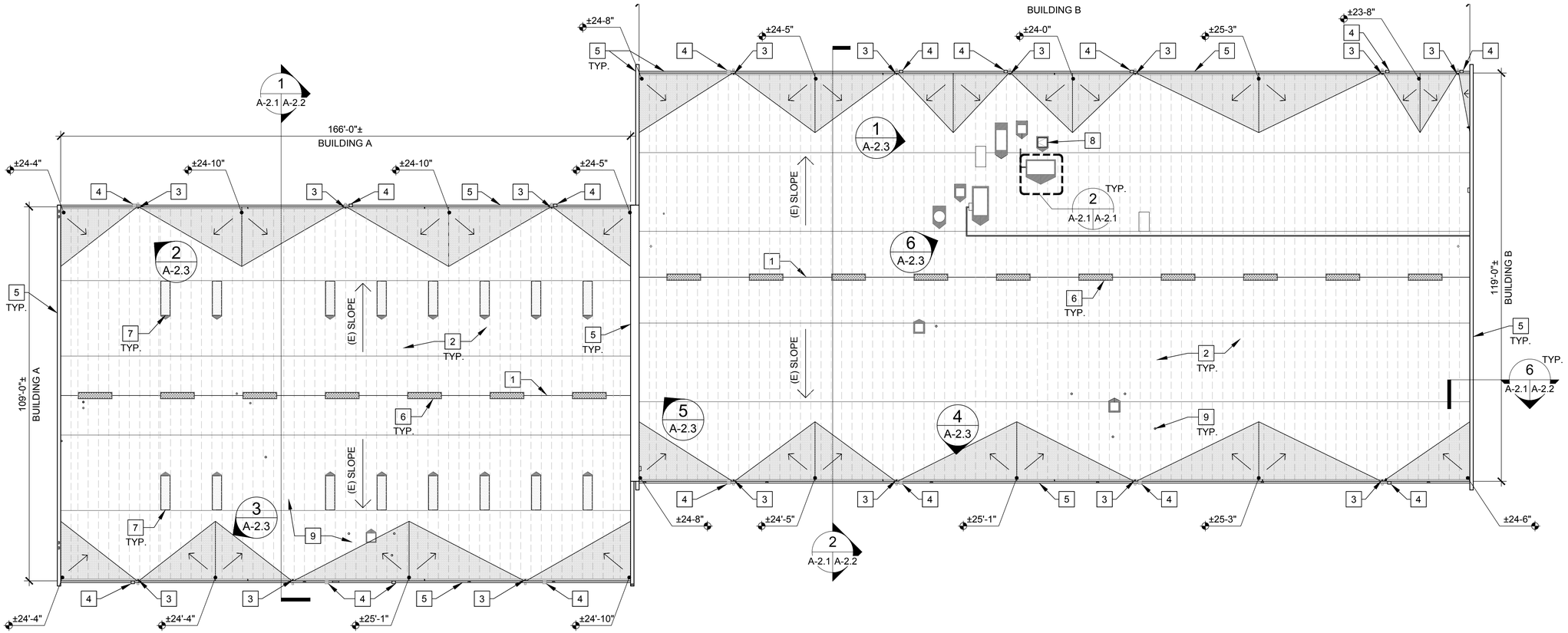
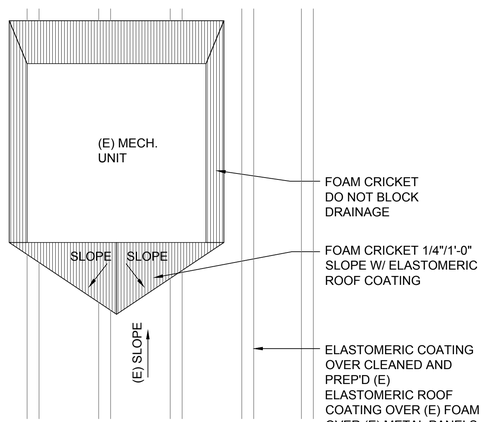


1 A-2.1 A-2.2 — CFFB ROOF PLAN
T-1.1 A-2.1 — 1/16"=1'-0"

SCALE: 1/16" = 1'-0"

PLAN NORTH



2 A-2.1 A-2.1 — CRICKET AT ROOF EQUIPMENT - TYPICAL
NT.S.

GENERAL NOTES:

1. ALL DIMENSIONS ARE TO FACE OF FINISH OF PROPOSED OR EXISTING SURFACES U.N.O.
2. FIELD VERIFY ALL EXISTING CONDITIONS. NOTIFY ARCHITECT ON ANY DISCREPANCIES.
3. REFER TO SHEET T-1.2 FOR ALL ABBREVIATIONS AND SYMBOL LEGEND.

GENERAL ROOF NOTES:

1. EXITING SLOPE IS 1/2" IN 12" - VERIFY IN FIELD.
2. ALL ROOF VENTS, EQUIPMENT AND APURTENANCES ARE TO BE PROTECTED IN PLACE OR REMOVED AND REINSTALLED.
3. REFER TO PHOTO DETAILS FOR MORE INFORMATION
4. SEAL ALL (E) ROOF PENETRATIONS, CURB CAPS, AND EQUIPMENT FLASHING
5. ELASTOMERIC ROOF COATING TO BE APPLIED TO ALL (E) APPLICATIONS OF (E) ROOF COATING
6. CLEAN AND PREPARE ALL (E) ELASTOMERIC ROOF COATING PER MANUFACTURER'S REQUIREMENTS
7. PROTECT IN PLACE ALL EXISTING ROOF MOUNTED EQUIPMENT. FLASH AND RE-ROOF AS REQUIRED.
8. ALL LOW SPOTS ARE TO BE FILLED WITH FOAM TO OBTAIN POSITIVE DRAINAGE. (NO PONDING)

KEY NOTES: X

1. (E) ROOF RIDGE
2. ELASTOMERIC COATING OVER CLEANED AND PREP'D (E) ELASTOMERIC ROOF COATING OVER (E) FOAM OVER (E) METAL PANELS. TYP.
3. (E) ROOF DRAIN, TYP.
4. (E) OVERFLOW SCUPPER
5. (E) PARAPET WALLS, TYP.
6. (E) ROOF RIDGE VENT
7. (E) COVERED SKYLIGHT (ELASTOMERIC ROOF COATING OVER FOAM AND 1/2" OSB). TYP.
8. (E) ROOF HATCH
9. (E) PIPE VENT. TYP. - REFER TO DET. 5/A-2.2

LEGEND:

CRICKETS FORMED FROM RIGID INSULATION WITH ELASTOMERIC ROOF COATING. SLOPE TO (E) ROOF DRAINS. DO NOT BLOCK (E) OVERFLOW SCUPPERS

ELASTOMERIC COATING OVER CLEANED AND PREP'D (E) ELASTOMERIC ROOF COATING OVER (E) FOAM OVER (E) METAL PANELS.

RJC ARCHITECTS
320 Laurel Street
San Diego, California 92101
PH: 619.239.9292
FAX: 619.239.9288
www.rjcarchitects.com

LICENSED ARCHITECT — RENEW: 2-28-17 — STATE OF CALIFORNIA

SPEC NO. 104191	C.I.P. NO.: 104191	RECORD DRAWINGS	12 SEPT 2016
REFERENCES:			
PROJECT MANAGER: EDGAR HINOJOSA			
CONTRACTOR:			
CONSTRUCTION STARTED:			
CONSTRUCTION COMPLETED:			
COST:	INSPECTOR:	REVISIONS	DATE / APPROVED:

SAN DIEGO INTERNATIONAL AIRPORT
SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY

DRAWN: ST
DESIGNED: JC
REVIEWED: JC

SAN DIEGO INTERNATIONAL AIRPORT

AIR FREIGHT BUILDINGS ROOF REPLACEMENT PROJECT

CFFB ROOF PLAN

SHEET NO. A-2.1
* DATUM * NORTH AMERICAN VERTICAL DATUM 1988
DATE: 12 SEPT 2016
SHEET: 4 OF: 9
DRAWING NO. 4191
REV.

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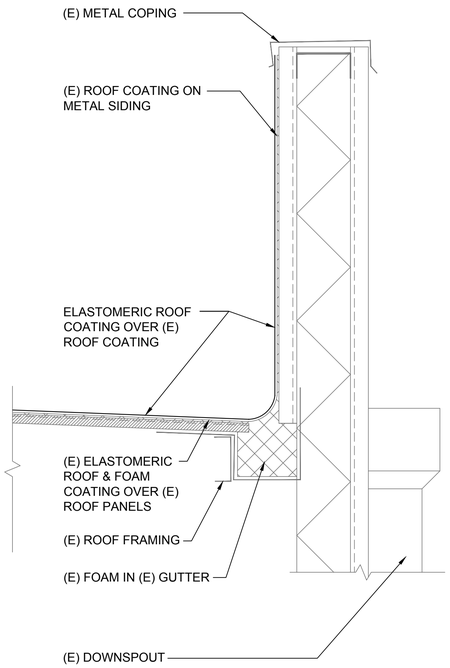
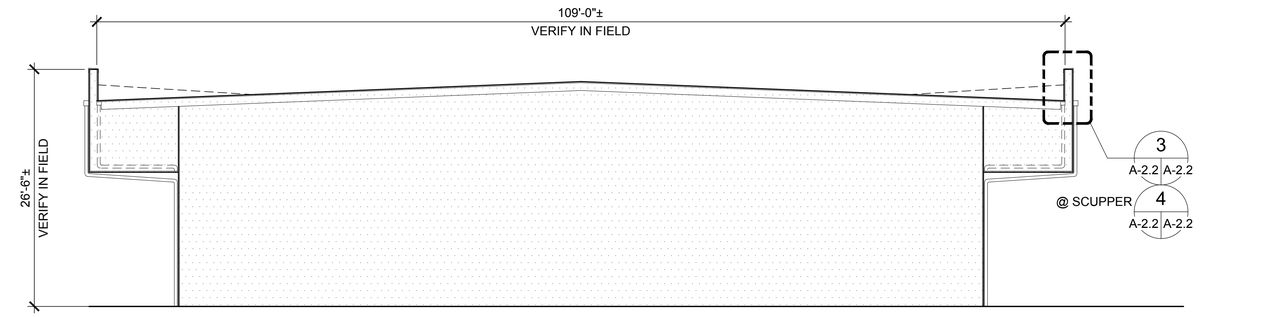
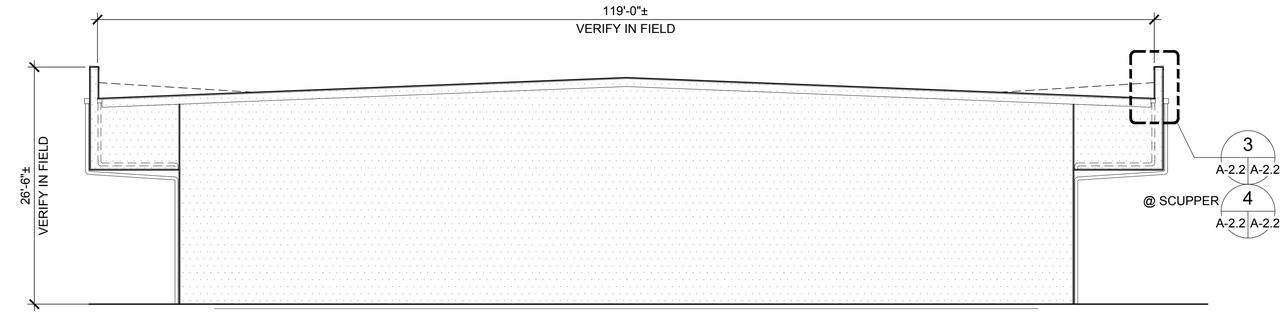


3 A-2.2 A-2.2 PARAPET WALL/ GUTTER SECTION DETAIL
1 1/2"=1'-0"



1 A-2.1 A-2.2 CFFB BUILDING A BUILDING SECTION
1/8"=1'-0"

SCALE: 1/8" = 1'-0"



2 A-2.1 A-2.2 CFFB BUILDING B BUILDING SECTION
1/8"=1'-0"

GENERAL NOTES:

1. ALL DIMENSIONS ARE TO FACE OF FINISH OF PROPOSED OR EXISTING SURFACES U.N.O.
2. FIELD VERIFY ALL EXISTING CONDITIONS. NOTIFY ARCHITECT ON ANY DISCREPANCIES.
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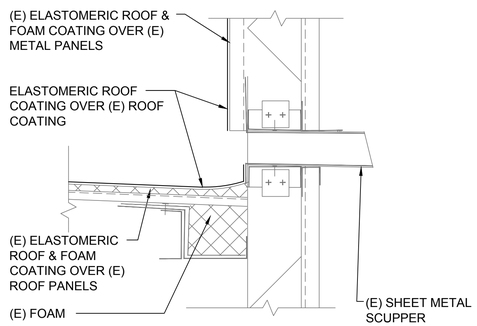
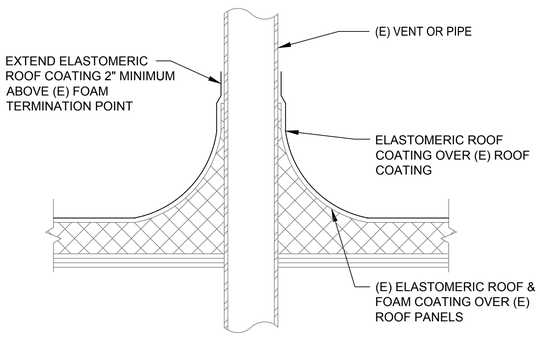
4. THESE SHEETS DO NOT SHOW ALL ITEMS TO BE REMOVED AND DEMOLISHED. IT IS THE GENERAL CONTRACTOR'S RESPONSIBILITY TO REMOVE AND DEMO ITEMS AS NECESSARY FOR THE WORK.

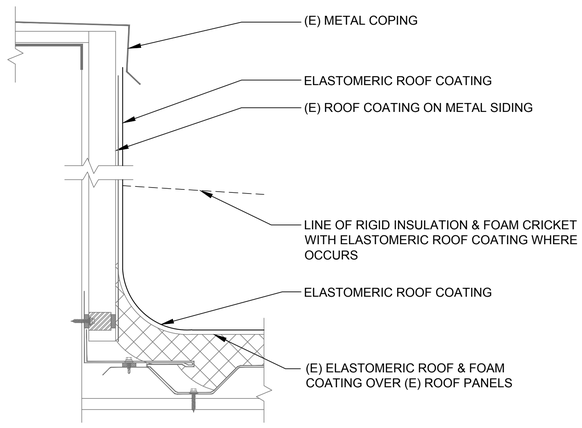


4 A-2.2 A-2.2 PARAPET WALL SECTION/SCUPPER DETAIL
1 1/2"=1'-0"



5 A-2.2 A-2.2 ROOF PIPE/ VENT DETAIL
3"=1'-0"

SCALE: 3" = 1'-0"



6 A-2.2 A-2.2 PARAPET WALL SECTION DETAIL
3"=1'-0"

RJC ARCHITECTS
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REGISTERED ARCHITECT KEVIN C. CHRISTENSEN LICENSE NO. C-28017 STATE OF CALIFORNIA

SPEC NO. 104191	C.I.P. NO.: 104191	RECORD DRAWINGS	12 SEPT 2016
REFERENCES:			
PROJECT MANAGER: EDGAR HINOJOSA			
CONTRACTOR:			
CONSTRUCTION STARTED:			
CONSTRUCTION COMPLETED:			
COST:	INSPECTOR:	REVISIONS	DATE / APPROVED:

SAN DIEGO INTERNATIONAL AIRPORT
SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY

DRAWN: ST
DESIGNED: JC
REVIEWED: JC

SAN DIEGO INTERNATIONAL AIRPORT

AIR FREIGHT BUILDINGS ROOF REPLACEMENT PROJECT

CFFB BUILDING SECTION AND DETAILS

SHEET NO. A-2.2
DATUM: NORTH AMERICAN VERTICAL DATUM 1988
DATE: 12 SEPT 2016
SHEET: 5 OF: 9
DRAWING NO. 4191
REV.

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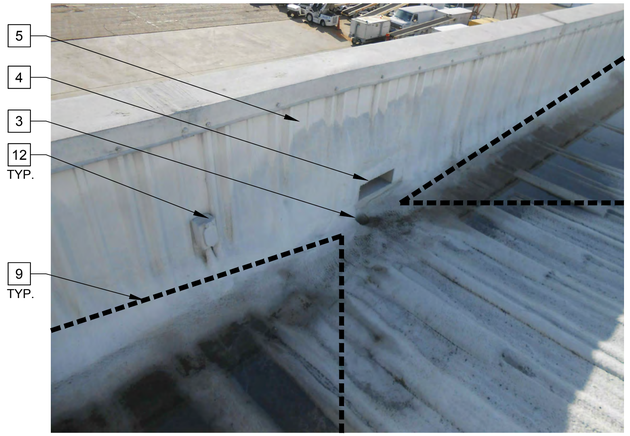
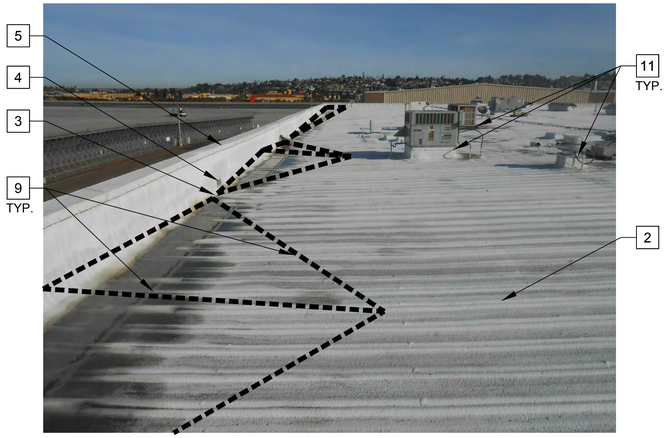


ROOF REFERENCE PHOTO 3 A-2.1 A-2.3

ROOF REFERENCE PHOTO 2 A-2.1 A-2.3



ROOF REFERENCE PHOTO 1 A-2.1 A-2.3

SEE SHEET A-2.1 GENERAL NOTE #8, TYP.

ROOF REFERENCE PHOTO 4 A-2.1 A-2.3

ROOF REFERENCE PHOTO 5 A-2.1 A-2.3

ROOF REFERENCE PHOTO 6 A-2.1 A-2.3

GENERAL NOTES:

1. ALL DIMENSIONS ARE TO FACE OF FINISH OF PROPOSED OR EXISTING SURFACES U.N.O.
2. FIELD VERIFY ALL EXISTING CONDITIONS. NOTIFY ARCHITECT ON ANY DISCREPANCIES.
3. REFER TO SHEET T-1.2 FOR ALL ABBREVIATIONS AND SYMBOL LEGEND.
4. THESE SHEETS DO NOT SHOW ALL ITEMS TO BE REMOVED AND DEMOLISHED. IT IS THE GENERAL CONTRACTOR'S RESPONSIBILITY TO REMOVE AND DEMO ITEMS AS NECESSARY FOR THE WORK.

KEY NOTES: X

1 NOT USED

2 PROVIDE ELASTOMERIC COATING OVER CLEANED AND PREP'D (E) ELASTOMERIC ROOF COATING OVER (E) FOAM OVER (E) METAL PANELS.

3 (E) ROOF DRAIN

4 (E) OVERFLOW SCUPPER

5 PROVIDE ELASTOMERIC COATING OVER (E) PARAPET WALLS

6 (E) ROOF RIDGE VENT

7 NOT USED

8 (E) ROOF HATCH

9 RIGID INSULATION CRICKETS WITH ELASTOMERIC ROOF COATING. SLOPE TO (E) ROOF DRAINS. DO NOT BLOCK (E) OVERFLOW SCUPPERS

10 NOT USED

11 SEAL ALL (E) ROOF PENETRATIONS, CURB CAPS, AND EQUIPMENT FLASHING

12 ALL ROOF VENTS, EQUIPMENT AND APURTENANCES ARE TO BE PROTECTED IN PLACE OR REMOVED AND REINSTALLED.

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FAX: 619.239.9288

LICENSED ARCHITECT JOHN K. CHRISTENSEN REN. 2-28-17 STATE OF CALIFORNIA

SPEC NO. 104191	C.I.P. NO.: 104191	RECORD DRAWINGS		12 SEPT 2016
REFERENCES:				
PROJECT MANAGER: EDGAR HINOJOSA				
CONTRACTOR:				
CONSTRUCTION STARTED:				
CONSTRUCTION COMPLETED:				
COST:	INSPECTOR:	REVISIONS	DATE	APPROVED:

SAN DIEGO INTERNATIONAL AIRPORT
SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY

DRAWN: ST
DESIGNED: JC
REVIEWED: JC

SAN DIEGO INTERNATIONAL AIRPORT

AIR FREIGHT BUILDINGS ROOF REPLACEMENT PROJECT

CFFB REFERNECE PHOTOS

SHEET NO. A-2.3
DATUM: NORTH AMERICAN VERTICAL DATUM 1988
DATE: 12 SEPT 2016
SHEET: 6 OF: 9
DRAWING NO. 4191
REV.

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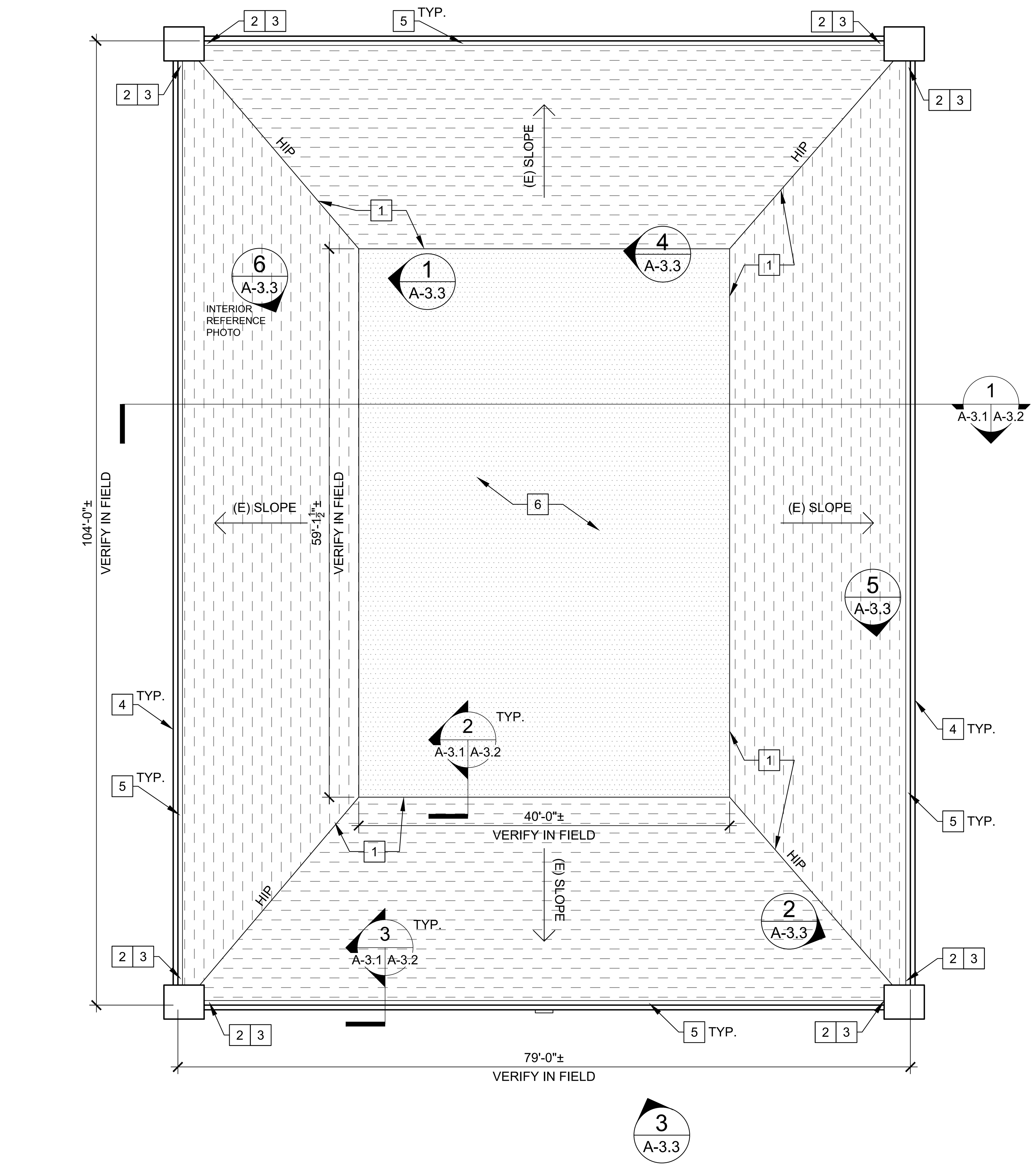

1 T-1.1 A-3.1 ASIG ROOF PLAN
1/8"=1'-0"

0 4' 8' 12'
SCALE: 1/8" = 1'-0"
PLAN NORTH

GENERAL NOTES:

1. ALL DIMENSIONS ARE TO FACE OF FINISH OF PROPOSED OR EXISTING SURFACES U.N.O.
2. FIELD VERIFY ALL EXISTING CONDITIONS. NOTIFY ARCHITECT ON ANY DISCREPANCIES.
3. REFER TO SHEET T-1.2 FOR ALL ABBREVIATIONS AND SYMBOL LEGEND.

GENERAL ROOF NOTES:

1. VERIFY EXISTING SLOPE IN FIELD.
2. ALL ROOF VENTS, EQUIPMENT AND APURTENANCES ARE TO BE PROTECTED IN PLACE OR REMOVED AND REINSTALLED.
3. REFER TO PHOTO DETAILS FOR MORE INFORMATION
4. SEAL ALL (E) ROOF PENETRATIONS, CURB CAPS, AND EQUIPMENT FLASHING
5. CLEAN AND PREPARE ALL (E) ASPHALT BUILT-UP ROOFING FOR ELASTOMERIC ROOF COATING PER MANUFACTURER'S REQUIREMENTS
6. THESE SHEETS DO NOT SHOW ALL ITEMS TO BE REMOVED AND DEMOLISHED. IT IS THE GENERAL CONTRACTOR'S RESPONSIBILITY TO REMOVE AND DEMO ITEMS AS NECESSARY FOR THE WORK.

KEY NOTES: X

1. (E) ROOF RIDGE
2. (E) ROOF DRAIN
3. (E) OVERFLOW SCUPPER
4. (E) WALLS
5. CLEAN DEBRIS AND SEDIMENT FROM (E) GUTTER
6. (E) MINERAL CALP SHEET ROOFING (BUR)

LEGEND:

ELASTOMERIC COATING OVER FOAM OVER CLEANED AND PREP'D (E) FLAT ASPHALT BUILT-UP ROOFING. APPLY FOAM IN MINIMUM THICKNESS REQUIRED TO ACHIEVE DRAINAGE AND PREVENT PONDING

ELASTOMERIC COATING OVER FOAM ON EXISTING ASPHALT SHINGLES

UCI-001

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LICENSED ARCHITECT K. CHRISTENSEN REN. 2-28-17 STATE OF CALIFORNIA

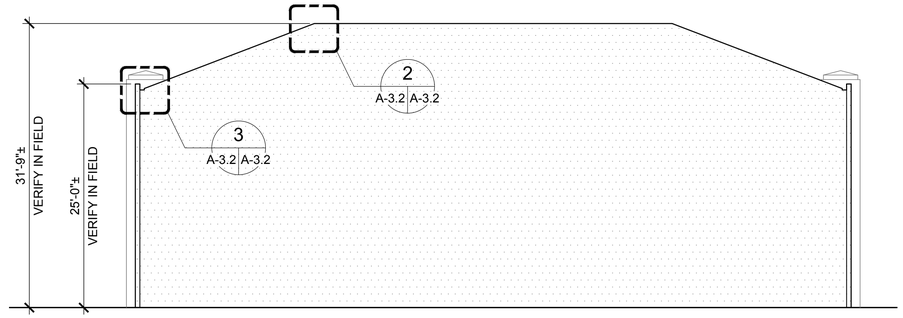
SPEC NO: 104191	C.I.P. NO.: 104191	RECORD DRAWINGS REVISIONS	12 SEPT 2016
REFERENCES:		UCI-001 BULLETIN UCI-001	12 SEPT 2016
PROJECT MANAGER: EDGAR HINOJOSA			
CONTRACTOR:			
CONSTRUCTION STARTED:			
CONSTRUCTION COMPLETED:			
COST:	INSPECTOR:	REVISIONS	DATE / APPROVED:

SAN DIEGO INTERNATIONAL AIRPORT
SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY

DRAWN: ST
DESIGNED: JC
REVIEWED: JC

SAN DIEGO INTERNATIONAL AIRPORT
AIR FREIGHT BUILDINGS ROOF REPLACEMENT PROJECT
ASIG ROOF PLAN

SHEET NO: A-3.1
* DATUM * NORTH AMERICAN VERTICAL DATUM 1988
DATE: 12 SEPT 2016
SHEET: 7 OF: 9
DRAWING NO: 4191
REV:



1 A-3.1 A-3.2 **ASIG BUILDING SECTION**
1/8"=1'-0"

0 4' 8' 12'
SCALE: 1/8" = 1'-0"

GENERAL NOTES:

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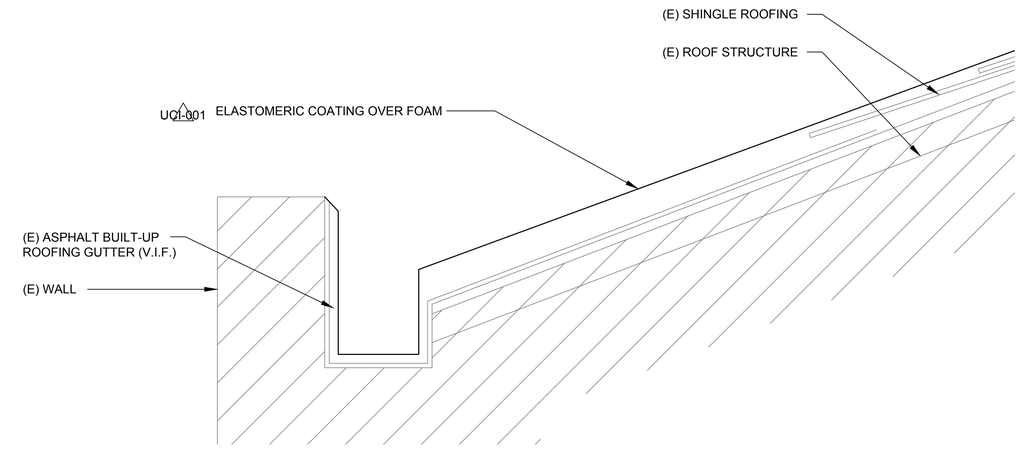
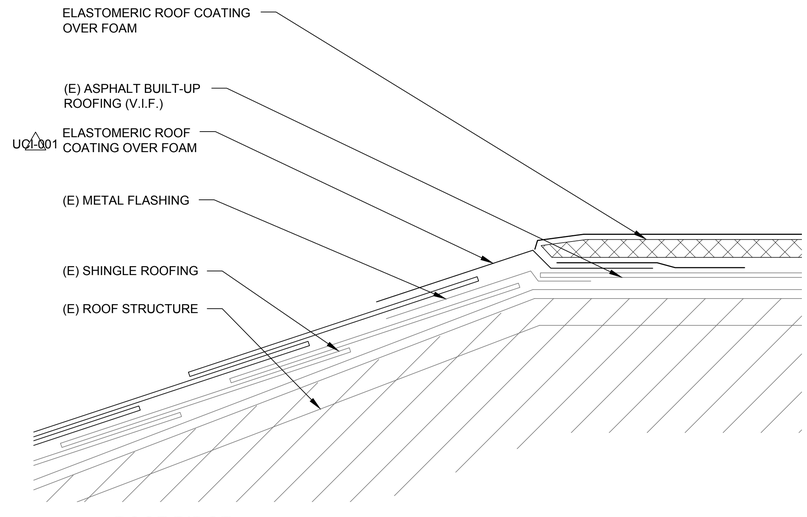


3 A-3.1 A-3.2 **PARAPET WALL/ GUTTER SECTION DETAIL**
3"=1'-0"



2 A-3.1 A-3.2 **ROOF RIDGE SECTION DETAIL**
3"=1'-0"

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REGISTERED ARCHITECT JEFFREY C. CHRISTENSEN No. C-28177 REN. 2-28-17 STATE OF CALIFORNIA

SPEC NO. 104191	C.I.P. NO.: 104191	RECORD DRAWINGS REVISIONS	12 SEPT 2016
REFERENCES:		UCI-001 BULLETIN UCI-001	12 SEPT 2016
PROJECT MANAGER: EDGAR HINOJOSA			
CONTRACTOR:			
CONSTRUCTION STARTED:			
CONSTRUCTION COMPLETED:			
COST:	INSPECTOR:	REVISIONS	DATE / APPROVED:

SAN DIEGO INTERNATIONAL AIRPORT
SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY

DRAWN:	ST
DESIGNED:	JC
REVIEWED:	JC

SAN DIEGO INTERNATIONAL AIRPORT

AIR FREIGHT BUILDINGS ROOF REPLACEMENT PROJECT

ASIG BUILDING SECTION AND DETAILS

SHEET NO.	A-3.2
* DATUM *	NORTH AMERICAN VERTICAL DATUM 1988
DATE:	12 SEPT 2016
SHEET: 8 OF: 9	
DRAWING NO.	REV.
4191	

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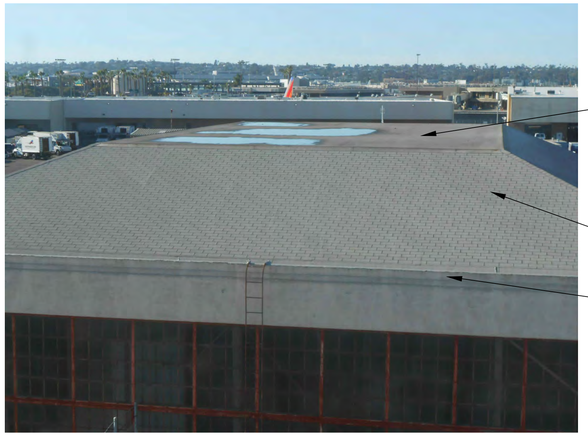
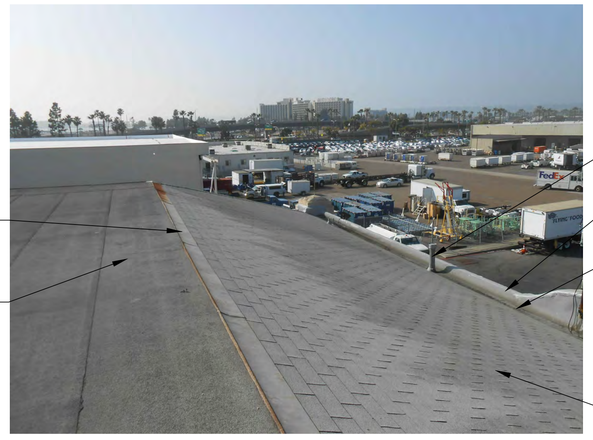


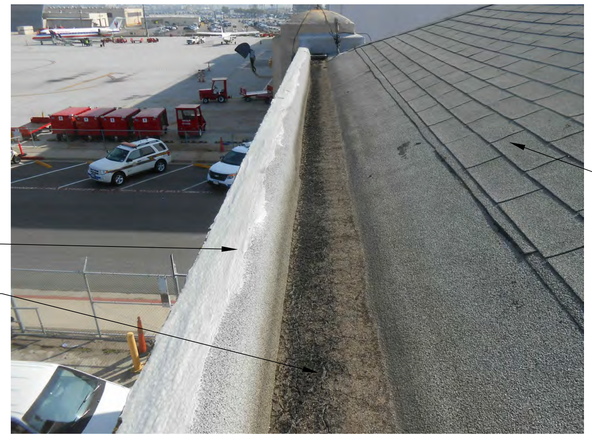
ROOF REFERENCE PHOTO 3 A-3.1 A-3.3

ROOF REFERENCE PHOTO 2 A-3.1 A-3.3

ROOF REFERENCE PHOTO 1 A-3.1 A-3.3



ROOF REFERENCE PHOTO 4 A-3.1 A-3.3



ROOF REFERENCE PHOTO 5 A-3.1 A-3.3

ROOF (INTERIOR) REFERENCE PHOTO 6 A-3.1 A-3.3

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KEY NOTES: X

UCI-001

1. PROVIDE COATED FOAM ROOFING OVER (E) SHINGLED SLOPED ROOF AREA
2. PROVIDE COATED FOAM ROOFING OVER (E) BULT-UP ROOFING. SLOPE TO DRAIN.
3. (E) ROOF DRAIN
4. (E) OVERFLOW SCUPPER
5. (E) PARAPET WALLS
6. (E) ROOF RIDGE
7. (E) ROOF GUTTER - REFER TO DETAIL 3/A-3.2
8. SEAL ALL (E) ROOF PENETRATIONS, CURB CAPS, AND EQUIPMENT FLASHING
9. ALL ROOF VENTS, EQUIPMENT AND APURTENANCES ARE TO BE PROTECTED IN PLACE OR REMOVED AND REINSTALLED.

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REGISTERED ARCHITECT JOHN K. CHRISTENSEN REN. 2-28-17 STATE OF CALIFORNIA

SPEC NO. 104191 C.I.P. NO.: 104191
REFERENCES:
PROJECT MANAGER: EDGAR HINOJOSA
CONTRACTOR:
CONSTRUCTION STARTED:
CONSTRUCTION COMPLETED:
COST: INSPECTOR:

RECORD DRAWINGS REVISIONS 12 SEPT 2016

REVISIONS	DATE	APPROVED:
UCI-001 BULLETIN UCI-001	12 SEPT 2016	

SAN DIEGO INTERNATIONAL AIRPORT
SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY

DRAWN: ST
DESIGNED: JC
REVIEWED: JC

SAN DIEGO INTERNATIONAL AIRPORT

AIR FREIGHT BUILDINGS ROOF REPLACEMENT PROJECT

ASIG REFERENCE PHOTOS

SHEET NO. A-3.3
DATUM * NORTH AMERICAN VERTICAL DATUM 1988
DATE: 12 SEPT 2016
SHEET: 9 OF: 9
DRAWING NO. 4191
REV.

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Plate 1

Ca. 1938 Aerial Photograph of the UAHT Building on Pacific Highway Before Relocation, Facing West

United Airlines Hangar and Terminal

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

Plate 2

Ca. 1931-41 Aerial Photograph of the UAHT Building on Pacific Highway Before Relocation, Facing Northwest

United Airlines Hangar and Terminal

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

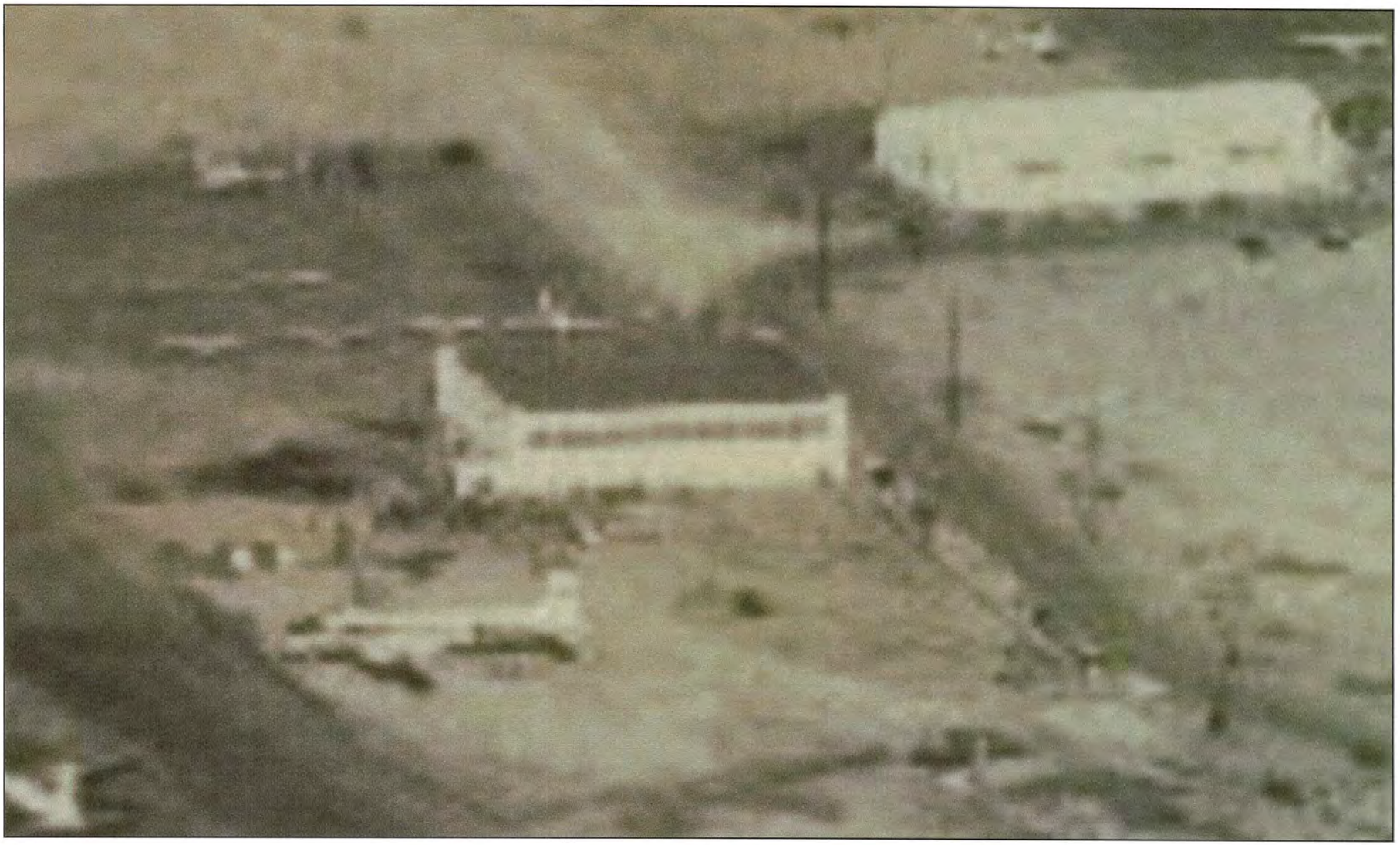
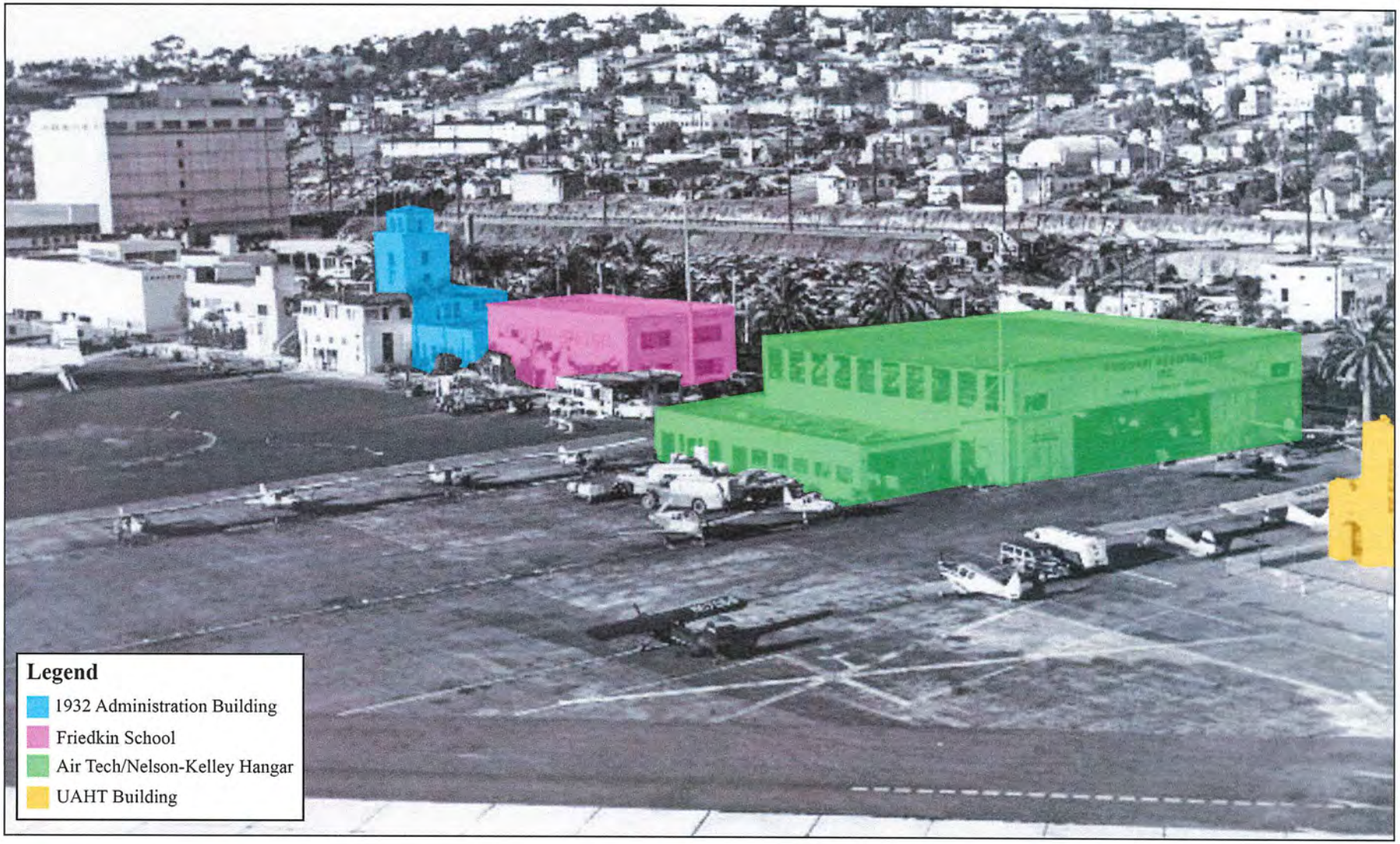


Plate 3

Ca. 1950s View of the South Façade of the UAHT Building After Relocation in 1952, Facing North

United Airlines Hangar and Terminal

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



Ca. 1951 Aerial Photograph of the Airport Buildings on Pacific Highway

United Airlines Hangar and Terminal

HISTORIC AMERICAN BUILDINGS SURVEY

INDEX TO PHOTOGRAPHS

UNITED AIRLINES HANGAR AND TERMINAL (UAHT Building) HABS No.
2340 Stillwater Road
San Diego
San Diego County
California

INDEX TO BLACK AND WHITE PHOTOGRAPHS

Ryan B. Anderson, Photographer, November 2017

_____-1 NORTH FAÇADE, FACING SOUTH

_____-2 WEST FAÇADE, FACING EAST

_____-3 SOUTH FAÇADE, FACING NORTHWEST

_____-4 EAST FAÇADE, FACING NORTHWEST

_____-5 INTERIOR SHOWING SOUTH AND EAST FAÇADES, FACING SOUTH

_____-6 INTERIOR SHOWING SOUTH FAÇADE, FACING SOUTH

_____-7 INTERIOR SHOWNG NORTH AND EAST FAÇADES, FACING EAST

_____-8 INTERIOR, FACING SOUTH

_____-9 INTERIOR, FACING SOUTHWEST

HISTORIC AMERICAN BUILDING SURVEY
SEE INDEX TO PHOTOGRAPHS FOR CAPTION

HABS No. _____-1

HISTORIC AMERICAN BUILDING SURVEY
SEE INDEX TO PHOTOGRAPHS FOR CAPTION

HABS No. _____-2

HISTORIC AMERICAN BUILDING SURVEY
SEE INDEX TO PHOTOGRAPHS FOR CAPTION

HABS No. _____-3

HISTORIC AMERICAN BUILDING SURVEY
SEE INDEX TO PHOTOGRAPHS FOR CAPTION

HABS No. _____-4

HISTORIC AMERICAN BUILDING SURVEY
SEE INDEX TO PHOTOGRAPHS FOR CAPTION

HABS No. _____-5

HISTORIC AMERICAN BUILDING SURVEY
SEE INDEX TO PHOTOGRAPHS FOR CAPTION

HABS No. _____-6

HISTORIC AMERICAN BUILDING SURVEY
SEE INDEX TO PHOTOGRAPHS FOR CAPTION

HABS No. _____-7

HISTORIC AMERICAN BUILDING SURVEY
SEE INDEX TO PHOTOGRAPHS FOR CAPTION

HABS No. _____-8

HISTORIC AMERICAN BUILDING SURVEY
SEE INDEX TO PHOTOGRAPHS FOR CAPTION

HABS No. _____-9