

Montgomery Middle School Whole Site Modernization

Initial Study / Mitigated Negative Declaration

Prepared for
San Diego Unified School District

April 2019



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ACRONYMS

ADA	Americans with Disabilities Act
ALUCP	Airport Land Use Compatibility Plan
BMPs	Best Management Practices
CalEEMod	California Emissions Estimator Model
CalEPA	California Environmental Protection Agency
CAL FIRE	California Department of Forestry and Fire Protection
Caltrans	California Department of Transportation
Cal/OSHA	California Division of Occupational Safety and Health
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CBC	California Building Code
CCR	California Code of Regulations
CEQA	California Environmental Quality Act
CH ₄	Methane
CM	Construction Measures
CO	Carbon Monoxide
CO ₂	Carbon Dioxide
DTSC	Department of Toxic Substances Control
EIR	Environmental Impact Report
EO	Executive Order
EPA	Environmental Protection Agency
FEMA	Federal Emergency Management Agency
GHG	greenhouse gases
HRA	Historic Resource Assessment
I	Interstate
IS	Initial Study

LUST	Leaking Underground Storage Tank
MBTA	Migratory Bird Treaty Act
MTCO2E	metric tons of carbon dioxide equivalent
MND	Mitigated Negative Declaration
MRZ	Mineral Resource Zone
NAHC	Native American Heritage Commission
ND	Negative Declaration
NOI	Notice of Intent
N ₂ O	Nitrous Oxide
O ₃	ozone
PM	Particulate Matter
PM ₁₀	particulate matter with an aerodynamic diameter of 10 micrometers or less
PM _{2.5}	particulate matter with an aerodynamic diameter of 2.5 micrometers or less
PRC	Public Resources Code
RAQS	Regional Air Quality Strategies
SANDAG	San Diego Association of Governments
SCIC	South Coastal Information Center
SDAB	San Diego Air Basin
SDAPCD	San Diego Air Pollution Control District
SDG&E	San Diego Gas and Electric
SDNHM	San Diego Natural History Museum
SLF	Sacred Lands File
SR	State Route
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
VHFHSZ	Very High Fire Hazard Severity Zones
WPCP	Water Pollution Control Plan

CHAPTER 1

Introduction

Overview

The San Diego Unified School District (District), as the lead agency under the California Environmental Quality Act (CEQA), has prepared this Initial Study to evaluate the potential environmental consequences associated with the Montgomery Middle School Whole Site Modernization Project (proposed project). The proposed project consists of the repair and renovation of District school facilities at Montgomery Middle School. Proposed improvements include modernizing existing permanent buildings, updating existing facilities and paths of travel for Americans with Disabilities Act (ADA) compliance, as well as other campus-wide security improvements. Implementation of the proposed project would require approval by the District Board. As part of the District's discretionary review process, the proposed project is required to undergo an environmental review in accordance with CEQA.

CEQA Requirements

Approval of the proposed project is a discretionary action and is therefore subject to the requirements of CEQA (Public Resources Code [PRC], Division 13, Sections 21000–21177) and the State CEQA Guidelines (California Code of Regulations [CCR], Title 14, Sections 15000–15387). Initial studies/Environmental Checklist Forms such as this document are typically used as a basis for deciding whether to prepare an environmental impact report (EIR), a mitigated negative declaration (MND), or a negative declaration (ND) for a project, pursuant to CEQA.

An Initial Study/Environmental Checklist Form is intended to satisfy the requirements of CEQA (PRC Division 13, Sections 21000-21177) and the State CEQA Guidelines (14 CCR 15000-15387). CEQA encourages lead agencies and applicants to modify their projects to avoid significant adverse impacts. Per CEQA (14 CCR 15070), an MND may be prepared for a project subject to CEQA when an Initial Study has identified potentially significant impacts on the environment, but when revisions to the project have been made to mitigate effects so that no significant impacts on the environment would result from project implementation. Based on the findings of the Initial Study, the District has determined that preparation of the Initial Study/MND is the appropriate method to present environmental review of the proposed project in compliance with CEQA. Chapter 3 of this Initial Study/MND contains the Initial Study/Environmental Checklist Form.

Initial Study Terminology and Organization

The following terms are used to describe the level of significance of impacts,

- A finding of *no impact* is used if the analysis concludes that a project would not affect the particular topic area in any way.
- An impact is considered *less than significant* if the analysis concludes that a project would cause no substantial adverse change to the environment and requires no mitigation.
- An impact is considered *less than significant with mitigation incorporated* if the analysis concludes that a project would cause no substantial adverse change to the environment provided that environmental commitments or other enforceable measures are included as part of the proposed project and agreed to by the applicant.
- An impact is considered *potentially significant* if the analysis concludes that a project could have a substantial adverse effect on the environment. For the proposed project, no impacts were determined to be potentially significant.

The content and format of this report are designed to meet the requirements of CEQA. This Initial Study identifies the potential environmental impacts of the project to support the decision to prepare an MND. The report contains the following sections.

- **Chapter 1, Introduction**, identifies the purpose and scope of the Initial Study.
- **Chapter 2, Project Description**, identifies the location and environmental setting of the project and describes the proposed project in detail.
- **Chapter 3, Environmental Checklist**, presents the checklist responses for each resource topic. This section identifies the potential impacts of implementing the proposed project, and identifies all references and individuals cited in this Initial Study.

CHAPTER 2

Project Description

Project Overview

The Montgomery Middle School Modernization Project (proposed project) includes improvements to existing facilities to provide for a safe and contemporary learning environment in accordance with Propositions S and Z. These improvements include modernizing existing permanent buildings, updating existing facilities and paths of travel for ADA compliance, as well as other campus-wide security improvements. The project would not result in the development of any new classrooms or other facility space, and there would be no increase the current student capacity at the school. The modernization improvements would be completed as funding is available over multiple years, and are scheduled to begin until 2020.

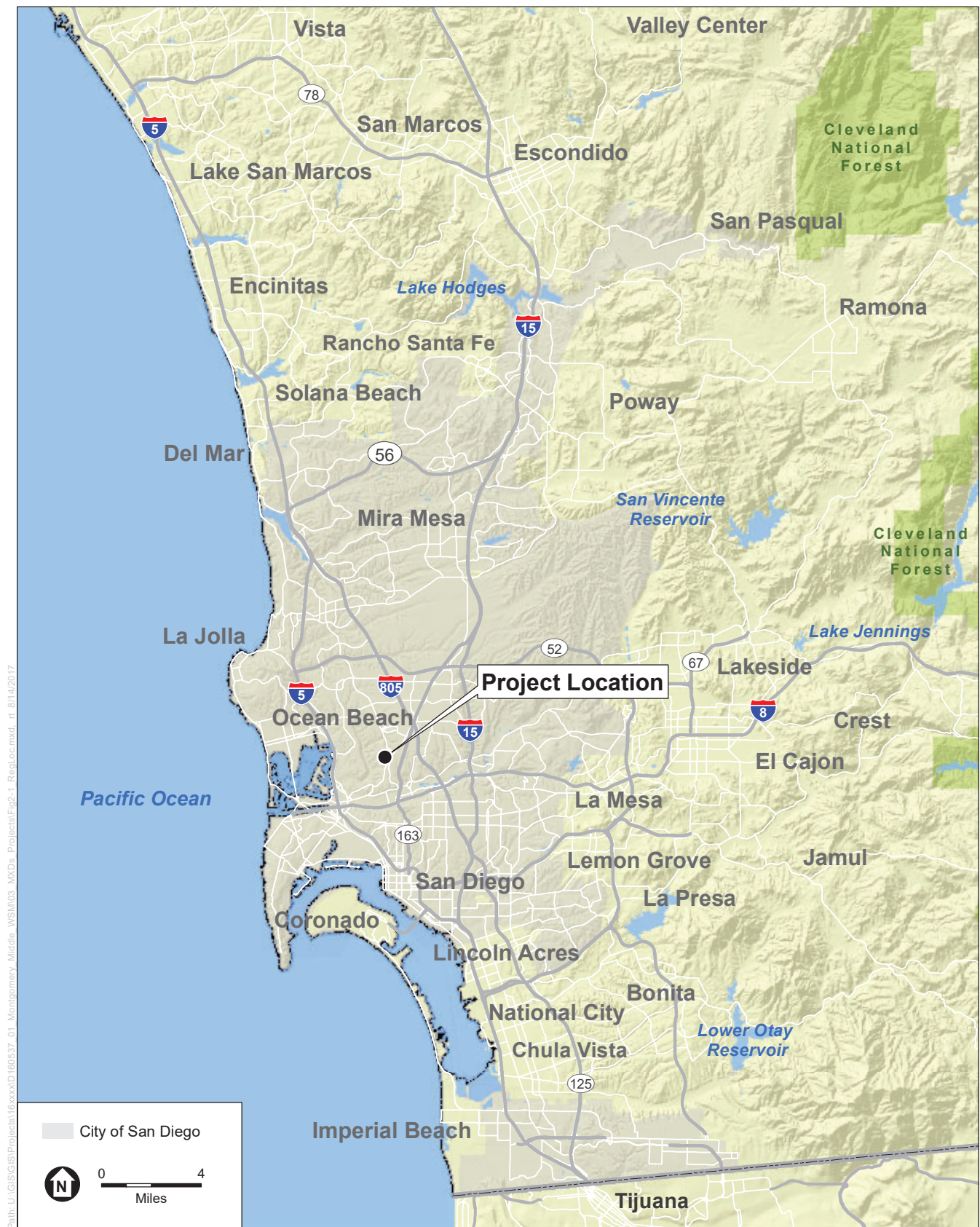
Project Location

The proposed project involves improvements at Montgomery Middle School. Montgomery Middle School is situated on an approximately 15-acre, District-owned site located at 2470 Ulric Street in the central part of the City of San Diego, California. The school is within the Linda Vista community, approximately 0.6 miles west of State Route (SR) 163 and 2 miles east of Interstate 5 (I-5), both of which provide regional access to the school (**Figure 1**). Local access to Montgomery Middle School is provided via several local neighborhood streets, including Ulric Street to the east, Jewett Street to the south, Comstock Street to the west, and Fulton Street to the north (**Figure 2**).

Environmental Setting

Montgomery Middle School originally opened as a Senior High School in 1941, and converted to Montgomery Junior High in 1953. The campus has expanded repeatedly during its approximately 77-year history, and still has original buildings dating back to 1943. Buildings 100, 200 (southern half) and the Cafeteria are original buildings that were constructed in 1943.

Montgomery Middle School serves grades 6 through 8. Student enrollment during the 2017-2018 school year was 450 students (District 2017). Maximum enrollment capacity of the school is 1,064 students. The Montgomery Middle School campus includes one- and two-story classroom buildings, administration, cafeteria, library, auditorium with a music and speech arts classroom, an adaptive room (gymnasium) with locker rooms, and a lunch court shelter.



SOURCE: ESRI; SanGIS 2015

Montgomery Middle School Whole Site Modernization

Figure 1

Regional Location



SOURCE: ESRI

Montgomery Middle School Whole Site Modernization

Figure 2

Project Location



The campus also includes two recreational fields for physical education activities. In 2016, the lower field was redesigned as a Joint-use Field with the City of San Diego, and is used as a community park after school hours.

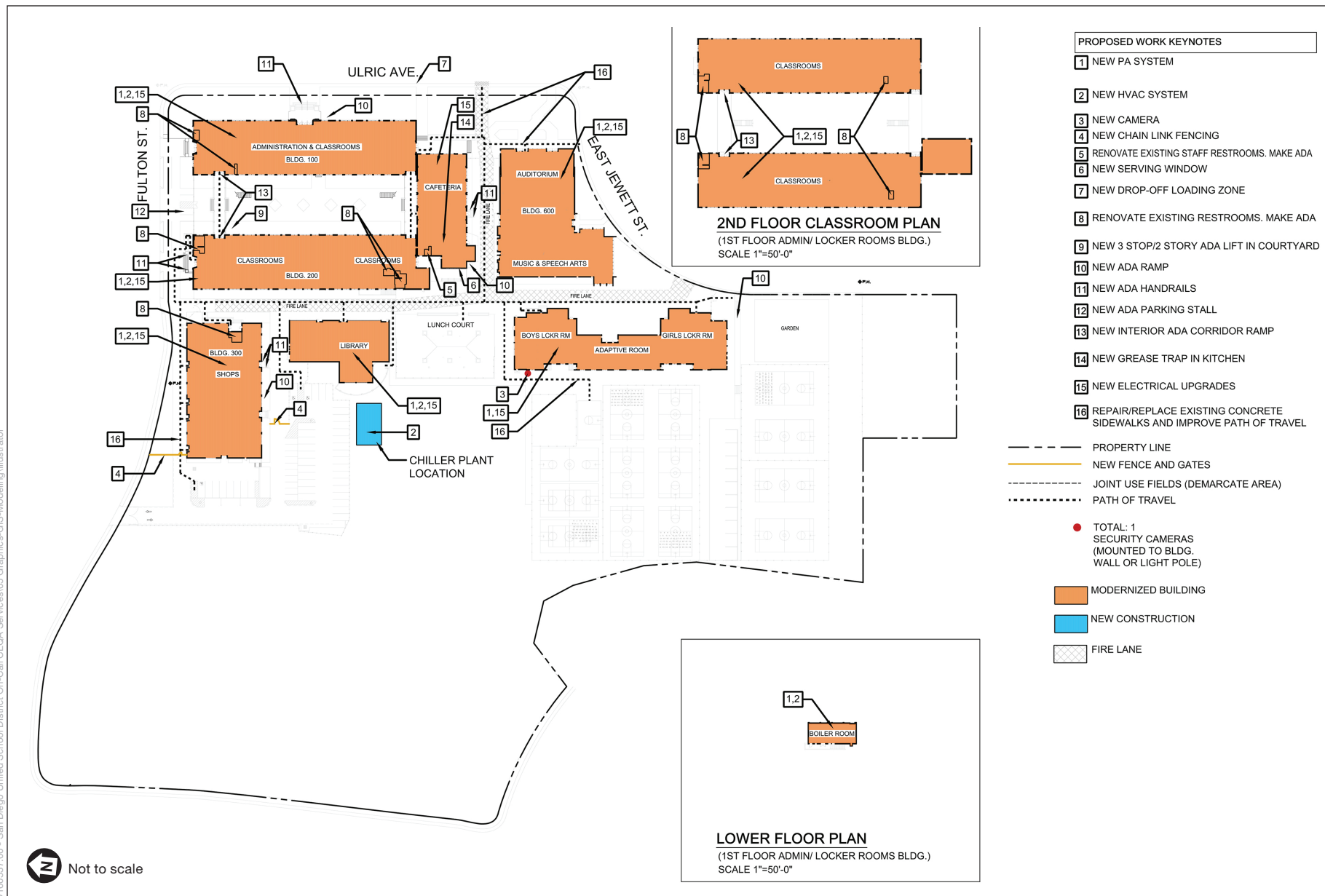
There are two parking areas, both located in the northern portion of the project site with access from Fulton Street. The western parking area is open to the public and includes a total of 48 standard parking stalls and 3 ADA compliant parking stalls. The eastern parking lot is only open to staff and includes eight standard parking stalls.

The project site is situated in a canyon-like urban setting and is surrounded by single-family residential uses on all sides, along with multi-family residential uses to the south and east. A variety of commercial uses, including restaurants, retail shops, a bank, and a gas station, are situated to the east and south east of the project site. The Linda Vista Community Park and Recreation Center is located 0.3 miles to the northeast. Linda Vista Elementary School, to the north, and San Diego Cooperative Charter School, to the east, are approximately 0.4 miles from the middle school campus. Two youth service centers, the Boys and Girls Club and California Student Opportunity Access Program are located approximately 0.2 miles south and 0.3 miles southwest of the middle school, respectively. Additionally, there are several institutional uses, including San Diego Fire-Rescue Station 23 and the Linda Vista Library both 0.4 miles south.

Proposed Project

The proposed project includes modernization improvements to support student learning and instruction; to improve student health, safety, and security; to upgrade school accessibility and code compliance; and to repair and replace outdated or inefficient building systems. Proposed improvements would be largely limited to existing facilities, with the only new facility being a proposed chiller plant located west of the existing library. The proposed project would not increase capacity of the existing school. Ground disturbing activities would be limited to installation of fencing and the chiller plant, improvement of existing pathways, and the relocation of an existing transformer. All project-related activities would be supported by bond funds under Propositions S and Z. The proposed improvements are further described below by topic and depicted on **Figure 3**.

Modernization. Upgrades to campus buildings include, but are not limited to, the reconditioning or replacement of existing HVAC equipment, the installation of new fire alarms and intercom systems, and electrical upgrades, as described in **Table 1** and shown on Figure 3. In addition, improvements include replacement or rehabilitation of the Building 100 main entry door, replacement or rehabilitation of the existing exterior mechanical window louvers throughout the site, and the installation of a new transformer along Fulton Street in front of Building 200 per San Diego Gas and Electric (SDGE) requirements (**Figures 4 and 5**).



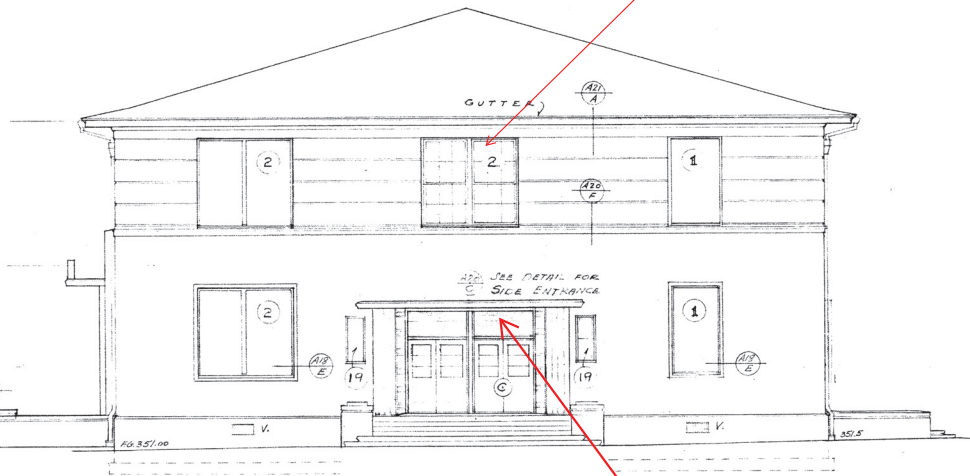
SOURCE: San Diego Unified School District, 2017

Montgomery Middle School Whole Site Modernization

Figure 3
Proposed Modernization Components



Original section/interior elevation of similar condition which also appears to be glazing and would be consistent with exterior architectural language



Original double hung window on Level 2

Appears to be glazing in exterior elevation - no door/window schedule available

Current elevation with metal panels covering window partially - typical all exterior elevations. These locations typically are proposed to be replaced with mechanical louvers for new HVAC system



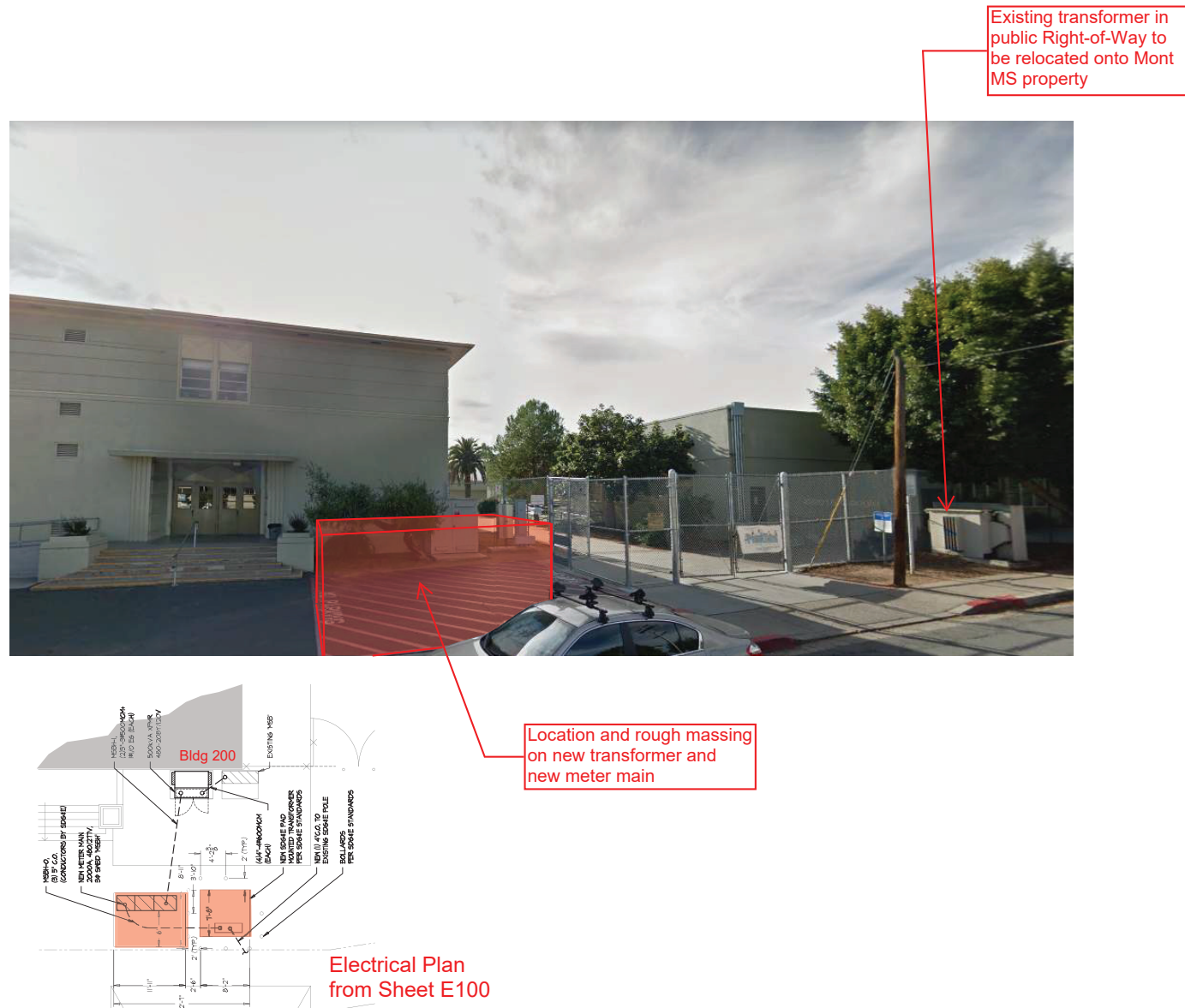
Image of existing exterior elevation with aluminum windows and louvers. Additional louvers are proposed within these windows around the perimeter of the building per proposed mechanical drawings



SOURCE: Safdie Rabines Architects, 2018

Montgomery Middle School Whole Site Modernization

Figure 4
Proposed Mechanical Window Louvers



SOURCE: Safdie Rabines Architects, 2018

Montgomery Middle School Whole Site Modernization

Figure 5
Proposed Transformer

TABLE 1
PROPOSED MODERNIZATION UPGRADES

Building	Modernization Upgrade
Building 100	<ul style="list-style-type: none"> • New fire alarm and emergency communications system • New HVAC system • Renovate existing restrooms for ADA compliance • New electrical upgrades • Replace or rehabilitate main entry door
Building 200	<ul style="list-style-type: none"> • New fire alarm and emergency communications system • New HVAC system • Renovate existing restrooms for ADA compliance • New electrical upgrades
Building 300	<ul style="list-style-type: none"> • New fire alarm and emergency communications system • New HVAC system • Renovate existing restrooms for ADA compliance • New electrical upgrades
Building 600	<ul style="list-style-type: none"> • New fire alarm and emergency communications system • New HVAC system • New electrical upgrades
Library	<ul style="list-style-type: none"> • New fire alarm and emergency communications system • New HVAC system • New electrical upgrades
Cafeteria	<ul style="list-style-type: none"> • Renovate existing restrooms for ADA compliance • New serving window • New grease trap in kitchen • New electrical upgrades
Boys Locker Room	<ul style="list-style-type: none"> • New fire alarm and emergency communications system
Adaptive Room	<ul style="list-style-type: none"> • New electrical upgrades
Outdoor Improvements	<ul style="list-style-type: none"> • Replace or rehabilitate mechanical window louvers throughout site • New drop-off loading zone sidewalk adjustments. • New ADA lift in courtyard • New ADA ramps, pathways, and handrails • New ADA parking stall • New transformer
Building	New Construction
Chiller Plant	<ul style="list-style-type: none"> • New chiller plant

Accessible Facilities and Path of Travel. As shown on Figure 3, the proposed project would include updates to existing restrooms in Building 100, Building 200, Building 300, and the Cafeteria for compliance with current ADA standards. Specifically, a three stop/two-story exterior ADA lift in the courtyard would be installed to provide accessibility to all classroom floor levels (**Figure 6**). To accommodate the ADA lift, a portion of existing concrete walkway walls would be demolished for lift openings on the first and second floors. ADA improvements to Building 100 and 200 include interior ramp modifications with new pop-out doorway enclosures at each end. These modifications would provide wheelchair accessibility from the new lift into the second floor classrooms. This includes demolition of exterior walls and door and new pop-out doorway with walls and a new roof.

ADA improvements to Building 200 include the construction of an ADA ramp to provide wheelchair accessibility from Buildings 100 and 200 to the campus circulation path. This will be the only accessible path from this building to the main path of travel located within the fence secured campus. To accommodate this ramp, the existing pop-out doorway would be demolished.

Site Security. The proposed project would include new chain link fencing to the northwest perimeter fencing near Building 300, as shown on Figure 3. In addition, the proposed project includes the installation of an additional video surveillance camera on the north west exterior of the Boys Locker Room.

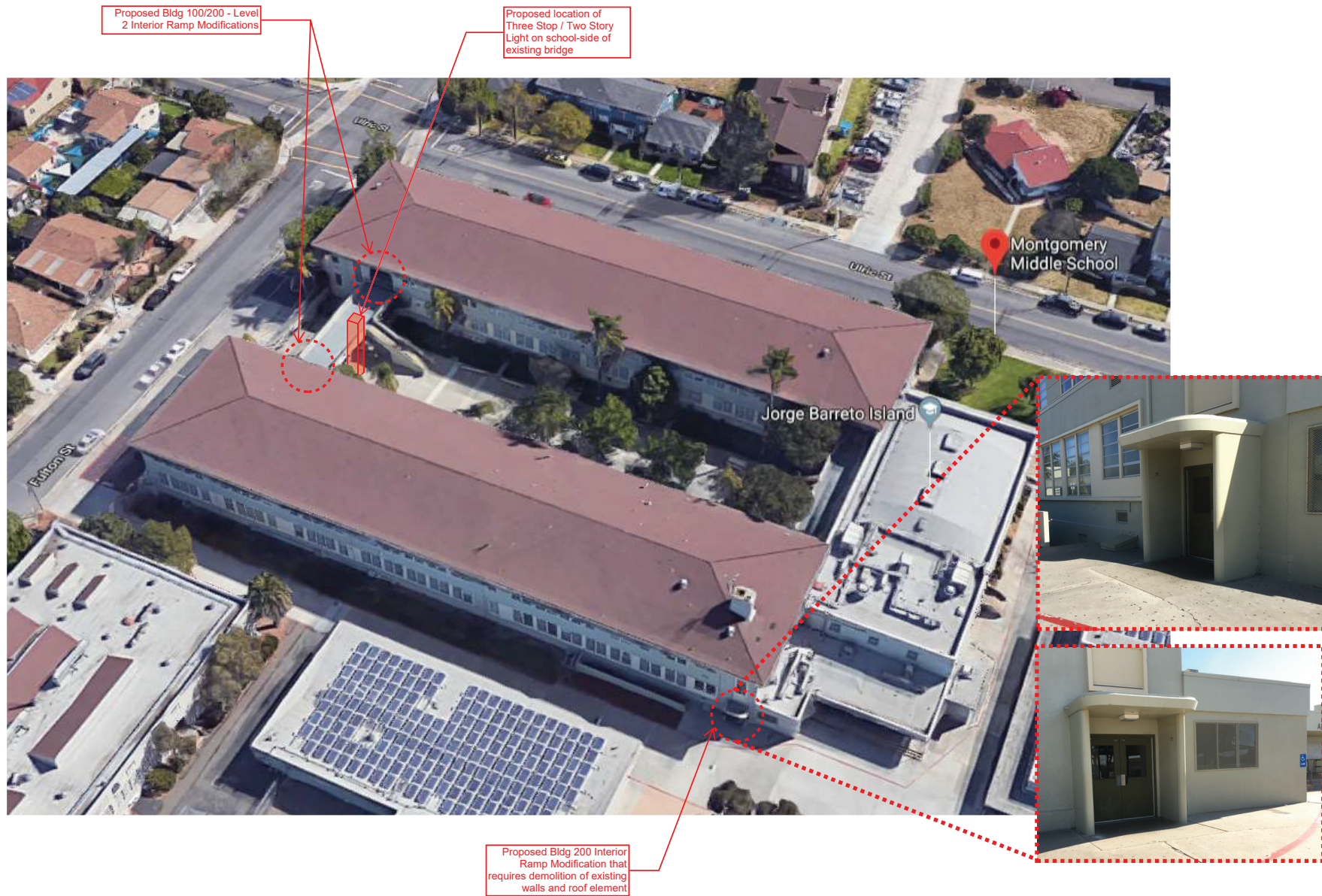
Parking

One existing parking stall in the northeastern staff parking lot would be repainted to become an ADA parking stall. The existing 59 spaces would remain once the project is completed, for a total of 60 parking spaces.

Construction Activities

Construction activities would be limited to occur between the hours of 7:00 a.m. and 7:00 p.m. Monday through Saturday in compliance with the City of San Diego's noise ordinance (Municipal Code Section 59.5.0404). Construction of the proposed project would begin in the summer of 2019 and last approximately one year. While construction would occur during the school year, no students or faculty would be temporarily displaced during construction.

During construction, the District would implement a number of standard operating procedures or contractor specifications to ensure compliance with federal and state environmental regulations. **Table 2** provides a summary of the standard operating procedures/specifications that would be implemented by the District in compliance with federal and state environmental regulations.



SOURCE: Safdie Rabines Architects, 2018

Montgomery Middle School Whole Site Modernization

Figure 6
Proposed ADA Lift and Interior Ramp Modifications

TABLE 2
CONSTRUCTION STANDARD OPERATING PROCEDURES AND SPECIFICATIONS

Standard Construction Measures (CMs)	Description
CM-1: Compliance with State CEQA Guidelines Section 15064.5(f)	In the event unexpected archaeological resources are uncovered during ground-disturbing activities associated with the proposed project, work must stop in the immediate area until it is evaluated by a qualified archaeologist to ensure satisfactory compliance with applicable regulations (State CEQA Guidelines Section 15064.5(f)).
CM-2: Compliance with State Health and Safety Code Section 7050.5	Should human remains be uncovered during construction, as specified by State Health and Safety Code Section 7050.5, no further disturbance would occur until the county coroner has made the necessary findings as to the origin and disposition pursuant to PRC 5097.98. If such a discovery occurs, excavation or construction would halt in the area of the discovery, the area would be protected, and consultation and treatment would occur as prescribed by law. If the county coroner recognizes the remains to be Native American, he or she would contact the Native American Heritage Commission (NAHC), who would appoint the Most Likely Descendant. Additionally, if the bones are determined to be Native American, a plan would be developed regarding the treatment of human remains and associated burial objects, and the plan would be implemented in coordination with the Most Likely Descendant.
CM-3: Compliance with the General Construction Permit	If construction activities disturb one or more acres of land through clearing, grading, excavating, or stockpiling of fill material, a stormwater pollution prevention plan (SWPPP) shall be developed prior to construction. Site design, source control, and treatment control best management practices (BMPs) shall be implemented per the City of San Diego's Stormwater Standards Manual.
CM-4: Consistency with City of San Diego's Permitted Construction Hours	Construction activities will be limited to the hours of 7 a.m. to 7 p.m. on weekdays and Saturdays, and will not occur at any time on Sundays or legal holidays. Outside of these hours, construction personnel will not be permitted on the job site and material or equipment deliveries and collections will not be permitted.
CM-5: Coordination During Vibration Generating Construction Activities	<p>The District and/or its contractor will coordinate with school staff/administrators to avoid excessive groundborne vibration at sensitive onsite buildings. Such coordination will include, but is not limited to, the following:</p> <ul style="list-style-type: none"> Identifying days and times when school buildings would be used for sensitive learning activities and avoiding earthmoving activities (grading or trenching) within 55 feet of the affected school building(s). Relocating sensitive learning activities to alternative classrooms or other spaces away from earthmoving activities.

Discretionary Approvals Required

The District is the lead agency under CEQA and is responsible for the approval and implementation of the proposed project. There are no responsible or trustee agencies. The Division of the State Architect is a reviewing agency that reviews the project design for compliance with CCR Title 24.

References

San Diego Unified School District (District). 2017. Official Enrollment Totals January 22, 2018.

CHAPTER 3

Environmental Checklist

- | | |
|--|---|
| 1. Project Title: | Montgomery Middle School Whole Site Modernization Project |
| 2. Lead Agency Name and Address: | San Diego Unified School District Facilities Planning & Construction
4860 Ruffner Street
San Diego, CA 92111 |
| 3. Contact Person and Phone Number: | Paul Garcia, CEQA Environmental Coordinator, (858) 637-6290 |
| 4. Project Location: | Montgomery Middle School
2470 Ulric Street
San Diego, CA 92111 |
| 5. Project Sponsor's Name and Address: | San Diego Unified School District Facilities Planning & Construction
4860 Ruffner Street
San Diego, CA 92111 |
| 6. General Plan Designation(s): | Institutional & Public and Semi-Public Facilities |
| 7. Zoning: | RM-3-7 |
| 8. Description of Project: | School improvements (see Chapter 2, Project Description) |
| 9. Surrounding Land Uses and Setting: | North: Single-family residential
South: Pre-school, recreational uses, single family residential, commercial
East: Single and multi-family residential, commercial
West: Single-family residential, open space |
| 10. Other public agencies whose approval is required: | Office of the Division of State Architect |

11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resource Code Section 21080.3.1:

Jamul Indian Village requested AB 52 consultation, and consultation was initiated by the District on August 24, 2018.

Environmental Factors Potentially Affected

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a “Potentially Significant Impact” as indicated by the checklist on the following pages.

- | | | |
|---|---|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture and Forestry Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology/Soils |
| <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Hydrology/Water Quality |
| <input type="checkbox"/> Land Use/Planning | <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Noise |
| <input type="checkbox"/> Population/Housing | <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Transportation/Traffic | <input checked="" type="checkbox"/> Tribal Cultural Resources | <input type="checkbox"/> Utilities/Service Systems |
| | | <input type="checkbox"/> Mandatory Findings of Significance |

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial study:

- ☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature

Date

Signature

Date

Environmental Checklist

Aesthetics

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
1. AESTHETICS — Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect daytime or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a) **No Impact.** The project site is within an urbanized area on an existing school site. Surrounding land use is dominated by residential development consisting primarily of single and multi-family homes. The project site does not feature scenic views or contain other scenic resources, such as mountains, bays, rivers, or the ocean. The project site is not identified as a public vantage point (City of San Diego 2007). Additionally, proposed improvements would be largely limited to existing school facilities and would not change the current views to and from the school. As a result, adverse effects on scenic vistas are not anticipated to occur.
- b) **No Impact.** Designated scenic highways within the County of San Diego include portions of State Route (SR-)75, SR-163, SR-125, and SR-78, and eligible state scenic highways include Interstate (I-) 5 and SR-52 (Caltrans 2017). The project site, which includes a historic district eligible for the National Register of Historic Places (National Register) and California Register of Historical Resources (California Register), is more than eight miles from SR-75, SR-125 and SR-78, and more than two miles from I-5 and SR-52, and therefore would not be visible from these designated or eligible scenic highways. SR-163 is approximately 0.65 miles east of the project site, however due to intervening topography, the project site is not visible from SR-163. Additionally, proposed improvements would be largely limited to existing school facilities and would not change the current views to and from the school. Therefore, there are no potential impacts related to scenic resources along a state scenic highway, and no impacts would occur.
- c) **Less-than-Significant Impact.** The proposed project is located in an urbanized area on an existing school site. Construction activities would require the use of equipment and storage of construction materials on site. While construction materials and equipment would be visible, construction would be temporary and would not substantially affect the existing visual character. Once construction of the improvements is completed, the visual

- character of the project site would be similar to existing conditions, as upgrades would be largely within buildings or interior to the campus. The proposed chiller plant, north of the parking lot and east of the library, would be constructed in similar design and building materials as the rest of the project site. Additionally, the proposed chiller plant would be located on the interior of the school site, not visible from public street views. No substantial changes to the visual characteristics are expected to occur at the site and its surroundings. Therefore, impacts on visual character would be less than significant.
- d) **No Impact.** The project site is located adjacent to Ulrich Street, Jewett Street, Comstock Street, and Fulton Street, which contain cars and streetlights that emit light and glare during the day and night. In addition, the campus includes existing exterior security lighting. Light and glare associated with construction of the proposed project is not expected to generate substantially more light and glare compared to existing conditions on the project site. Construction activities would only occur during permitted daytime hours, and no nighttime construction would take place. After completion of construction, no substantial changes to sources of light and glare are expected to occur at the site and its surroundings as a result of implementation of the proposed project. Therefore, impacts associated with light and glare as they relate to daytime and/or nighttime views in the area would have no impact.

References

- California Department of Transportation (Caltrans). 2017. California Scenic Highway Mapping System: San Diego County. Available at http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/.
- City of San Diego. 2007. General Plan Final PEIR. Available at <https://www.sandiego.gov/planning/genplan/documents/peir>.
-

Agricultural and Forest Resources

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
2. AGRICULTURAL AND FOREST RESOURCES —				
In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.				
Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a) **No Impact.** The project site is in an urbanized area on an existing school site. According to the California Department of Conservation's San Diego County Important Farmland map, the project site is classified as "Urban and Built-Up Land," which does not contain any agricultural uses or areas designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (California Department of Conservation 2016). Therefore, the proposed project would not convert farmland to a non-agricultural use, and no impact would occur.
- b) **No Impact.** As mentioned above in Issue 2 (a), the project site is fully developed in an urbanized area and does not contain any agricultural land (California Department of Conservation 2016). The project site is zoned as RM-3-7, which does not permit agricultural uses beyond limited community gardens (City of San Diego 2017). There are no Williamson Act contracts in the project vicinity (California Department of Conservation 2013). Therefore, the proposed project would not conflict with existing zoning for agricultural use or a Williamson Act contract, and no impact would occur.

- c) **No Impact.** As mentioned above in Issue 2 (a) and (b), the project site is in an urbanized area on an existing school site. The proposed project site is zoned as RM-3-7, which does not include forest lands, timberlands, or timberland zoned Timberland Production (City of San Diego 2017). Therefore, the proposed project would not conflict with existing zoning for forest land, and no impact would occur.
- d) **No Impact.** As mentioned above in Issue 2 (c), the project site is fully developed and, according to the City of San Diego General Plan and Municipal Code, is not designated as forest land (City of San Diego 2015, City of San Diego 2017). Therefore, the proposed project would not result in the loss of forest land or conversion of forest land to non-forest use, and no impact would occur.
- e) **No Impact.** As mentioned above, construction and operation of the proposed project would have no impact on agriculture or forest resources. Additionally, there would be no need for land acquisitions to implement the proposed project. No other changes in the existing environment, which, due to their location and nature, would result in the conversion of farmland to non-agricultural use or conversion of forest land to non-forest use under the proposed project. Therefore, there would be no impact.

References

- California Department of Conservation. 2016. San Diego County Important Farmland 2014. Available at ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2014/sdg14_w.pdf.
- California Department of Conservation. 2013. San Diego County Williamson Act 2013/2014. Available at ftp://ftp.consrv.ca.gov/pub/dlrp/wa/San_Diego_w_13_14_WA.pdf.
- City of San Diego. 2015. City of San Diego General Plan, Land Use and Community Planning Element. Available at https://www.sandiego.gov/sites/default/files/lu_2015.pdf.
- City of San Diego. 2017. City of San Diego Municipal Code. Available at <http://docs.sandiego.gov/municode/MuniCodeChapter13/Ch13Art01Division04.pdf>.
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Air Quality

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
3. AIR QUALITY —				
Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.				
Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a) **No Impact.** The project site is located in the San Diego Air Basin (SDAB), which is contiguous with San Diego County boundary. The San Diego Air Pollution Control District (SDAPCD) is required, pursuant to the federal and state Clean Air Acts, to reduce emissions of criteria air pollutants which are in nonattainment of federal and state ambient air quality standards in the SDAB. The SDAB is currently classified as a nonattainment area for the 2008 federal 8-hour ozone (O₃) standard. O₃ is not directly emitted but is formed in the atmosphere in the presence of sunlight by the combination of both nitrogen oxides (NO_x) and volatile organic compounds (VOC) emissions (e.g., vehicle tailpipe emissions); and are therefore precursors of O₃. The SDAB is currently classified as an attainment/maintenance area for both the 1997 federal 8-hour O₃ standard and the federal carbon monoxide (CO) standard. In addition, the SDAB is classified as a nonattainment area for the California standards for O₃, particulate matter less than 2.5 microns (PM_{2.5}), and particulate matter less than 10 microns (PM₁₀) (USEPA 2015 and CARB 2016). Other construction criteria pollutants include nitrogen dioxide (NO₂) and sulfur dioxide (SO₂); these are in attainment of federal and state ambient air quality standards in the SDAB.

All areas designated as nonattainment are required to prepare plans showing how the area would meet the state and federal air quality standards by its attainment dates. The San Diego Regional Air Quality Strategy (RAQS) is the region's applicable air quality plan for improving air quality in the region and attaining federal and state air quality standards. The RAQS relies on information from the California Air Resources Board (CARB) and the San Diego Association of Governments (SANDAG), including projected growth in the county, which is based in part on local general plans. Generally,

projects that propose development that are consistent with the land use designations and growth anticipated by the local general plan and SANDAG would be consistent with the RAQS.

Implementation of the proposed project would involve modernization improvements to support student learning and instruction; to improve student health, safety, and security; to upgrade school accessibility and code compliance; and to repair and replace outdated or inefficient building systems. The proposed improvements would be implemented on existing facilities on-site, except for the addition of a new chiller plant on-site. Ground disturbing activities would be limited to installation of fencing, development of new pathways, and construction of the new chiller plant.

Emissions from construction activities would be minimal, as shown under Issue 3 (b) and (c), below. Project construction would comply with SDAPCD Rules and Regulations, including Rules 50, 51, and 55, which forbid visible emissions, nuisance activities, and require fugitive dust control measures, respectively. The project would not change land uses nor will it increase student population, which would result in no increase in motor vehicle trips to the project site. As such, the project would not conflict with or obstruct the implementation of any applicable air quality plan.

- b) **Less-than-Significant Impact.** The proposed modernization improvements would result in emissions as a result of fugitive dust from ground disturbance; construction vehicle exhaust; exhaust and road dust emissions from employees, material delivery, and haul truck travel; and architectural coating activities for the new chiller plant. Emissions would vary from day to day, depending on the level of activity, the specific type of construction activity occurring, and, for fugitive dust, prevailing weather conditions. Project construction would be short-term and activities minimal not involving substantial work during a single worst-case day for emissions (pounds per day). Construction-related emissions resulting from modernization improvements were quantified using the California Emissions Estimator Model (CalEEMod), version 2016.3.2 (calculations are included in Appendix A), and compared to applicable SDAPCD thresholds for criteria pollutants, as shown in **Table 3**.

TABLE 3
MAXIMUM UNMITIGATED REGIONAL CONSTRUCTION EMISSIONS (POUNDS PER DAY) ^a

Source	VOC	NOx	CO	SO2	PM10	PM2.5
Project Construction Emissions						
Building Renovations	4	30	30	<1	3	2
Maximum Regional Construction Emissions	4	30	30	<1	3	2
SDAPCD Thresholds of Significance	75	250	550	250	100	55
Exceeds Thresholds?	No	No	No	No	No	No

^a Totals may not add up exactly due to rounding in modeling calculations. Detailed emissions calculations are provided in Appendix A.

SOURCE: ESA 2017

As shown in Table 3, the construction emissions associated with modernization improvements would be well below the applicable threshold levels. Therefore, construction of the project would not result in an impact on air quality as emissions are not expected to exceed SDAPCD applicable air quality standards or contribute to existing air quality violations. In addition, the project is required to comply with SDAPCD rules and regulations, including Rules 50, 51, and 55, as described above in Issue 3 (a) to further reduce emissions. Therefore, construction impacts would be less than significant.

Operation of the proposed modernization improvements would generate long-term regional emissions of criteria air pollutants and ozone precursors associated with building operations as well as area sources related to the applications of architectural coatings (i.e., periodic repainting), and consumer products (i.e., cleaning products). The project would not result in any increase in student or staff capacity; therefore, there would be no long-term operational changes (i.e., vehicle trips). Operations-related emissions (area and energy sources) resulting from modernization improvements were modeled using CalEEMod, and compared to applicable SDAPCD thresholds for criteria pollutants, as shown in **Table 4**.

TABLE 4
PROPOSED PROJECT OPERATIONAL EMISSIONS

Emissions Source	Estimated Emissions (lbs/day)					
	ROG	NOX	CO	SO ₂	PM ₁₀	PM _{2.5}
Area Sources	2	<1	<1	<1	<1	<1
Energy Sources	<1	<1	<1	<1	<1	<1
Total Operational Emissions	2	<1	<1	<1	<1	<1
<i>SDAPCD Significance Threshold</i>	75	250	550	250	100	55
Exceed SDAPCD Threshold?	No	No	No	No	No	No

^a Totals may not add up exactly due to rounding in modeling calculations. Detailed emissions calculations are provided in Appendix A.

SOURCE: ESA 2017

As shown in Table 4, operational emissions associated with modernization improvements would be well below the applicable threshold levels. Therefore, operation of the proposed project would not result in an impact on air quality, as emissions are not expected to exceed SDAPCD applicable air quality standards or contribute to existing air quality violations. Therefore, operational impacts would be less than significant.

- c) **Less-than-Significant Impact.** Proposed project activities would not result in a cumulatively considerable net increase of criteria pollutants in a non-attainment region. The project site is in the SDAB, which is classified as a nonattainment area for certain federally and state-designated criteria pollutants, including O₃, PM₁₀, and PM_{2.5}. As discussed above, the project would not increase the operations or capacity of the existing school and, therefore, operational impacts would not occur. Also, emissions from

- construction would be temporary and localized, and the project would comply with all required SDAPCD emissions and fugitive dust measures. Compliance with these measures would ensure that the cumulative contribution of criteria pollutants during construction would be less than significant.
- d) **Less-than-Significant Impact.** The proposed project would not expose sensitive receptors to substantial pollutant concentrations. Sensitive receptors are facilities and structures where people live or spend considerable amounts of time, and include retirement homes, residences, schools, playgrounds, childcare centers, and athletic facilities. The proposed project is near residences and the site itself is an existing school facility, which is considered a sensitive receptor. The nearest offsite receptor locations are the residences that surround the project site. Construction would be short term and would occur over a timeframe of several months. This is significantly lower than the 70-year exposure period typically associated with chronic cancer health risks. Accordingly, construction of the project is not anticipated to result in an elevated cancer risk to exposed sensitive receptors. Once the project is operational, emissions would not increase over existing conditions. The proposed chiller plant would be powered by electricity on-site, and no combustion would occur. Therefore, emissions would be minimal, and compliance with all SDAPCD rules would ensure that nearby sensitive receptors are not exposed to substantial pollutant concentrations. Therefore, impacts would be less than significant.
- e) **No Impact.** Project-related odor emissions would be minimal and would not affect a substantial number of people. During construction activities, emissions from construction equipment may be evident in the immediate area on a temporary basis. Potential sources that may emit odors during construction activities include any architectural coating and asphalt paving. Additionally, material deliveries and hauling heavy-duty truck trips could create an occasional “whiff” of diesel exhaust for nearby receptors. These odors would not affect a substantial number of people because the scale of construction would be small. Standard operation of the school would not produce objectionable odors, and there would be no permanent impacts. Therefore, no impacts would occur.

References

- California Air Resources Board. 2016. *Area Designations Maps/State and National*. Available: <http://www.arb.ca.gov/desig/adm/adm.htm>. Accessed: June 2017.
- San Diego Unified School District. 2014. *La Jolla High School Science Building and Renovation Project Initial Study*. December.
- U.S. Environmental Protection Agency. 2015. *Criteria Pollutant Nonattainment Summary Report*. Available: <http://www.epa.gov/airquality/greenbook/anc13.html>. Accessed: June 2017.

Biological Resources

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
4. BIOLOGICAL RESOURCES — Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a) **Less-than-Significant Impact.** The project site is developed as an operating middle school with a majority of the campus paved, with some ornamental landscaping. Ornamental vegetation occurring on site provides suitable nesting habitat for migratory birds and raptors protected under the Federal Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code, which prohibit the take or destruction of migratory birds/raptors, their nests, and/or eggs. Impacts on nesting birds protected by the MBTA and similar provisions of the Fish and Game Code could occur if work is conducted during the breeding season (February 1 through August 15). However, standard operating procedures followed by the District include adherence to all existing laws and regulations pertaining to a project, including compliance with the MBTA. Project implementation would include compliance with the MBTA, and impacts would be less than significant.
- b) **No Impact.** The project site is developed as an operating middle school and all areas on campus are either paved or graded; there is no riparian habitat on the project site. Therefore, no impact would occur.

- c) **No Impact.** No federally protected wetlands are present within the project site (Fish and Wildlife Service 2017). Therefore, the proposed project would not affect any federally protected wetlands, and no impact would occur.
- d) **Less-than-Significant Impact.** The project site is fully developed in an urban area, and therefore would not interfere with the movements of wildlife or wildlife corridors. As discussed above in Section 4 (a), potential impacts on migratory birds and raptors would be avoided because the District would enforce all existing laws and regulations, including the MBTA, to avoid impacts on migratory birds. Impacts would be less than significant.
- e) **No Impact.** The project site is not within or adjacent to the City or County's Multi-Habitat Planning Area (City of San Diego 2008). The project would not conflict with any local policies and/or ordinances, such as the Environmentally Sensitive Lands Ordinance. No impact would occur.
- f) **No Impact.** The project site is fully developed in an urban area, and implementation of the proposed project would not remove biological resources. Local habitat is protected by the City of San Diego's Multiple Species Conservation Program. No habitat, species, or resources protected by the Multiple Species Conservation Program (City of San Diego 1998) are present within the project site. Therefore, implementation of the proposed project would not conflict with applicable conservation plans, and no impact would occur.

References

- City of San Diego. 1998. City of San Diego Final Multiple Species Conservation Program. Available at <http://www.sandiegocounty.gov/content/dam/sdc/pds/mscp/docs/SCMSCP/FinalMSCPPProgramPlan.pdf>.
- City of San Diego. 2008. General Plan Conservation Element. Available at <https://www.sandiego.gov/sites/default/files/legacy//planning/genplan/pdf/2012/ce120100.pdf>.
- Fish and Wildlife Service. 2017. National Wetlands Inventory. Available at <https://www.fws.gov/wetlands/data/mapper.html>.
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Cultural Resources

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
5. CULTURAL RESOURCES — Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

The information in this section is based on a records search conducted at the South Coast Information Center (SCIC), a paleontological resources database review conducted by the San Diego Natural History Museum (SDNHM) (McComas, 2017), and the following technical reports: *Montgomery Middle School Whole Site Modernization Project Historic Resources Assessment* (ESA, 2017) and *SOI Standards Review for Montgomery Middle School Whole Site Modernization* (ESA, 2018). These reports can be found in Appendix B and Appendix C of this document.

- a) **Less-than-Significant Impact with Mitigation.** The SCIC records search indicates that 17 previous cultural resources investigations have been conducted within 0.5 mile of the project site. One of these investigations (SD-12387) overlaps the western boundary of the project site. The previous investigation consists of a negative monitoring report summarizing the results of archaeological monitoring conducted for the installation of waterlines on Comstock Street immediately west of the project's western boundary. The records search also indicated that one cultural resource has been previously recorded within an approximately 0.5-mile records search radius.

A Historic Resource Assessment (HRA) was prepared by ESA that evaluated the potential for historical resources to be located within the project site (ESA, 2017). The HRA found Montgomery Middle School potentially eligible for listing in the National Register and California Register as a historic district under National Register Criteria A and C, and California Register Criteria 1 and 3, and at the local level of significance (Appendix B). Montgomery Middle School is associated with the construction of residential suburbs due to the population boom associated with the thriving San Diego Naval Station and defense industry during World War II that made a significant contribution to the broad patterns of our history at the local level. Additionally, Montgomery Middle School is eligible for its architectural associations as a notable work of the prominent Southern California architecture firm of Kistner and Curtis and as a distinctive example of a Moderne style school campus. The following buildings and

landscape features constructed during the period of significance contribute to the eligibility of Montgomery Middle School as a historic district under National Register Criteria A and C and California Register Criteria 1 and 3: Building 100, Building 200, Cafeteria and the landscape, and their associated landscape and courtyard. None of the buildings on campus appear to rise to the threshold of individual distinction to be individually eligible for the National Register or California Register on their own historical or architectural merits.

Based on this finding, a historical resource is considered to be present within the project site. A detailed evaluation of the primary project elements that have the possibility of directly or indirectly impact character-defining features of the historic district was conducted to confirm whether the proposed changes to the buildings would result in a significant impact to the historical resource, based on a review of the Secretary of Interior (SOI) Standards (ESA 2018). The primary project elements evaluated as shown in Figure 3 include 6, 7, 9-13, and 16, as well as the chiller plant, transformer, interior ramp extension (Building 200), and main door replacement (Building 100). A summary of the results of the SOI Standards Review are provided in **Table 5**.

TABLE 5
PROJECT ELEMENTS EVALUATED FOR CONFORMANCE WITH THE SOI STANDARDS

Project Element	Summary Evaluation	Conclusion
6. New Serving Window	Further information needed to confirm conformation with SOI Standards	Potentially Significant, mitigation would reduce impacts to less than significant
7. New Bus Drop-Off Loading Zone	Complies with SOI Standards	Less than significant impact
9. New Three Stop/Two Story ADA Lift in Courtyard (Buildings 100 and 200)	Necessary changes to bridges would not be reversible and therefore does not comply with SOI Standards	Potentially Significant, mitigation would reduce impacts to less than significant
10. New ADA Ramps (Building 100 and Cafeteria)	Complies with SOI Standards	Less than significant impact
11. New ADA Handrails	Complies with SOI Standards	Less than significant impact
12. New ADA Parking Stall	Complies with SOI Standards	Less than significant impact
13. New Interior ADA Corridor Ramp (Building 100)	Removal of character-defining features	Potentially Significant, mitigation would reduce impacts to less than significant
16. Repair/Replace Existing Concrete Sidewalks and Improve Path of Travel	Further information needed to confirm conformation with SOI Standards	Potentially Significant, mitigation would reduce impacts to less than significant
Chiller Plant	Complies with SOI Standards	Less than significant impact
Transformer	Complies with SOI Standards	Less than significant impact
Interior Ramp Extension	Further information needed to confirm conformation with SOI Standards	Potentially Significant, mitigation would reduce impacts to less than significant
Main Door Replacement (Building 100)	Further information needed to confirm conformation with SOI Standards	Potentially Significant, mitigation would reduce impacts to less than significant

SOURCE: ESA 2018

As summarized in Table 5, the SOI review concluded that project elements 7, 10, 11, 12, the chiller plant, and the transformer are compliant with the SOI Standards for Rehabilitation. As currently designed, however, the proposed project does not fully comply with the SOI Standards for Rehabilitation to project elements 6, 9, 13, and 16, as well as the interior ramp extension and main door replacement, and would therefore result in a potentially significant impact to historical resources.

However, with implementation of **Mitigation Measure MM CR-1** and **MM CR-2**, which includes a design review and modification as necessary, potential impacts to historical resources eligible for the National and California Register would be reduced to a less than significant level.

MM CR-1: Prior to the start of construction, a Qualified Preservation Professional shall be retained to develop a plan of action for avoidance and protection of historic materials in coordination with the Client. The plan shall include at a minimum:

1. Notation of the building/structure/feature on construction plans.
2. Pre-construction survey to document the existing physical condition of the building/structure/feature.
3. Procedures and timing for the placement and removal of a protective barrier(s), such as protective wood boards, bracing or framing to protect fragile fenestration and other exposed architecture features and materials, protective fencing and/or concrete or water-filled plastic K-rails around each retained building/structure/feature.
4. Monitoring of the installation and removal of protective barriers by the Qualified Preservation Professional, or his or her designee.
5. Monitoring of the condition of the building/structure/feature at regular intervals during the duration of demolition and construction including vibration monitoring.
6. Post-construction survey to document the condition of the building/structure/feature after completion of the Project.
7. Preparation of a technical memorandum documenting the pre-construction and post-construction conditions of the historic materials and resource in compliance with protective measures outlined in this mitigation measure.

The plan shall comply with the Secretary of the Interior's Standards for the Treatment of Historic Properties and shall be memorialized in a technical memorandum, which shall be submitted to Client for review and approval. The final approved plan shall be submitted to the District no later than 30 days prior to the start of construction including any staging or demolition activities. The plan shall be provided to each construction manager/foreman at the project kick-off meeting for each phase of work. The technical memorandum documenting the pre-construction and post-construction conditions shall be submitted to the District within 30 days of completion of the Project and removal of the protective barriers.

In addition, prior to the start of construction, the Client shall inform construction personnel of the location and significance of the historic materials/resource, and of the avoidance and protective measures that shall be implemented. If work crews are phased, the District shall ensure that each crew is provided with this information.

MM CR-2: The District shall retain a qualified preservation consultant, meeting the Secretary of the Interior's Professional Qualifications Standards for History, Architectural History, or Architecture, pursuant to 36 CFR 61 and who has at least 10 years of experience in design review and collaboration applying the Standards (Qualified Preservation Professional) to review the final plans for all new proposed construction to ensure conformance with the Secretary of the Interior's Standards for Rehabilitation (Standards). The Qualified Preservation Professional shall address the compatibility of the new construction with adjacent historical resources in relation to Standards 9 and 10 (related and adjacent new construction).

The Qualified Preservation Professional shall prepare a Secretary of the Interior's Standards Preservation and Plan Review Report, documenting conformance with the Standards. The Qualified Preservation Professional shall submit a draft report to the District within 30 days of completion of the draft design plans, and shall make any recommendations necessary to bring the design into conformance with the Standards. The Qualified Preservation Professional shall review the final design plans and prepare a final report documenting conformance with the Standards, which shall be submitted to the District no less than 30 days prior to the commencement of construction. The final plan review shall be submitted to the District along with the final plan set prior to project approval.

- b) **No Impact.** As indicated above no archaeological resources have been recorded within the project site. Additionally, given the highly developed nature of the project site since the 1940s and that the proposed ground disturbance associated with the project is relatively minor, it is unlikely that subsurface archaeological deposits, should they underlie the project site, would be impacted. As such, the project would not result in an adverse change to an archaeological resource and no impacts are anticipated.
- c) **No Impact.** The paleontological database search conducted by the SDNHM indicates the project site is underlain by the early to middle Pleistocene-age (approximately 1.5 to 0.5 million years old) Linda Vista Formation, which is considered moderately sensitive for the presence of paleontological resources. Seventeen fossil localities have been previously recorded within 1 mile of the project site. Of these previously recorded fossil localities, two occur within the Linda Vista Formation, 14 occur within the Mission Valley Formation, and one occurs within the Scripps formation. Although the Linda Vista Formation that underlies the project is moderately sensitive for the presence of paleontological resources, ground disturbance associated with the project is relatively minor and is unlikely to impact paleontological or unique geologic resources. As such no impacts are anticipated.

- d) **No Impact.** No known human remains exist within the project site. Given that the ground disturbance associated with the proposed project is relatively minor it is unlikely that subsurface human remains, should they underlie the project area, would be impacted. However, should project-related ground disturbance unearth, expose, or disturb previously unknown human remains, the statutes of PRC Section 5097.98 and Health and Safety Code Section 7050.5 should be followed. Accordingly, the San Diego County Coroner must be notified in the event human remains are encountered. If the County Coroner determines that the remains are Native American, the NAHC will be notified in accordance with Health and Safety Code Section 7050.5, subdivision (c), and PRC Section 5097.98 (as amended by Assembly Bill 2641). The NAHC will designate a Most Likely Descendent for the remains per PRC Section 5097.98.

References

- McComas, Katie. 2017. *Paleontological Records Search – Montgomery Middle School Whole Site Modernization Project*. Prepared for ESA by the San Diego Natural History Museum.
- Pierson, Larry. 1995. *Site Record for P-37-014216*. On file at the South Coast Information Center, San Diego State University, San Diego, CA.
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Geology, Soils, and Seismicity

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
6. GEOLOGY and Soils — Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

a) **Less-than-Significant Impact.**

- i) Similar to all of southern California, the project site is in a known seismically active region where the potential of seismic hazards exist. The site is not located on an Alquist-Priolo Earthquake Fault Zone (City of San Diego 2008, SCST 2017). The nearest Alquist-Priolo fault is the Newport-Inglewood Rose Canyon Fault, located approximately two miles west of the project site (City of San Diego 2015, SCST 2017). Therefore, there is not at risk of fault rupture of a known Alquist-Priolo fault on the project site.
- ii) All of San Diego County, including the project site, is located within Seismic Zone 4 (Section 1629.4.1 of the California Building Code [CBC]), which is the highest seismic zone, and is subject to ground shaking. A seismic event on the Rose Canyon fault could cause significant ground shaking on the project site. No construction of new school buildings is proposed. Construction of the proposed modernization improvements to existing facilities would be required to comply

with all seismic-safety development requirements, including the Title 24 standards of the California Building Code under the direction and approval authority of DSA. Conformance with all applicable seismic-safety development requirements would minimize seismic ground shaking effects in the event of a major earthquake and ensure that the potential seismic or geologic hazard impacts are not significant. Conformance with all applicable seismic-safety development requirements would ensure that seismic ground shaking effects would be less than significant.

- iii) Liquefaction occurs when cohesionless soils become liquefied when agitated by strong vibratory motion due to earthquakes. Research and historical data indicate that loose granular soils and non-plastic silts that are saturated by a relatively shallow groundwater table are susceptible to liquefaction. The project consists of modernization improvements to existing facilities and now construction of new school buildings is proposed. Given this, the relatively dense formational materials underlying the site, and the lack of shallow groundwater, the potential for liquefaction and dynamic settlement to occur is considered low (SCST 2017). As a result, the proposed project would not expose people or structures to potentially substantial adverse effects related to liquefaction, and impacts would be less than significant.
 - iv) According to the Department of Conservation Relative Landslide Susceptibility and Landslide Distribution Map, the site is mapped as “marginally susceptible” to landslides (California Department of Conservation 1995). However, the project site is relatively flat, and based on a geotechnical evaluation of the project site, evidence of landslides or slope instabilities were not observed at the project site (SCST 2017). Therefore, the potential for landslides would be less than significant.
- b) **Less-than-Significant Impact.** Soils under the project site are classified primarily as fill and Very Old Paralic Deposits (SCST 2017). All construction activities would occur within the existing developed campus. Modernization and site security components would occur largely indoors which would not result in substantial soil erosion. Proposed ADA accessible pathways would replace existing paved pathways and would also not result in substantial soil erosion. The proposed chiller plant would be constructed on a dirt vacant portion of the site. However, the site is relatively level, limiting the opportunity for rapid stormwater runoff, which would exacerbate erosion potential. Therefore, impacts would be less than significant related to soil erosion.
- c) **Less-than-Significant Impact.** As previously discussed above, the project site has low potential for liquefaction, landslides, and soil erosion, and impacts are considered less than significant. The project site is not located on a geologic unit or soil that is unstable or would become unstable as a result of the project, resulting in an on-site or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse. Therefore, impacts would be less than significant.

- d) **Less-than-Significant Impact.** Expansive soils are fine-grained soils (generally high-plasticity clays) that can undergo a significant increase in volume with an increase in water content and a significant decrease in volume with a decrease in water content. Changes in the water content of an expansive soil can result in severe distress to structures constructed upon the soil. According to the project-specific geotechnical evaluation, the project site is underlain by fill (consisting of clayey sand, silty sand, silty clay, and fat clay) and Very Old Paralic Deposits (consisting of silty sand with cobbles) (SCST 2017). Because the proposed renovations would take place on an already developed campus, the proposed project would not be located on expansive soils that would create substantial risk to life or property. However, the proposed chiller plant would be constructed on a vacant dirt portion of the site, which could be located on potentially expansive soils (SCST 2017). Construction would be required to comply with applicable regulations, including adhering to the CBC design parameters and recommendations in the project-specific geotechnical report prepared by SCST, Inc. Recommendations include, but are not limited to, excavating fill and replacing with compacted fill, and building footings and concrete slabs that are underlain by at least two feet of material with an expansion index of 20 or less. With compliance to applicable regulations related to expansive soils, impacts would be less than significant.
- e) **No Impact.** Implementation of the project would not result in any impacts regarding inadequate soils to support septic systems. Montgomery Middle School uses the existing sewer system for the disposal of wastewater, and would not use septic tanks or alternative wastewater disposal systems. Therefore, there would be no impact.

References

- California Department of Conservation. 1995. Landslide Hazards in the Southern Part of San Diego Metropolitan Area, Landslide Hazard Identification Map No. 33.
- City of San Diego. 2008. City of San Diego Seismic Safety Study. Available at <http://archive.sandiego.gov/development-services/industry/hazards/pdf/geo26.pdf>.
- City of San Diego. 2015. City of San Diego General Plan. Available at <https://www.sandiego.gov/planning/genplan>.
- SCST, Inc. (SCST). 2017. Geotechnical Investigation Montgomery Middle School Modernization. October.
- U.S. Department of Agriculture. 2017. Web Soil Survey. Available at <https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx>
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Greenhouse Gas Emissions

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
7. GREENHOUSE GAS EMISSIONS — Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

- a) **Less-than-Significant Impact.** The District has not yet formally adopted specific thresholds of significance with regard to GHG emissions, nor has the District adopted a qualified plan, policy, or regulation to reduce GHG emissions that qualifies for tiering in CEQA documents (per State CEQA Guideline Section 15183.5(a)). The City of San Diego adopted a CAP in December 2015 that identifies measures to meet GHG reduction targets for 2020 and 2035. However, the CAP does not include emissions associated with District and school operations; therefore, the City's CAP is not an applicable plan. The District has formed a committee to discuss a range of environmental sustainability activities, projects, and policies for consideration. This committee has generated various climate change-related "Dream Big" Ideas, including developing a CAP and developing enough solar capabilities to go "off-grid" by 2025 (District 2014). No timetable for developing and adopting the CAP and other "Dream Big" ideas has been set.

Other lead agencies throughout the state have adopted or recommend mass emission thresholds for evaluating construction and operational emissions. For example, the County of San Diego currently recommend projects be compared to a 900-metric-ton carbon dioxide equivalent (MTCO_{2e}) screening level to identify which projects require additional analysis and mitigation. Project emissions below this 900 MTCO_{2e} level are considered less than cumulatively considerable, and project emissions above this level require additional analysis. Moreover, projects that result in a net benefit by reducing GHG emissions are determined to have a less-than-significant impact related to GHG emissions. Recent Court decisions, including *Newhall Ranch*, have recommended that analyses emphasize the consideration of GHG efficiency, and while the County guidance encourages CEQA analyses to focus on the GHG efficiency of a proposed project, the County also acknowledges that some projects are sufficiently small such that it is highly unlikely they would generate a level of GHGs that would be cumulatively considerable.

Of note is that this 900 MTCO_{2e} screening level was developed in the California Air Pollution Control Officers Association (CAPCOA) *CEQA & Climate Change* paper (CAPCOA 2008) as a theoretical basis for screening-out smaller residential and non-residential (commercial, office) uses that emit low-levels of GHG emissions from further analysis. This 900 MTCO_{2e} screening level is based on land-use related emission sources

(e.g., on-road passenger vehicles, electricity and utility consumption) that are similar to school-related emissions and is the lowest numerical threshold recommended for use by any large jurisdiction in the state¹ (AEP 2016). Accordingly, the 900 MTCO₂e threshold is applicable to the proposed project and meets the criteria identified in the *Newhall Ranch* decision needed to analyze project-level GHG emissions (e.g., project-specific emission sources).

Project construction activities would contribute GHG emissions as a result of off-road diesel equipment exhaust and emissions from employee, material delivery, and haul truck travel. Primary emissions would occur as carbon dioxide (CO₂) from gasoline and diesel combustion, with more limited vehicle tailpipe emissions of nitrous oxide (N₂O) and methane (CH₄) as well as other GHG emissions related to vehicle cooling systems. Following construction, project operation would generate direct and indirect operational GHG emissions. The proposed replacement of existing HVAC systems in all of the project buildings identified would potentially reduce direct sources of GHG emissions from the newer, likely more efficient HVAC systems.

Construction-related GHG emissions for the proposed project were estimated using CalEEMod, version 2016.3.2., using the same assumptions presented in the air quality emissions analysis above (see Issue 3). Total estimated construction-related GHG emissions are shown in **Table 6**.

TABLE 6
ESTIMATED TOTAL CONSTRUCTION GHG EMISSIONS

Emission Source	Estimated CO₂e Emissions
Construction Emissions (2019)	637 (MT)
Construction Emissions (2020)	636 (MT)
Construction Emissions (2021)	96 (MT)
Total Construction Emissions	1,369 (MT)
Annual Construction (Amortized over 30 years)	46 (MT/yr)

CO₂e= carbon dioxide equivalent; MT =metric tons; MT/yr = metric tons per year.

SOURCE: ESA CalEEMod Modeling, 2017.

As shown in Table 6, the total estimated GHG emissions during construction of the proposed project would be approximately 1,369 MT of CO₂e. Consistent with the above mentioned GHG guidance, the sum of project-related GHG emissions of this previous project were amortized over a 30-year period, to be added to annual operational emissions of this project.

The maximum annualized GHG emissions for the existing site and proposed project (including project construction amortized over 30 years) are shown in **Table 7**.

¹ Numerical thresholds adopted, proposed, or recommended throughout the state range from 1,100 MTCO₂e to 100,000 MTCO₂e.

TABLE 7
ESTIMATED PROJECT ANNUAL GREENHOUSE GAS EMISSIONS

Emission Source	Estimated CO₂e Emissions
Annual Construction Emissions (Amortized)	46 (MT/yr)
Annual Operational Emissions	
Area	<1 (MT/yr)
Electricity	487 (MT/yr)
Natural Gas	17 (MT/yr)
Water and Wastewater	16 (MT/yr)
Solid Waste	41 (MT/yr)
Total Annual Emissions	608 (MT/yr)
Threshold	900 MT/yr
Exceeds Threshold?	No

CO₂e= carbon dioxide equivalent; MT =metric tons; MT/yr = metric tons per year.

SOURCE: ESA CalEEMod Modeling, 2017.

As shown in Table 7, the estimated annual project related GHG emissions (amortized construction plus operations) were calculated to be approximately 608 MTCO₂e, which would not exceed the 900 MTCO₂e per year threshold described above. Therefore, the project would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment. This impact is considered less than significant.

- b) **Less-than-Significant Impact.** As described above, the City of San Diego adopted a CAP in December 2015, which is the City’s plan to reduce GHG emissions, but the CAP does not include emissions associated with District and school operations. Therefore, the most applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions are AB 32 and SB 32, which codified the state’s GHG emissions reduction targets for the future. Consistent with recent juridical and legislative action, this analysis also considers the long-range (2050) reduction target outlined in Executive Order (EO) S-3-05.² Additionally, the analysis considers consistency with the District’s “Dream Big” Ideas (District 2014), which were developed to support GHG reductions consistent with regional and statewide targets.

ARB adopted the AB 32 Scoping Plan as a framework for achieving AB 32. The Scoping Plan outlines a series of technologically feasible and cost-effective measures to reduce statewide GHG emissions. These strategies are geared toward sectors and activities that generate significant amounts of GHGs. For example, the majority of measures address building energy, waste and wastewater generation, goods movement, on-road transportation, water usage, and high global warming potential gases. Implementation of the proposed project would not conflict with statewide plans since it would not result in no zoning or land use changes and would result in no increase in student enrollment. Construction of the project would be short term in nature, and emissions would not exceed

² EO S-3-05 establishes a goal of 80% below 1990 levels by 2050.

any proposed threshold throughout the state, including the 900 MTCO₂e level referenced above. No addition to the staff or student body population would occur, and the proposed chiller plant would be powered by electricity on-site, and no combustion would occur. Therefore, no additional long-term emission sources would be generated during operation relative to existing conditions. As discussed above in Section 7 (a), GHG operational emissions would be minimal and considerably lower than the 900MTCO₂e per year threshold identified above. While the ARB's 2030 Scoping Plan for achieving SB 32 has not yet been published, it is anticipated to extend and further many of the policies and programs included in the AB 32 Scoping Plan. The project therefore would neither conflict with implementation of AB 32 or SB 32, nor impede state progress toward meeting the long-range reduction target identified in EO S-3-05.

References

- City of San Diego (City). 2013. *Draft Significance Thresholds for Greenhouse Gas Emissions*. March. Available: http://www.sandiego.gov/planning/genplan/cap/pdf/ghg_significance_thresholds_032213.pdf. Accessed April 2, 2015.
- City of San Diego (City). 2015. Climate Action Plan. Available at <http://www.sandiego.gov/planning/genplan/cap/>. County of San Diego. 2013. *Guidelines for Determining Significance – Climate Change*. Available: <http://www.sdcountry.ca.gov/dplu/advance/climateactionplan.html>. November.
- County of San Diego. 2013. *Guidelines for Determining Significance – Climate Change*. Available: <http://www.sdcountry.ca.gov/dplu/advance/climateactionplan.html>. November.
- County of San Diego. 2015. *2015 GHG Guidance: Recommended Approach to Addressing Climate Change in CEQA Documents*. January 21.
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Hazards and Hazardous Materials

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
8. HAZARDS AND HAZARDOUS MATERIALS — Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

- a) **Less-than-Significant Impact.** Project construction would require the use of materials that are typically associated with construction activities, such as diesel fuels, hydraulic liquids, oils, solvents, and paints. Any potentially hazardous materials found on site would be removed in accordance with state and federal regulations regarding the transport, use, and storage of hazardous materials. Therefore, the proposed project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, and a less-than-significant impact is anticipated. Also, the modernization activities would not change the ongoing operations at the middle school. The proposed chiller plant would use chemicals typically associated with air conditioning units. The routine transport, use, or disposal of hazardous materials used on the school site would be conducted in accordance with state and federal regulations regarding hazardous materials. Therefore, construction and operational impacts for these issues would be less than significant.

- b) **Less-than-Significant Impact.** Project construction would require the use of materials that are typically associated with construction activities (e.g., diesel fuel, gasoline, oil, hydraulic fluid, solvent for welding PVC, asphalt and binders, paint). During construction activities, hazardous materials could accidentally be spilled or otherwise released into the environment. If an accident were to occur, clean up would be conducted in accordance with state and federal regulations regarding hazardous materials, including regulations under the Environmental Protection Agency (EPA), California Department of Occupational Safety and Health (Cal/OSHA), and California Department of Toxic Substances Control (DTSC). The proposed project would not change the ongoing operations at the project site. Therefore, construction and operational impacts for these issues would be less than significant related to foreseeable upset and accidental conditions.
- c) **Less-than-Significant Impact.** As detailed above, the proposed project would require the use of materials that are typically associated with construction activities (e.g., diesel fuel, gasoline, oil, hydraulic fluid, solvent for welding PVC, asphalt and binders, paint). While the project site itself is a school, any hazardous materials used during project construction would be transported, used, and stored in accordance with state and federal regulations regarding hazardous materials. The modernization activities would not change the ongoing operations at the middle school. The routine transport, use, or disposal of hazardous materials used on the school site would be conducted in accordance with state and federal regulations regarding hazardous materials. Therefore, the handling of hazardous materials within one-quarter mile of a school site would be less than significant.
- d) **No Impact.** Government Code Section 65962.5 requires the California EPA (Cal EPA) to develop an annually update the Hazardous Waste and Substances Sites (Cortese) List. A review of the DTSC EnviroStor and State Water Resource Control Board (SWRCB) GeoTracker databases did not indicate any open cleanup sites or hazardous waste facilities within the project site (DTSC 2017). The nearest leaking underground storage tank (LUST) cleanup site is located approximately 0.2 miles from the project site, at 6950 Linda Vista Road. However, the LUST site is listed as case closed as of November 17, 1994 (SWRCB 2017). Therefore, as the project site is not listed as an open cleanup site or hazardous waste facility, no impact would occur.
- e,f) **No Impact.** The project site is not within 2 miles of a public or private airport facility. The nearest airfield to the project site is Montgomery-Gibbs Executive Airport, approximately 2.2 miles north of the project site. Other airport facilities include Marine Corps Air Station Miramar, approximately 5.25 miles north, and San Diego International Airport, approximately 3.8 miles south of the project site, respectively. The project site is not within the boundaries of the Airport Influence Area for Marine Corps Air Station Miramar, Montgomery-Gibbs, or San Diego International Airport (ALUC 2008, ALUC 2010, and ALUC 2014). There are no private airstrips within the vicinity of the project site. As such, the proposed project would not conflict with an Airport Land Use Compatibility Plan (ALUCP) or any other applicable rules and regulations that pertain to

- airports and airport safety, and no impacts would result upon implementation of the proposed project.
- g) **Less-than-Significant Impact.** Emergency management services are overseen by the San Diego Fire-Rescue Department, which responds to emergencies such as earthquakes, floods, and terrorist acts. In addition, the District maintains a Natural Hazards Mitigation Plan that addresses issues related to multiple hazards, including earthquakes, floods, wildfires, landslides, and tsunamis. Access to the project site for emergency vehicles is provided along E Jewett Street. Construction activities would occur within the project site but would not restrict access for emergency vehicles traveling to the middle school. After construction of the project, emergency access to the site would remain similar to existing conditions. As a result, implementation of the proposed project would not impair or physically interfere with an emergency response, and the impacts are considered to be less than significant.
- h) **Less-than-Significant Impact.** The project site is within a developed urban area that has not been identified as a wildland fire hazard area. According to the California Department of Forestry and Fire Protection's (CAL FIRE) Very High Fire Hazard Severity Zones (VHFHSZ) in Local Responsibility Area Map, the school site is not located within a fire hazard severity zone (CAL FIRE 2009). Therefore, the proposed project would not expose people or structures to a significant risk of loss, injury, or death from wildfires, and impacts would be less than significant.

References

- Airport Land Use Commission (ALUC). 2008. Airport Land Use Compatibility Plan: MCAS Miramar. Available at <http://www.san.org/Airport-Projects/Land-Use-Compatibility/EntryId/2989#118076-alucps>.
- _____. 2010. Airport Land Use Compatibility Plan: Montgomery Field. Available at <http://www.san.org/Airport-Projects/Land-Use-Compatibility/EntryId/2989#118076-alucps>.
- _____. 2014. Airport Land Use Compatibility Plan: San Diego International Airport. Available at <http://www.san.org/Airport-Projects/Land-Use-Compatibility/EntryId/2989#118076-alucps>.
- California Department of Forestry and Fire Protection (CAL FIRE). 2009. San Diego Very High Fire Hazard Severity Zones in LRA.
- Department of Toxic Substances Control (DTSC). 2017. EnviroStor Hazardous Waste and Substances Site List.
- State Water Resources Control Board (SWRCB). 2017. Geotracker: Crown Enterprises Inc. (T0607301130). Available at https://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0607301130.

Hydrology and Water Quality

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
9. HYDROLOGY AND WATER QUALITY —				
Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

- a,f) **Less-than-Significant Impact.** The proposed project includes modernization to select facilities and infrastructure at an existing middle school campus in an urbanized area. During construction, exposed soil during pathway upgrades could temporarily increase the amount of sediment in runoff, which would enter the existing storm drain system. The proposed project would be required to obtain and comply with the Construction General Permit from the SWRCB. Stormwater best management practices (BMPs) would be required to limit erosion, minimize sedimentation, and control stormwater runoff water quality during construction activities. It is assumed that the limits of disturbance for the proposed project would be less than one acre, and therefore would require a Water Pollution Control Plan (WPCP) in lieu of a Stormwater Pollution Prevention Plan

- (SWPPP). Compliance under the Construction General Permit and WPCP would ensure that construction activities would not degrade the surface water quality of receiving waters to levels that would be below the standards that are considered acceptable by the San Diego RWQCB or other regulatory agencies. Upon completion, the project site would continue to drain into the existing municipal storm drain system within the project site. The amount of stormwater runoff from the site would not change substantially after implementation of the proposed project. Additionally, there would be no additional source of polluted runoff. As a result, impacts related to water quality would be less than significant.
- b) **No Impact.** The proposed school improvements would not deplete groundwater supplies or interfere substantially with groundwater recharge. The project site is within an established urban community that is serviced by the City of San Diego Water Utilities Department. The project does not propose to use groundwater. Additionally, all project improvements would occur within the existing school campus footprint. The proposed chiller plant would be placed on a dirt lot, adding an impervious surface. However, the footprint of the proposed chiller plant would be negligible, and would not interfere with groundwater recharge. Therefore, no impact would occur related to groundwater supplies or groundwater recharge.
- c, d) **Less-than-Significant Impact.** Construction of the proposed project would include some ground disturbing activities in order to upgrade existing pathways, plumbing, and add a new chiller plant at the project site. These activities could temporarily alter the ground surface, consequently altering drainage patterns. Altered drainage patterns have the potential to result in erosion, sedimentation and/or flooding on or offsite by redirecting or concentrating flows on-site. However, as described above in Issue 9 (a), the proposed project would be required to comply with the Construction General Permit and a WPCP. BMPs would be implemented to minimize sedimentation and/or flooding at the project site. After the completion of construction, the ground surface would be restored to existing conditions, with the addition of a newly paved area for the proposed chiller plant. Drainage for the site would continue to be serviced by the existing storm drain system. Additionally, no stream or river courses exist within the site vicinity that could be affected by the proposed project. Therefore, impacts on the existing drainage pattern regarding siltation and flooding on or off site would be less than significant.
- e) **Less-than-Significant Impact.** See discussion under Issue 9 (c), above. Construction of the proposed project would not result in significant impacts on the existing drainage pattern due to implementation of BMPs that would minimize flooding and runoff. After the completion of construction, drainage patterns would be restored to existing conditions. Drainage for the site would continue to be serviced by the existing storm drain system. Therefore, impacts related to runoff exceeding the drainage system capacity would be less than significant.

- g,h) **No Impact.** The project site is not within a 100-year flood hazard area, as mapped on Federal Emergency Management Agency's (FEMA) Flood Insurance Rate Map (FEMA 2012). Furthermore, there would be no construction of housing as a result of the proposed project. Therefore, the proposed project would not place housing or other structures within a 100-year flood hazard area that would impede or redirect flows, and there would be no impact.
- i) **No Impact.** There are no dams or levees in the project vicinity. Construction and operation of the proposed project would not expose people or structures to significant risks involving flooding, including flooding as a result of the failure of a levee or dam. As such, there would be no impact.
- j) **Less-than-Significant Impact.** The project site is located approximately 2.2 miles east of Mission Bay and 4.6 miles from the Pacific Ocean. According to the California Emergency Management Agency's Tsunami Inundation Map, the project site is not in an affected USGS Quadrangle (California Emergency Management Agency 2017). In addition, the project site is not located near a body of water, and therefore not at risk by seiche. As discussed above in Issue 6 (a), the project site is relatively flat and would not be at risk of landslide or mudflows. As a result, there would be a less-than-significant impact regarding risks from seiche, tsunami, or mudflows.

References

California Emergency Management Agency. 2017. Tsunami Inundation Map for Emergency Planning.

Federal Emergency Management Agency (FEMA). 2012. Flood Insurance Rate Map

Land Use and Land Use Planning

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
10. LAND USE AND LAND USE PLANNING — Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a) **No Impact.** The proposed project would modernize existing facilities on the project site. The alterations would occur on an already developed parcel, and would comply with the existing General Plan land use and zoning designations. The proposed project would not result in changes to the surrounding neighborhood. As a result, no impacts are anticipated to occur regarding dividing an established community.
- b) **No Impact.** The proposed project would modernize an already developed school site, and would not change the underlying land use. Therefore, the proposed project would be consistent with all applicable land use plans, policies, and agency regulations to which it is subject (e.g., the City of San Diego General Plan [2015] and Linda Vista Community Plan and Local Coastal Program Land Use Plan [1998]). It would also adhere to the zoning codes and regulations of the City of San Diego Municipal Code Land Development Code and all other planning, zoning, and development laws in the state of California. Additionally, by state law, school facilities can be exempted from local land use development requirements such as general plans and zoning ordinances. Therefore, no impacts are anticipated to occur regarding conflicts to applicable land use plans, policies, and regulations.
- c) **No Impact.** Implementation of the proposed project would not conflict with any applicable habitat or natural community conservation plan. The project is in an urbanized area that is developed with a school campus. The project area is completely surrounded by existing development, and no sensitive habitat exists within or in areas surrounding the project site. No habitat conservation plans or natural community conservation plans are in place or applicable to the project area, including any of the City of San Diego's designated Multi-Habitat Planning Areas (City of San Diego 2015). Additionally, as previously mentioned, school facilities can be exempted from local land use development requirements such as general plans and zoning ordinances. Therefore, no impacts are anticipated to occur.

References

City of San Diego. 1998. Linda Vista Community Plan and Local Coastal Program Land Use Plan. Available at <https://www.sandiego.gov/sites/default/files/legacy//planning/community/profiles/lindavista/pdf/lindavista042611c.pdf>

City of San Diego. 2015. City of San Diego General Plan. Available at <https://www.sandiego.gov/planning/genplan>.

Mineral Resources

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
11. MINERAL RESOURCES — Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a) **No Impact.** The project site is in Mineral Resource Zone (MRZ) 3, as identified in the Conservation Element of the City of San Diego's General Plan (City of San Diego 2015). MRZ-3 areas contain known mineral deposits that may qualify as mineral resources. However, the proposed project involves modernization of an existing school site; no mineral extraction or other mining operations occur within the project site. In addition, the District does not intend to remove the school; therefore, the site would not be available for mineral extraction activities in the future. The proposed project would not result in the loss of availability of known mineral resource that would be of value to the region and the residents of the state. Therefore, there would be no impact on mineral resources.
- b) **No Impact.** The project site is in MRZ-3, as identified in the Conservation Element of the City of San Diego's General Plan. MRZ-3 areas contain known mineral deposits that may qualify as mineral resources. However, the proposed project involves modernization of an existing school site; no mineral extraction or other mining operations occur within the project site. In addition, the District does not intend to remove the school; therefore, the site would not be available for mineral extraction activities in the future. The proposed project would not result in the loss of availability of a locally important mineral resource recovery site. Therefore, there would be no impact on mineral resources.

References

City of San Diego. 2015. City of San Diego General Plan. Available at <https://www.sandiego.gov/planning/genplan>.

Noise

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
12. NOISE — Would the project result in:				
a) Exposure of persons to or generation of, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project located in the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a, c, d) **Less-than-Significant Impact.** The proposed project would involve construction activities onsite as part of the facility improvements. The District, as a part of construction activities, would comply the City of San Diego Noise Ordinance and CEQA Significance Determination Thresholds, which state that:

Temporary construction noise which exceeds 75 dB(A) Leq at a sensitive receptor would be considered significant. Construction noise levels measured at or beyond the property line of any property zoned residential shall not exceed an average sound level greater than 75-decibels (dB) during the 12-hour period from 7:00 a.m. to 7:00 p.m. In addition, construction activity is prohibited between the hours of 7:00 p.m. of any day and 7:00 a.m. of the following day, or on legal holidays as specified in Section 21.04 of the San Diego Municipal Code, with the exception of Columbus Day and Washington's Birthday, or on Sundays, that would create disturbing, excessive, or offensive noise unless a permit has been applied for and granted beforehand by the Noise Abatement and Control Administration, in conformance with San Diego Municipal Code Section 59.5.0404.

Project construction would not exceed thresholds, nor result in a substantial temporary increase in ambient noise levels at the nearest sensitive receptor off-site. Therefore, the impacts related to construction noise would be less than significant.

Implementation of the project would not increase the operations or capacity of the existing school. Project improvements would replace and upgrade existing facilities onsite with new more efficient facilities including a new chiller plant located within adjacent to the facilities onsite. The chiller plant would be enclosed within a 10-foot high louvered perimeter fence which would block line-of-sight of the chiller plant components from the nearest off-site residence approximately 250 feet to the west. Chiller plant design would be required to meet City requirements for Permits to Construct and Operate. Therefore, the impacts related to operational noise would be less than significant.

- b) **Less-than-Significant Impact.** During construction, typical construction equipment, such as hauling trucks and staging areas would be used, which would not generate excessive ground-borne noise or vibration and would not affect structures or annoy people. Non-typical heavy impact machinery that could result in excessive vibration conditions, such as pile drivers, would not be used. School operation is not anticipated to create perceptible vibration. Construction and operation of the proposed project would not expose people to excessive ground-borne noise or vibration. Therefore, impacts for this issue would be less than significant.
- e,f) **No Impact.** The nearest airport to the school site is Montgomery-Gibbs Executive Airport over two miles from the project site, and San Diego International Airport is approximately four miles from the project site. With the implementation of the proposed project, noise impacts associated with public airports within two miles or private airstrips within the vicinity would not occur.
-

Population and Housing

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
13. POPULATION AND HOUSING — Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a) **No Impact.** The project site is within an existing school property in a built-out, urbanized community. Under the proposed project, existing school facilities would be modernized. The proposed upgrades would not increase student or staff capacity or affect operations at the existing middle school and would not induce substantial population growth or result in the extension of public roads or other infrastructure. Therefore, no impacts would occur related to inducing substantial population growth in the area.
- b) **No Impact.** As previously mentioned, the project site is within an existing school property in a built-out, urbanized community. Existing school facilities would be renovated. No housing exists on the project site, and therefore the proposed project would not displace a substantial number of existing housing units, necessitating the construction of replacement housing elsewhere. Therefore, there would be no impact.
- c) **No Impact.** As previously mentioned, the project site is within an existing school property in a built-out, urbanized community. Existing school facilities would be renovated. No increase in the student body population is expected to occur with implementation of other project elements. The proposed upgrades would not increase student capacity or affect operations at the existing middle school and would not displace a substantial number of people, necessitating the construction of replacement housing elsewhere. Therefore, there would be no impact.

Public Services

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
14. PUBLIC SERVICES — Would the project:				
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services:				
i) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
v) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

a) **Less-than-Significant Impact.**

- i) As previously mentioned above in Issue 13, the proposed modernization would not increase the student or staff capacity or affect operations at the existing middle school. No additional fire services would be required by the proposed project. Therefore, the proposed project would not result in substantial adverse physical impacts associated with the need for new or physically altered governmental facilities in order to maintain acceptable service ratios, response times, or other performance objectives for any fire service agencies. As such, the impacts would be less than significant.
- ii) As previously mentioned, the proposed modernization would not increase the student or staff capacity or affect operations at the existing middle school. No additional police services would be required by the proposed project. Therefore, the proposed project would not result in substantial adverse physical impacts associated with the need for new or physically altered governmental facilities in order to maintain acceptable service ratios, response times, or other performance objectives for any police service agencies. As such, the impacts would be less than significant.
- iii) The project site is located on an existing middle school campus. The proposed project is not expected to increase the student or staff capacity or affect operations at the existing middle school. No additional schools would be required by the proposed project. Therefore, the proposed project would not result in substantial adverse physical impacts associated with the need for new or physically altered school facilities. As such, the impacts would be less than significant.

- iv) As previously mentioned, the proposed project would not increase the student or staff capacity or affect operations at the existing middle school. No additional parks would be required by the proposed project. Therefore, the project would not result in substantial adverse physical impacts associated with the need for new or physically altered park facilities. As such, the impacts would be less than significant.

 - v) As previously mentioned, the proposed project would not increase the student or staff capacity or affect operations at the existing middle school. No additional public services would be required by the project. Therefore, the proposed project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or a need for new or physically altered governmental facilities in order to maintain acceptable service ratios, response times, or other performance objectives for any public service agencies. As such, the impacts would be less than significant.
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Recreation

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
15. RECREATION:				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

- a,b) **Less-than-Significant Impact.** In addition to the recreational facilities on the project site itself (joint-use field and tennis courts), the Boys and Girls Club, approximately 0.18 miles to the south, is the closest recreational facility to the middle school. The Linda Vista Community Park and Recreation Center is the closest public recreational facility to the project site, approximately 0.22 miles northeast of Montgomery Middle School. The proposed upgrades would not increase student or staff capacity or affect operations at the existing middle school. As such, the proposed project would not increase the use of existing recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated. The proposed project would also not require the construction or expansion of additional recreational facilities that might have an adverse physical effect on the environment. Therefore, impacts would be less than significant.

Transportation and Traffic

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
16. TRANSPORTATION/TRAFFIC — Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

- a) **Less-than-Significant Impact.** The project site is within the Linda Vista community, approximately 0.6 mile west of SR 163 and 2 miles east of I-5, both of which provide regional access to the school (Figure 1). Local access to Montgomery Middle School is provided via several local neighborhood streets, including Ulric Street (along the east side of the campus), Jewett Street (along the south side), Comstock Street (along the west side), and Fulton Street (along the north side); see Figure 2.

Construction activities would be limited to between 7:00 a.m. and 7:00 p.m. to comply with the City of San Diego's noise ordinance, and no nighttime construction would be required. The modernization improvements are scheduled to begin in 2020.

During the construction period, construction vehicles would use the roadways that surround the project site to deliver materials and haul waste. Workers' vehicles and construction vehicles could access the site from the above-mentioned local streets. Roadway users could experience temporary delays from material deliveries, but these delays would be both brief and infrequent. Therefore, they would not affect overall traffic circulation in the project vicinity. Construction staging would occur on-site and would not affect traffic operations on adjacent roadways. Construction activities would not impede non-motorized travel or public transportation in the project vicinity. The

proposed project could, though, involve intermittent sidewalk closures during construction of the project elements. However, any delays would be temporary and not considered to be significant. Temporary traffic control during construction shall meet the requirements of the California Manual on Uniform Traffic Control Devices (Caltrans, 2014).

As proposed, project modernization would not conflict with any applicable plans, ordinances, or policies establishing measures for effectiveness of the performance of the circulation system, such as the Linda Vista Community Plan Transportation Element, or the San Diego Metropolitan Transit System ordinances. As mentioned, no addition to the staff or student body population would occur, and therefore no additional trips to and from the project site would be generated during operation. In accordance with the City of San Diego's Traffic Impact Study Manual (1998), a traffic impact study is not warranted. The proposed project would conform to the Linda Vista Community Plan Land Use and Transportation Elements and would not generate more than 1,000 average daily trips. Levels of service are not applied to residential streets because their primary purpose is to serve abutting lots, not carry through traffic. Therefore, the proposed project would not substantially degrade traffic operations or roadways in the project vicinity, nor would it impede non-motorized travel or public transportation. As such, impacts would be less than significant.

- b) **No Impact.** State Proposition 111, passed by voters in 1990, established a requirement that urbanized areas prepare and regularly update a Congestion Management Program (CMP). Although SANDAG provided regular updates for the state CMP from 1991 through 2008, the San Diego region elected to opt out of (be exempt from) the state CMP in October 2009. As such, there is no relevance of the proposed project to potential conflicts with an applicable CMP, and no impact would occur.
- c) **No Impact.** Air traffic levels would not increase and air traffic patterns would not change as a result of construction or operation of the proposed project. School construction and modernization would not involve the use of a helipad or aircraft runway. All of the proposed improvements would be implemented on existing facilities, and there would be no construction of new facilities. Consequently, the height of the proposed project would not pose safety risks to air traffic. Because no change in air traffic patterns is anticipated, no impacts would occur.
- d) **Less-than-significant Impact.** The proposed project would not include any alterations of existing roadway features (e.g., road realignment) that would create a permanent and substantial traffic safety hazard. Trucks associated with project construction would interact with other vehicles, but the increase in traffic resulting from construction traffic generated by the project would not be substantial, and would be temporary. Temporary traffic control (including flagging personnel to ensure that traffic congestion or blocked roads do not occur) during construction shall meet the requirements of the California Manual on Uniform Traffic Control Devices (Caltrans, 2014). As a result, impacts would be less than significant.

- e) **Less-than-significant Impact.** The proposed project would not include any alterations of existing roadway features (e.g., road realignment) that would create a permanent change to access for emergency vehicles. During construction of the project, heavy construction-related vehicles could interfere with emergency response to the site (e.g., slowing vehicles traveling behind the truck). However, such delays would be infrequent and brief (drivers are required to pull over to allow an emergency vehicle on-call to pass), and contract specifications for the project would ensure that emergency vehicle access on area roadways would be maintained at all times. As such, inadequate emergency access would not occur as a result of project construction, and impacts would be less than significant.
- f) **Less-than-significant Impact.** The proposed project would not directly or indirectly eliminate alternative transportation corridors or facilities (e.g., bus stops). In addition, the project would not preclude increased alternative transportation services. Therefore, the project would not conflict with adopted policies, plans, or programs supporting alternative transportation. As mentioned above, the proposed project would not impede non-motorized travel or public transportation in the project vicinity; it would not decrease the performance or safety of such facilities. As a result, impacts would be less than significant.

References

California Department of Transportation (Caltrans). 2014. California Manual on Uniform Traffic Control Devices.

Tribal Cultural Resources

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
17. Tribal Cultural Resources —				
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion

- a,b) **Less-than-Significant Impact.** A Sacred Lands File (SLF) search request was submitted to the Native American Heritage commission (NAHC) on July 28, 2017. In the response dated July 31, 2017, the NAHC indicated that a search of the project area returned negative results (NAHC 2017).
- b) **Less-than-Significant Impact with Mitigation.** Pursuant to AB 52, California Native American tribes that are traditionally and culturally affiliated with the area can request notification of projects in their traditional cultural territory. Jamul Indian Village requested AB 52 consultation with the District on future projects; and consultation was initiated by the District on August 24, 2018. Based on consultation, Jamul Indian Village requested a Kumeyaay Native American monitor for all ground disturbing activities. It was determined that the scope of the monitoring would only be required during ground-disturbing activities associated with the installation of the new chiller plant and the relocation of the electrical transformer. All other project scope items would not require excavation into native soils. To reduce potentially significant impacts on tribal cultural resources, **Mitigation Measure MM TRI-1**, which was developed in coordination with the Jamul Indian Village, would be required to minimize potential damage or loss of tribal cultural resources during project specific ground disturbing activities. Mitigation measure MM TRI-1 would reduce potential impacts to less than significant.

MM TRI-1: Monitoring of Ground-Disturbing Activities by Native American Monitors. To reduce potential impacts on Tribal Cultural Resources (TCRs), monitoring shall be conducted by a qualified Kumeyaay Native American monitor during ground-disturbing activities associated with the installation of the new chiller plant and the relocation of the electrical transformer. The role of the Native American monitor would be to work with the project's Qualified Archaeologist, identify potential Native American TCRs, represent tribal concerns, and communicate concerns and appropriate handling to the District and the Tribal Council. Appropriate representatives would be

identified, based on the location of the identified traditional location or place. Specifically, the following measures shall be implemented to reduce impacts:

1. The Qualified Archaeologist shall maintain ongoing collaborative consultation with the Kumeyaay Native American Monitor during all ground disturbing activities. The requirement for the monitoring program shall be noted on all applicable construction documents, including demolition plans, grading plans, etc. The District shall notify the Monitor in writing of the start and end of all ground disturbing activities. Unless waived in writing by the Native American Monitor, the Kumeyaay Native American Monitor shall be present on-site full-time during ground disturbing activities, including but not limited to, grubbing, excavation, grading and/or other ground altering activities, including the placement of imported fill materials or fill used from other areas of the project site, to identify any evidence of potential archaeological or Tribal Cultural resources.
2. Prior to the initiation of ground disturbing activities, the contractor shall organize a pre-construction meeting of all personnel scheduled to work on the grading and construction phases of the project. The Qualified Archaeologist and Kumeyaay Native American Monitor shall review the grading monitoring program with the general Contractor and associated sub-contractors in attendance. The District shall prepare a written summary of the monitoring program and said summary shall be distributed to all personnel working or hired and scheduled to work on the grading and construction phases of the project.
3. The Native American consultant/monitor shall determine the nature and extent of a TCR unearthed during soil-disturbing and grading/excavation/trenching activities, be consulted with on implementation of the monitoring plan prepared by the District, and provide input regarding the handling of TCRs under the plan to the District's Qualified Archaeologist and the District.
4. If prehistoric resources are encountered during the Native American consultant's/monitor's absence, work shall stop until the Native American monitor can observe and comment on the nature of the find. Additional consultation may be required to determine the importance of the recovery and their appropriate handling. If human remains are encountered, see number 11 below.
5. Attendance by Native American monitors during construction and restoration of the proposed project is at the discretion of the Tribe, and the absence of a Native American monitor, should the Tribe choose to forgo monitoring for some reason, will not delay work.
6. If a determination is made that the unearthed artifact deposits are a potential TCR, the Tribe shall be notified and consulted with in regard to the respectful and dignified treatment of those resources. The avoidance and protection of the significant TCRs is the preferable mitigation. If, however, a data recovery plan is authorized by the District as the Lead Agency under CEQA, the Tribe shall be notified and consulted regarding the drafting and

finalization of any such recovery plan. For significant TCRs that are to be treated pursuant to a recovery plan, an adequate artifact sample to address research avenues previously identified for sites in the area will be collected using professional archaeological collection methods. If the qualified archaeologist collects such resources, the Native American monitor must be present during any testing of those resources. Moreover, if the qualified archaeologist does not collect the TCRs that are unearthed during the ground disturbing activities, the Native American monitor, may at their discretion, collect said resources and provide them to the Tribe for respectful and dignified treatment in accordance with the Tribe's cultural and spiritual traditions.

7. The Native American monitors shall have the ability to notify the District's Qualified Archaeological monitor, who has the authority to temporarily stop work, if they find a cultural resource that may require further identification, recordation, and evaluation.
8. Interpretation of a find shall be requested from Native American monitors involved with the discovery, evaluation, or data recovery of unanticipated finds for inclusion in a final Cultural Resources report.
9. The Native American monitor, in consultation with the District's Qualified Archaeologist, will have the discretion to increase or decrease the level of monitoring under certain field conditions, such as modern disturbances, including previous excavation/grading/trenching activities that exceeded the depth of or removed potential archaeological deposits; the presence of fossil formations; or encounters with native soils.
10. If any TCRs are detected during project construction, prior to the completion of the project, a monitoring report and/or evaluation report, if appropriate, which describes the results, analysis and conclusions of the monitoring program (e.g., Cultural Resource Data Recovery Plan) shall be submitted by the Qualified Archaeologist, along with the Native American Monitor's notes and comments, to the District for approval. Said report shall be subject to confidentiality as an exception to the Public Records Act and will not be available for public distribution.
11. Human Remains. As specified by California Health and Safety Code Section 7050.5, if human remains are found on the project site during construction or during archaeological work, the person responsible for the excavation, or his or her authorized representative, shall immediately notify the San Diego County Coroner's office by telephone. No further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains shall occur until the Coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code 5097.98. If such a discovery occurs, a temporary construction exclusion zone shall be established surrounding the area of the discovery so that the area would be protected, and consultation and treatment could occur as prescribed by law. By law, the Coroner will determine within two working days of being notified if the remains are subject to his or her authority. If suspected Native American remains are discovered, the remains shall be kept in-situ or in a

secure location in close proximity to where they were found, and the examination of the remains shall only occur on-site by a forensic anthropologist or osteologist while in the presence of a Kumeyaay Native American Monitor. If the remains are identified to be Native American, the Coroner shall contact the Native American Heritage Commission (NAHC) within 24 hours. The NAHC will make a determination as to the Most Likely Descendent (MLD) and Public Resources Code 5097.98 shall be followed.

12. Repatriation and Report of Findings. If Native American Human Remains are found in the construction area, the preferred destination of the remains is repatriation on site and not removal and curation. In such a case, a repatriation area(s) shall be identified in an area deemed appropriate by the Tribe and agreed upon by the District to be used in the event that Native American Human Remains are discovered. Repatriation areas shall either be located on the project site. A repatriation area shall have a Cultural Conservation Easement and/or similar restrictive easement executed and recorded on the property to protect the Tribal Cultural Resource in perpetuity. The District shall be responsible for all costs and/or expenses related and/or associated with the repatriation area.

References

Native American Heritage Commission (NAHC). 2017. Proposed Montgomery Middle School Whole Site Modernization Project. July 31, 2017.

Utilities and Service Systems

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
18. UTILITIES AND SERVICE SYSTEMS — Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

- a) **Less-than-Significant Impact.** Construction and operation of the proposed project would not increase student capacity or negatively affect operations at the existing school. The proposed project would include water-efficient plumbing fixtures, such as upgraded restroom toilets and sinks that have the potential to decrease wastewater generation and water supply demand. Therefore, wastewater generation would not be significantly greater than what currently exists at the project site. Consequently, the proposed project would not exceed applicable wastewater treatment requirements of the San Diego Regional Water Quality Control Board. As a result, impacts would be less than significant.
- b) **Less-than-Significant Impact.** Construction and operation of the proposed project would not result in a substantial increase in water or wastewater generation on campus. In fact, proposed water-efficient plumbing upgrades would likely reduce overall wastewater generation onsite. Any impacts associated with water and wastewater during construction would be minor and temporary. Therefore, the proposed project would not require construction or expansion of water or wastewater facilities. As a result, impacts would be less than significant.

- c) **Less-than-Significant Impact.** As previously mentioned above in Issue 9 (e), the proposed project would continue to utilize the existing storm drain system. Therefore, the proposed project would not require the construction or expansion of stormwater drainage facilities. As a result, impacts would be less than significant.
- d) **Less-than-Significant Impact.** Implementation of the proposed project would not increase staff or student capacity or affect operations at the existing school. The proposed project would include water-efficient upgrades to plumbing fixtures in several buildings, including upgrades to restroom toilets and sinks that have the potential to reduce water consumption. Therefore, demand for water would not be significantly greater than what currently exists at the site. As such, sufficient water supplies are available to serve the proposed project, and impacts on water supplies would be less than significant.
- e) **Less-than-Significant Impact.** Improvements proposed for the school would not increase staff or student capacity or affect school operations. Therefore, the proposed project would not generate greater demand for wastewater treatment compared with existing conditions. As such, the wastewater treatment provider that currently serves the project would have adequate capacity to meet demand, and impacts on wastewater service would be less than significant.
- f) **Less-than-Significant Impact.** The waste generated during construction of the proposed project would mainly consist of general construction debris and worker personal waste. The construction contractor would be required to dispose of solid waste in accordance with local solid waste disposal requirements. Similar to existing conditions, construction solid waste would be taken to the closest landfill to the project site, which is the Miramar Landfill, approximately 3.75 miles north of the project site. The Miramar Landfill has a permitted throughput of 8,000 tons per day, and has a remaining capacity of 15,527,878 cubic yards (CalRecycle 2014). The landfill's cease operation date is anticipated to be in the year 2025. Therefore, the landfill would have sufficient capacity to accommodate the proposed project's disposal needs. After completion of construction, solid waste generation would not be significantly greater than what currently exists at the site, as the proposed project would not increase capacity or affect operations. The project site would continue to be served by Miramar landfill with sufficient permitted capacity to accommodate the school's solid waste disposal needs. As a result, impacts would be less than significant.
- g) **Less-than-Significant Impact.** As previously mentioned, the proposed project would be served by a permitted landfill that would be capable of accommodating the school's solid waste. During construction, non-recyclable solid waste would be taken to a permitted landfill. During operation, the project would continue to generate municipal solid waste that would be accepted by waste haulers and landfill operators. The school would continue to comply with federal, state, and local regulations related to solid waste. Therefore, impacts would be less than significant.

References

California Department of Resources Recycling and Recovery (CalRecycle). 2014. Facility Site Summary Details: West Miramar Sanitary Landfill. Available at <http://www.calrecycle.ca.gov/SWFacilities/Directory/37-AA-0020/Detail/>.

Mandatory Findings of Significance

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
19. MANDATORY FINDINGS OF SIGNIFICANCE —				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

- a) **Less-than-Significant Impact with Mitigation.** As discussed in Issue 4, the project site is developed as an operating middle school with a majority of the campus paved, with some ornamental landscaping. Ornamental vegetation occurring on site provides suitable nesting habitat for migratory birds and raptors. Project implementation would include compliance with the MBTA. Additionally, no federally protected wetlands are present at the project site, and the proposed project would not interfere with the movement of wildlife and/or wildlife corridors. The project would not result in impacts on biological resources that would have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or substantially reduce the number or restrict the range of a rare or endangered plant or animal. In addition, as discussed in Issue 5, the proposed project would not eliminate important examples of the major periods of California history or prehistory with implementation of **Mitigation Measure MM CR-1** and **MM CR-2**. Therefore, impacts would be less than significant with mitigation incorporated.
- b) **Less-than-Significant Impact.** A cumulative impact would occur if the proposed project would result in an incrementally considerable contribution to a significant cumulative impact in consideration of past, present, and reasonably foreseeable future projects for each resource area. No direct or indirect significant impacts were identified for the proposed project, and no mitigation measures are required. It is not anticipated that there would be a substantial number of concurrent construction projects in the vicinity such that the proposed project would contribute to a temporary cumulative impact. The

proposed upgrades would not increase student capacity or affect operations at the existing middle school because existing facilities would be renovated and modernized. Because no impacts are anticipated with implementation of the proposed project, there would be no cumulative impacts once the project is constructed. Therefore, the proposed project would not result in a cumulatively considerable impact.

- c) **Less-than-Significant Impact.** No direct or indirect significant impacts were identified for the proposed project, and no mitigation measures are required. The existing middle school is to be renovated and modernized. Its student capacity would not increase, and operations would not be affected. As a result, no operational impacts are anticipated once construction has been completed. Furthermore, there would be no cumulative impacts. As a result, the proposed project would not cause substantial adverse effects on human beings, either directly or indirectly.
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Appendix A

Air Quality and Greenhouse Gas Worksheets



Montgomery Middle School Modernization Project

Air Quality and Greenhouse Gas Worksheets

A.1 Construction and Operations Air Quality Emissions

- CalEEMod Output (Summer)
- CalEEMod Output (Winter)

A.2 Construction and Operations GHG Emissions

- CalEEMod Output (Annual)
- Annual Chiller Emissions

A.3 Air Quality and GHG Summary

A.1 Construction and Operations Air Quality Emissions

- CalEEMod Output (Summer)
- CalEEMod Output (Winter)

Montgomery Middle School Modernization - San Diego County APCD Air District, Summer

Montgomery Middle School Modernization
San Diego County APCD Air District, Summer**1.0 Project Characteristics****1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Junior High School	450.00	Student	1.21	52,902.76	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.6	Precipitation Freq (Days)	40
Climate Zone	13			Operational Year	2020
Utility Company	San Diego Gas & Electric				
CO2 Intensity (lb/MW hr)	720.49	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Project Specific Information

Construction Phase - Project Specific Information

Off-road Equipment - Project Specific Information

Trips and VMT - Project Specific Information

Energy Use -

Fleet Mix -

Table Name	Column Name	Default Value	New Value
tblAreaCoating	Area_Nonresidential_Exterior	26451	103409

tblAreaCoating	Area_Nonresidential_Interior	79354	310227
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	5.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	2.00
tblOffRoadEquipment	PhaseName		Building Renovations
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblTripsAndVMT	HaulingTripNumber	0.00	20.00
tblTripsAndVMT	VendorTripNumber	9.00	34.00
tblTripsAndVMT	WorkerTripNumber	22.00	100.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2019	3.9403	30.1262	29.8185	0.0562	1.0531	1.6847	2.7378	0.2846	1.6111	1.8957	0.0000	5,457.9662	5,457.9662	0.8284	0.0000	5,478.6767
2020	3.5374	27.7652	29.1790	0.0559	1.0531	1.4560	2.5090	0.2846	1.3924	1.6770	0.0000	5,386.4798	5,386.4798	0.8009	0.0000	5,406.5036
2021	3.1684	25.4600	28.6147	0.0555	1.0585	1.2358	2.2943	0.2859	1.1818	1.4677	0.0000	5,349.1906	5,349.1906	0.7786	0.0000	5,368.6559
Maximum	3.9403	30.1262	29.8185	0.0562	1.0585	1.6847	2.7378	0.2859	1.6111	1.8957	0.0000	5,457.9662	5,457.9662	0.8284	0.0000	5,478.6767

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2019	3.9403	30.1262	29.8185	0.0562	1.0531	1.6847	2.7378	0.2846	1.6111	1.8957	0.0000	5,457.9662	5,457.9662	0.8284	0.0000	5,478.6767
2020	3.5374	27.7652	29.1790	0.0559	1.0531	1.4560	2.5090	0.2846	1.3924	1.6770	0.0000	5,386.4798	5,386.4798	0.8009	0.0000	5,406.5036
2021	3.1684	25.4600	28.6147	0.0555	1.0585	1.2358	2.2943	0.2859	1.1818	1.4677	0.0000	5,349.1906	5,349.1906	0.7786	0.0000	5,368.6559
Maximum	3.9403	30.1262	29.8185	0.0562	1.0585	1.6847	2.7378	0.2859	1.6111	1.8957	0.0000	5,457.9662	5,457.9662	0.8284	0.0000	5,478.6767

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	2.4496	4.3000e-004	0.0462	0.0000		1.7000e-004	1.7000e-004		1.7000e-004	1.7000e-004		0.0985	0.0985	2.6000e-004		0.1051
Energy	9.2500e-003	0.0841	0.0707	5.0000e-004		6.3900e-003	6.3900e-003		6.3900e-003	6.3900e-003		100.9458	100.9458	1.9300e-003	1.8500e-003	101.5457
Total	3.7277	5.0752	13.6470	0.0438	3.4755	0.0485	3.5240	0.9290	0.0459	0.9749		4,490.5948	4,490.5948	0.2401	1.8500e-003	4,497.1499

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	2.4496	4.3000e-004	0.0462	0.0000		1.7000e-004	1.7000e-004		1.7000e-004	1.7000e-004		0.0985	0.0985	2.6000e-004		0.1051
Energy	9.2500e-003	0.0841	0.0707	5.0000e-004		6.3900e-003	6.3900e-003		6.3900e-003	6.3900e-003		100.9458	100.9458	1.9300e-003	1.8500e-003	101.5457
Total	3.7277	5.0752	13.6470	0.0438	3.4755	0.0485	3.5240	0.9290	0.0459	0.9749		4,490.5948	4,490.5948	0.2401	1.8500e-003	4,497.1499

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Building Renovations	Building Construction	1/3/2019	2/26/2021	5	200	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Building Renovations	Aerial Lifts	2	8.00	63	0.31
Building Renovations	Cranes	0	8.00	231	0.29
Building Renovations	Forklifts	5	8.00	89	0.20

Building Renovations	Generator Sets	2	8.00	84	0.74
Building Renovations	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Renovations	Welders	3	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Building Renovations	10	100.00	34.00	20.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Building Renovations - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.3903	25.6066	25.6296	0.0380		1.6494	1.6494		1.5775	1.5775		3,572.6553	3,572.6553	0.7222		3,590.7093
Total	3.3903	25.6066	25.6296	0.0380		1.6494	1.6494		1.5775	1.5775		3,572.6553	3,572.6553	0.7222		3,590.7093

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					

Hauling	8.7000e-004	0.0300	6.4800e-003	8.0000e-005	1.4500e-003	1.1000e-004	1.5600e-003	4.0000e-004	1.1000e-004	5.1000e-004		8.6547	8.6547	7.7000e-004		8.6739
Vendor	0.1565	4.2156	1.0883	9.3900e-003	0.2302	0.0293	0.2595	0.0663	0.0281	0.0943		1,006.4566	1,006.4566	0.0777		1,008.3992
Worker	0.3927	0.2740	3.0941	8.7400e-003	0.8215	5.8600e-003	0.8273	0.2179	5.4000e-003	0.2233		870.1996	870.1996	0.0278		870.8943
Total	0.5500	4.5196	4.1889	0.0182	1.0531	0.0353	1.0884	0.2846	0.0336	0.3181		1,885.3109	1,885.3109	0.1063		1,887.9674

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.3903	25.6066	25.6296	0.0380		1.6494	1.6494		1.5775	1.5775	0.0000	3,572.6553	3,572.6553	0.7222		3,590.7093
Total	3.3903	25.6066	25.6296	0.0380		1.6494	1.6494		1.5775	1.5775	0.0000	3,572.6553	3,572.6553	0.7222		3,590.7093

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	8.7000e-004	0.0300	6.4800e-003	8.0000e-005	1.4500e-003	1.1000e-004	1.5600e-003	4.0000e-004	1.1000e-004	5.1000e-004		8.6547	8.6547	7.7000e-004		8.6739
Vendor	0.1565	4.2156	1.0883	9.3900e-003	0.2302	0.0293	0.2595	0.0663	0.0281	0.0943		1,006.4566	1,006.4566	0.0777		1,008.3992
Worker	0.3927	0.2740	3.0941	8.7400e-003	0.8215	5.8600e-003	0.8273	0.2179	5.4000e-003	0.2233		870.1996	870.1996	0.0278		870.8943
Total	0.5500	4.5196	4.1889	0.0182	1.0531	0.0353	1.0884	0.2846	0.0336	0.3181		1,885.3109	1,885.3109	0.1063		1,887.9674

3.2 Building Renovations - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.0426	23.6563	25.3614	0.0380		1.4314	1.4314		1.3691	1.3691		3,535.4332	3,535.4332	0.7013		3,552.9653
Total	3.0426	23.6563	25.3614	0.0380		1.4314	1.4314		1.3691	1.3691		3,535.4332	3,535.4332	0.7013		3,552.9653

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	7.9000e-004	0.0279	6.3300e-003	8.0000e-005	1.4300e-003	9.0000e-005	1.5200e-003	4.0000e-004	9.0000e-005	4.9000e-004		8.5633	8.5633	7.5000e-004		8.5821
Vendor	0.1271	3.8338	0.9767	9.3100e-003	0.2302	0.0188	0.2489	0.0663	0.0179	0.0842		999.7363	999.7363	0.0738		1,001.5800
Worker	0.3670	0.2472	2.8346	8.4600e-003	0.8215	5.7600e-003	0.8272	0.2179	5.3100e-003	0.2232		842.7471	842.7471	0.0252		843.3762
Total	0.4948	4.1089	3.8176	0.0179	1.0531	0.0246	1.0777	0.2846	0.0233	0.3079		1,851.0466	1,851.0466	0.0997		1,853.5383

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.0426	23.6563	25.3614	0.0380		1.4314	1.4314		1.3691	1.3691	0.0000	3,535.4332	3,535.4332	0.7013		3,552.9653
Total	3.0426	23.6563	25.3614	0.0380		1.4314	1.4314		1.3691	1.3691	0.0000	3,535.4332	3,535.4332	0.7013		3,552.9653

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	7.9000e-004	0.0279	6.3300e-003	8.0000e-005	1.4300e-003	9.0000e-005	1.5200e-003	4.0000e-004	9.0000e-005	4.9000e-004		8.5633	8.5633	7.5000e-004		8.5821
Vendor	0.1271	3.8338	0.9767	9.3100e-003	0.2302	0.0188	0.2489	0.0663	0.0179	0.0842		999.7363	999.7363	0.0738		1,001.5800
Worker	0.3670	0.2472	2.8346	8.4600e-003	0.8215	5.7600e-003	0.8272	0.2179	5.3100e-003	0.2232		842.7471	842.7471	0.0252		843.3762
Total	0.4948	4.1089	3.8176	0.0179	1.0531	0.0246	1.0777	0.2846	0.0233	0.3079		1,851.0466	1,851.0466	0.0997		1,853.5383

3.2 Building Renovations - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.7189	21.7475	25.0737	0.0380		1.2228	1.2228		1.1696	1.1696		3,535.6963	3,535.6963	0.6838		3,552.7923

Total	2.7189	21.7475	25.0737	0.0380		1.2228	1.2228		1.1696	1.1696		3,535.6963	3,535.6963	0.6838		3,552.7923
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Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	7.4000e-004	0.0256	6.2700e-003	8.0000e-005	6.8700e-003	8.0000e-005	6.9500e-003	1.7400e-003	7.0000e-005	1.8100e-003		8.4568	8.4568	7.5000e-004		8.4755
Vendor	0.1028	3.4622	0.8823	9.2100e-003	0.2302	7.2700e-003	0.2374	0.0663	6.9500e-003	0.0732		990.5966	990.5966	0.0708		992.3662
Worker	0.3459	0.2247	2.6524	8.1700e-003	0.8215	5.6700e-003	0.8272	0.2179	5.2300e-003	0.2231		814.4409	814.4409	0.0232		815.0220
Total	0.4494	3.7126	3.5410	0.0175	1.0585	0.0130	1.0715	0.2859	0.0123	0.2981		1,813.4943	1,813.4943	0.0948		1,815.8636

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.7189	21.7475	25.0737	0.0380		1.2228	1.2228		1.1696	1.1696	0.0000	3,535.6963	3,535.6963	0.6838		3,552.7923
Total	2.7189	21.7475	25.0737	0.0380		1.2228	1.2228		1.1696	1.1696	0.0000	3,535.6963	3,535.6963	0.6838		3,552.7923

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	7.4000e-004	0.0256	6.2700e-003	8.0000e-005	6.8700e-003	8.0000e-005	6.9500e-003	1.7400e-003	7.0000e-005	1.8100e-003		8.4568	8.4568	7.5000e-004		8.4755
Vendor	0.1028	3.4622	0.8823	9.2100e-003	0.2302	7.2700e-003	0.2374	0.0663	6.9500e-003	0.0732		990.5966	990.5966	0.0708		992.3662
Worker	0.3459	0.2247	2.6524	8.1700e-003	0.8215	5.6700e-003	0.8272	0.2179	5.2300e-003	0.2231		814.4409	814.4409	0.0232		815.0220
Total	0.4494	3.7126	3.5410	0.0175	1.0585	0.0130	1.0715	0.2859	0.0123	0.2981		1,813.4943	1,813.4943	0.0948		1,815.8636

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	9.2500e-003	0.0841	0.0707	5.0000e-004		6.3900e-003	6.3900e-003		6.3900e-003	6.3900e-003		100.9458	100.9458	1.9300e-003	1.8500e-003	101.5457
NaturalGas Unmitigated	9.2500e-003	0.0841	0.0707	5.0000e-004		6.3900e-003	6.3900e-003		6.3900e-003	6.3900e-003		100.9458	100.9458	1.9300e-003	1.8500e-003	101.5457

5.2 Energy by Land Use - NaturalGas
Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Junior High School	858.039	9.2500e-003	0.0841	0.0707	5.0000e-004		6.3900e-003	6.3900e-003		6.3900e-003	6.3900e-003		100.9458	100.9458	1.9300e-003	1.8500e-003	101.5457
Total		9.2500e-003	0.0841	0.0707	5.0000e-004		6.3900e-003	6.3900e-003		6.3900e-003	6.3900e-003		100.9458	100.9458	1.9300e-003	1.8500e-003	101.5457

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Junior High School	0.858039	9.2500e-003	0.0841	0.0707	5.0000e-004		6.3900e-003	6.3900e-003		6.3900e-003	6.3900e-003		100.9458	100.9458	1.9300e-003	1.8500e-003	101.5457
Total		9.2500e-003	0.0841	0.0707	5.0000e-004		6.3900e-003	6.3900e-003		6.3900e-003	6.3900e-003		100.9458	100.9458	1.9300e-003	1.8500e-003	101.5457

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	2.4496	4.3000e-004	0.0462	0.0000		1.7000e-004	1.7000e-004		1.7000e-004	1.7000e-004		0.0985	0.0985	2.6000e-004		0.1051
Unmitigated	2.4496	4.3000e-004	0.0462	0.0000		1.7000e-004	1.7000e-004		1.7000e-004	1.7000e-004		0.0985	0.0985	2.6000e-004		0.1051

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	1.3132					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.1321					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	4.3500e-003	4.3000e-004	0.0462	0.0000		1.7000e-004	1.7000e-004		1.7000e-004	1.7000e-004		0.0985	0.0985	2.6000e-004		0.1051
Total	2.4496	4.3000e-004	0.0462	0.0000		1.7000e-004	1.7000e-004		1.7000e-004	1.7000e-004		0.0985	0.0985	2.6000e-004		0.1051

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	1.3132					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.1321					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000

Landscaping	4.3500e-003	4.3000e-004	0.0462	0.0000		1.7000e-004	1.7000e-004		1.7000e-004	1.7000e-004		0.0985	0.0985	2.6000e-004		0.1051
Total	2.4496	4.3000e-004	0.0462	0.0000		1.7000e-004	1.7000e-004		1.7000e-004	1.7000e-004		0.0985	0.0985	2.6000e-004		0.1051

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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User Defined Equipment

Equipment Type	Number
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11.0 Vegetation

Montgomery Middle School Modernization - San Diego County APCD Air District, Winter

Montgomery Middle School Modernization

San Diego County APCD Air District, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Junior High School	450.00	Student	1.21	52,902.76	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.6	Precipitation Freq (Days)	40
Climate Zone	13			Operational Year	2020
Utility Company	San Diego Gas & Electric				
CO2 Intensity (lb/MW hr)	720.49	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Project Specific Information

Construction Phase - Project Specific Information

Off-road Equipment - Project Specific Information

Trips and VMT - Project Specific Information

Energy Use -

Fleet Mix -

Table Name	Column Name	Default Value	New Value
tblAreaCoating	Area_Nonresidential_Exterior	26451	103409

tblAreaCoating	Area_Nonresidential_Interior	79354	310227
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	5.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	2.00
tblOffRoadEquipment	PhaseName		Building Renovations
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblTripsAndVMT	HaulingTripNumber	0.00	20.00
tblTripsAndVMT	VendorTripNumber	9.00	34.00
tblTripsAndVMT	WorkerTripNumber	22.00	100.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2019	3.9985	30.1636	29.7671	0.0555	1.0531	1.6853	2.7383	0.2846	1.6116	1.8962	0.0000	5,378.9790	5,378.9790	0.8320	0.0000	5,399.7784
2020	3.5921	27.7927	29.1245	0.0551	1.0531	1.4563	2.5094	0.2846	1.3928	1.6773	0.0000	5,308.9530	5,308.9530	0.8043	0.0000	5,329.0595
2021	3.2203	25.4786	28.5561	0.0548	1.0585	1.2361	2.2946	0.2859	1.1821	1.4680	0.0000	5,273.5402	5,273.5402	0.7818	0.0000	5,293.0840
Maximum	3.9985	30.1636	29.7671	0.0555	1.0585	1.6853	2.7383	0.2859	1.6116	1.8962	0.0000	5,378.9790	5,378.9790	0.8320	0.0000	5,399.7784

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2019	3.9985	30.1636	29.7671	0.0555	1.0531	1.6853	2.7383	0.2846	1.6116	1.8962	0.0000	5,378.9790	5,378.9790	0.8320	0.0000	5,399.7784
2020	3.5921	27.7927	29.1245	0.0551	1.0531	1.4563	2.5094	0.2846	1.3928	1.6773	0.0000	5,308.9530	5,308.9530	0.8043	0.0000	5,329.0595
2021	3.2203	25.4786	28.5561	0.0548	1.0585	1.2361	2.2946	0.2859	1.1821	1.4680	0.0000	5,273.5402	5,273.5402	0.7818	0.0000	5,293.0840
Maximum	3.9985	30.1636	29.7671	0.0555	1.0585	1.6853	2.7383	0.2859	1.6116	1.8962	0.0000	5,378.9790	5,378.9790	0.8320	0.0000	5,399.7784

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	2.4496	4.3000e-004	0.0462	0.0000		1.7000e-004	1.7000e-004		1.7000e-004	1.7000e-004		0.0985	0.0985	2.6000e-004		0.1051
Energy	9.2500e-003	0.0841	0.0707	5.0000e-004		6.3900e-003	6.3900e-003		6.3900e-003	6.3900e-003		100.9458	100.9458	1.9300e-003	1.8500e-003	101.5457
Total	3.6927	5.2076	13.6285	0.0415	3.4755	0.0488	3.5243	0.9290	0.0462	0.9752		4,261.3639	4,261.3639	0.2424	1.8500e-003	4,267.9759

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	2.4496	4.3000e-004	0.0462	0.0000		1.7000e-004	1.7000e-004		1.7000e-004	1.7000e-004		0.0985	0.0985	2.6000e-004		0.1051
Energy	9.2500e-003	0.0841	0.0707	5.0000e-004		6.3900e-003	6.3900e-003		6.3900e-003	6.3900e-003		100.9458	100.9458	1.9300e-003	1.8500e-003	101.5457
Total	3.6927	5.2076	13.6285	0.0415	3.4755	0.0488	3.5243	0.9290	0.0462	0.9752		4,261.3639	4,261.3639	0.2424	1.8500e-003	4,267.9759

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Building Renovations	Building Construction	1/3/2019	2/26/2021	5	200	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Building Renovations	Aerial Lifts	2	8.00	63	0.31
Building Renovations	Cranes	0	8.00	231	0.29
Building Renovations	Forklifts	5	8.00	89	0.20

Building Renovations	Generator Sets	2	8.00	84	0.74
Building Renovations	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Renovations	Welders	3	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Building Renovations	10	100.00	34.00	20.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Building Renovations - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.3903	25.6066	25.6296	0.0380		1.6494	1.6494		1.5775	1.5775		3,572.6553	3,572.6553	0.7222		3,590.7093
Total	3.3903	25.6066	25.6296	0.0380		1.6494	1.6494		1.5775	1.5775		3,572.6553	3,572.6553	0.7222		3,590.7093

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					

Hauling	8.9000e-004	0.0304	6.9500e-003	8.0000e-005	1.4500e-003	1.2000e-004	1.5600e-003	4.0000e-004	1.1000e-004	5.2000e-004		8.5091	8.5091	7.9000e-004		8.5289
Vendor	0.1632	4.2190	1.2067	9.1500e-003	0.2302	0.0299	0.2600	0.0663	0.0286	0.0948		980.9009	980.9009	0.0827		982.9674
Worker	0.4441	0.3078	2.9239	8.2000e-003	0.8215	5.8600e-003	0.8273	0.2179	5.4000e-003	0.2233		816.9138	816.9138	0.0264		817.5727
Total	0.6082	4.5571	4.1376	0.0174	1.0531	0.0358	1.0889	0.2846	0.0341	0.3186		1,806.3237	1,806.3237	0.1098		1,809.0691

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.3903	25.6066	25.6296	0.0380		1.6494	1.6494		1.5775	1.5775	0.0000	3,572.6553	3,572.6553	0.7222		3,590.7093
Total	3.3903	25.6066	25.6296	0.0380		1.6494	1.6494		1.5775	1.5775	0.0000	3,572.6553	3,572.6553	0.7222		3,590.7093

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	8.9000e-004	0.0304	6.9500e-003	8.0000e-005	1.4500e-003	1.2000e-004	1.5600e-003	4.0000e-004	1.1000e-004	5.2000e-004		8.5091	8.5091	7.9000e-004		8.5289
Vendor	0.1632	4.2190	1.2067	9.1500e-003	0.2302	0.0299	0.2600	0.0663	0.0286	0.0948		980.9009	980.9009	0.0827		982.9674
Worker	0.4441	0.3078	2.9239	8.2000e-003	0.8215	5.8600e-003	0.8273	0.2179	5.4000e-003	0.2233		816.9138	816.9138	0.0264		817.5727
Total	0.6082	4.5571	4.1376	0.0174	1.0531	0.0358	1.0889	0.2846	0.0341	0.3186		1,806.3237	1,806.3237	0.1098		1,809.0691

3.2 Building Renovations - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.0426	23.6563	25.3614	0.0380		1.4314	1.4314		1.3691	1.3691		3,535.4332	3,535.4332	0.7013		3,552.9653
Total	3.0426	23.6563	25.3614	0.0380		1.4314	1.4314		1.3691	1.3691		3,535.4332	3,535.4332	0.7013		3,552.9653

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	8.1000e-004	0.0282	6.7500e-003	8.0000e-005	1.4300e-003	9.0000e-005	1.5300e-003	4.0000e-004	9.0000e-005	4.9000e-004		8.4164	8.4164	7.8000e-004		8.4359
Vendor	0.1331	3.8307	1.0839	9.0700e-003	0.2302	0.0191	0.2493	0.0663	0.0183	0.0845		973.9715	973.9715	0.0784		975.9309
Worker	0.4156	0.2776	2.6725	7.9400e-003	0.8215	5.7600e-003	0.8272	0.2179	5.3100e-003	0.2232		791.1320	791.1320	0.0238		791.7274
Total	0.5495	4.1364	3.7632	0.0171	1.0531	0.0250	1.0781	0.2846	0.0237	0.3082		1,773.5198	1,773.5198	0.1030		1,776.0941

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.0426	23.6563	25.3614	0.0380		1.4314	1.4314		1.3691	1.3691	0.0000	3,535.4332	3,535.4332	0.7013		3,552.9653
Total	3.0426	23.6563	25.3614	0.0380		1.4314	1.4314		1.3691	1.3691	0.0000	3,535.4332	3,535.4332	0.7013		3,552.9653

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	8.1000e-004	0.0282	6.7500e-003	8.0000e-005	1.4300e-003	9.0000e-005	1.5300e-003	4.0000e-004	9.0000e-005	4.9000e-004		8.4164	8.4164	7.8000e-004		8.4359
Vendor	0.1331	3.8307	1.0839	9.0700e-003	0.2302	0.0191	0.2493	0.0663	0.0183	0.0845		973.9715	973.9715	0.0784		975.9309
Worker	0.4156	0.2776	2.6725	7.9400e-003	0.8215	5.7600e-003	0.8272	0.2179	5.3100e-003	0.2232		791.1320	791.1320	0.0238		791.7274
Total	0.5495	4.1364	3.7632	0.0171	1.0531	0.0250	1.0781	0.2846	0.0237	0.3082		1,773.5198	1,773.5198	0.1030		1,776.0941

3.2 Building Renovations - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.7189	21.7475	25.0737	0.0380		1.2228	1.2228		1.1696	1.1696		3,535.6963	3,535.6963	0.6838		3,552.7923

Total	2.7189	21.7475	25.0737	0.0380		1.2228	1.2228		1.1696	1.1696		3,535.6963	3,535.6963	0.6838		3,552.7923
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Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	7.6000e-004	0.0259	6.6700e-003	8.0000e-005	6.8700e-003	8.0000e-005	6.9500e-003	1.7400e-003	8.0000e-005	1.8100e-003		8.3107	8.3107	7.7000e-004		8.3300
Vendor	0.1084	3.4530	0.9824	8.9700e-003	0.2302	7.5700e-003	0.2377	0.0663	7.2300e-003	0.0735		964.9856	964.9856	0.0752		966.8650
Worker	0.3922	0.2523	2.4933	7.6700e-003	0.8215	5.6700e-003	0.8272	0.2179	5.2300e-003	0.2231		764.5476	764.5476	0.0220		765.0967
Total	0.5014	3.7311	3.4823	0.0167	1.0585	0.0133	1.0718	0.2859	0.0125	0.2984		1,737.8439	1,737.8439	0.0979		1,740.2917

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.7189	21.7475	25.0737	0.0380		1.2228	1.2228		1.1696	1.1696	0.0000	3,535.6963	3,535.6963	0.6838		3,552.7923
Total	2.7189	21.7475	25.0737	0.0380		1.2228	1.2228		1.1696	1.1696	0.0000	3,535.6963	3,535.6963	0.6838		3,552.7923

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	7.6000e-004	0.0259	6.6700e-003	8.0000e-005	6.8700e-003	8.0000e-005	6.9500e-003	1.7400e-003	8.0000e-005	1.8100e-003		8.3107	8.3107	7.7000e-004		8.3300
Vendor	0.1084	3.4530	0.9824	8.9700e-003	0.2302	7.5700e-003	0.2377	0.0663	7.2300e-003	0.0735		964.9856	964.9856	0.0752		966.8650
Worker	0.3922	0.2523	2.4933	7.6700e-003	0.8215	5.6700e-003	0.8272	0.2179	5.2300e-003	0.2231		764.5476	764.5476	0.0220		765.0967
Total	0.5014	3.7311	3.4823	0.0167	1.0585	0.0133	1.0718	0.2859	0.0125	0.2984		1,737.8439	1,737.8439	0.0979		1,740.2917

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	9.2500e-003	0.0841	0.0707	5.0000e-004		6.3900e-003	6.3900e-003		6.3900e-003	6.3900e-003		100.9458	100.9458	1.9300e-003	1.8500e-003	101.5457
NaturalGas Unmitigated	9.2500e-003	0.0841	0.0707	5.0000e-004		6.3900e-003	6.3900e-003		6.3900e-003	6.3900e-003		100.9458	100.9458	1.9300e-003	1.8500e-003	101.5457

5.2 Energy by Land Use - NaturalGas
Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Junior High School	858.039	9.2500e-003	0.0841	0.0707	5.0000e-004		6.3900e-003	6.3900e-003		6.3900e-003	6.3900e-003		100.9458	100.9458	1.9300e-003	1.8500e-003	101.5457
Total		9.2500e-003	0.0841	0.0707	5.0000e-004		6.3900e-003	6.3900e-003		6.3900e-003	6.3900e-003		100.9458	100.9458	1.9300e-003	1.8500e-003	101.5457

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Junior High School	0.858039	9.2500e-003	0.0841	0.0707	5.0000e-004		6.3900e-003	6.3900e-003		6.3900e-003	6.3900e-003		100.9458	100.9458	1.9300e-003	1.8500e-003	101.5457
Total		9.2500e-003	0.0841	0.0707	5.0000e-004		6.3900e-003	6.3900e-003		6.3900e-003	6.3900e-003		100.9458	100.9458	1.9300e-003	1.8500e-003	101.5457

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	2.4496	4.3000e-004	0.0462	0.0000		1.7000e-004	1.7000e-004		1.7000e-004	1.7000e-004		0.0985	0.0985	2.6000e-004		0.1051
Unmitigated	2.4496	4.3000e-004	0.0462	0.0000		1.7000e-004	1.7000e-004		1.7000e-004	1.7000e-004		0.0985	0.0985	2.6000e-004		0.1051

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	1.3132					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.1321					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	4.3500e-003	4.3000e-004	0.0462	0.0000		1.7000e-004	1.7000e-004		1.7000e-004	1.7000e-004		0.0985	0.0985	2.6000e-004		0.1051
Total	2.4496	4.3000e-004	0.0462	0.0000		1.7000e-004	1.7000e-004		1.7000e-004	1.7000e-004		0.0985	0.0985	2.6000e-004		0.1051

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	1.3132					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.1321					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000

Landscaping	4.3500e-003	4.3000e-004	0.0462	0.0000		1.7000e-004	1.7000e-004		1.7000e-004	1.7000e-004		0.0985	0.0985	2.6000e-004		0.1051
Total	2.4496	4.3000e-004	0.0462	0.0000		1.7000e-004	1.7000e-004		1.7000e-004	1.7000e-004		0.0985	0.0985	2.6000e-004		0.1051

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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User Defined Equipment

Equipment Type	Number
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11.0 Vegetation

A.2 Construction and Operations GHG Emissions

- CalEEMod Output (Annual)
- Annual Chiller Emissions

Montgomery Middle School Modernization - San Diego County APCD Air District, Annual

Montgomery Middle School Modernization

San Diego County APCD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Junior High School	450.00	Student	1.21	52,902.76	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.6	Precipitation Freq (Days)	40
Climate Zone	13			Operational Year	2020
Utility Company	San Diego Gas & Electric				
CO2 Intensity (lb/MW hr)	720.49	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Project Specific Information

Construction Phase - Project Specific Information

Off-road Equipment - Project Specific Information

Trips and VMT - Project Specific Information

Energy Use -

Fleet Mix -

Table Name	Column Name	Default Value	New Value
tblAreaCoating	Area_Nonresidential_Exterior	26451	103409

tblAreaCoating	Area_Nonresidential_Interior	79354	310227
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	5.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	2.00
tblOffRoadEquipment	PhaseName		Building Renovations
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblTripsAndVMT	HaulingTripNumber	0.00	20.00
tblTripsAndVMT	VendorTripNumber	9.00	34.00
tblTripsAndVMT	WorkerTripNumber	22.00	100.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2019	0.5108	3.9118	3.8473	7.2100e-003	0.1333	0.2182	0.3515	0.0361	0.2087	0.2448	0.0000	634.6349	634.6349	0.0974	0.0000	637.0708
2020	0.4639	3.6461	3.8086	7.2500e-003	0.1348	0.1908	0.3256	0.0365	0.1824	0.2189	0.0000	633.6480	633.6480	0.0953	0.0000	636.0303
2021	0.0650	0.5231	0.5845	1.1300e-003	0.0212	0.0253	0.0465	5.7400e-003	0.0242	0.0300	0.0000	98.4936	98.4936	0.0145	0.0000	98.8560
Maximum	0.5108	3.9118	3.8473	7.2500e-003	0.1348	0.2182	0.3515	0.0365	0.2087	0.2448	0.0000	634.6349	634.6349	0.0974	0.0000	637.0708

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2019	0.5108	3.9118	3.8473	7.2100e-003	0.1333	0.2182	0.3515	0.0361	0.2087	0.2448	0.0000	634.6345	634.6345	0.0974	0.0000	637.0703
2020	0.4639	3.6461	3.8086	7.2500e-003	0.1348	0.1908	0.3256	0.0365	0.1824	0.2189	0.0000	633.6475	633.6475	0.0953	0.0000	636.0298
2021	0.0650	0.5231	0.5845	1.1300e-003	0.0212	0.0253	0.0465	5.7400e-003	0.0242	0.0300	0.0000	98.4935	98.4935	0.0145	0.0000	98.8559
Maximum	0.5108	3.9118	3.8473	7.2500e-003	0.1348	0.2182	0.3515	0.0365	0.2087	0.2448	0.0000	634.6345	634.6345	0.0974	0.0000	637.0703

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	1-3-2019	4-2-2019	1.0980	1.0980
2	4-3-2019	7-2-2019	1.1072	1.1072
3	7-3-2019	10-2-2019	1.1194	1.1194
4	10-3-2019	1-2-2020	1.1205	1.1205
5	1-3-2020	4-2-2020	1.0199	1.0199
6	4-3-2020	7-2-2020	1.0173	1.0173
7	7-3-2020	10-2-2020	1.0286	1.0286
8	10-3-2020	1-2-2021	1.0293	1.0293
9	1-3-2021	4-2-2021	0.5637	0.5637
		Highest	1.1205	1.1205

2.2 Overall Operational

Unmitigated Operational

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Building Renovations	Building Construction	1/3/2019	2/26/2021	5	200	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Building Renovations	Aerial Lifts	2	8.00	63	0.31
Building Renovations	Cranes	0	8.00	231	0.29
Building Renovations	Forklifts	5	8.00	89	0.20
Building Renovations	Generator Sets	2	8.00	84	0.74
Building Renovations	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Renovations	Welders	3	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Building Renovations	10	100.00	34.00	20.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Building Renovations - 2019

Unmitigated Construction On-Site

Off-Road	0.4391	3.3160	3.3190	4.9200e-003		0.2136	0.2136		0.2043	0.2043	0.0000	419.7166	419.7166	0.0848	0.0000	421.8376
Total	0.4391	3.3160	3.3190	4.9200e-003		0.2136	0.2136		0.2043	0.2043	0.0000	419.7166	419.7166	0.0848	0.0000	421.8376

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.1000e-004	3.9700e-003	8.7000e-004	1.0000e-005	1.8000e-004	1.0000e-005	2.0000e-004	5.0000e-005	1.0000e-005	7.0000e-005	0.0000	1.0096	1.0096	9.0000e-005	0.0000	1.0119
Vendor	0.0206	0.5527	0.1485	1.2000e-003	0.0292	3.8300e-003	0.0331	8.4400e-003	3.6600e-003	0.0121	0.0000	116.9780	116.9780	9.3900e-003	0.0000	117.2127
Worker	0.0511	0.0392	0.3789	1.0700e-003	0.1039	7.6000e-004	0.1046	0.0276	7.0000e-004	0.0283	0.0000	96.9303	96.9303	3.1200e-003	0.0000	97.0082
Total	0.0718	0.5958	0.5283	2.2800e-003	0.1333	4.6000e-003	0.1379	0.0361	4.3700e-003	0.0405	0.0000	214.9179	214.9179	0.0126	0.0000	215.2328

3.2 Building Renovations - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.3986	3.0990	3.3223	4.9800e-003		0.1875	0.1875		0.1794	0.1794	0.0000	420.1551	420.1551	0.0833	0.0000	422.2387
Total	0.3986	3.0990	3.3223	4.9800e-003		0.1875	0.1875		0.1794	0.1794	0.0000	420.1551	420.1551	0.0833	0.0000	422.2387

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.0000e-004	3.7300e-003	8.5000e-004	1.0000e-005	1.8000e-004	1.0000e-005	2.0000e-004	5.0000e-005	1.0000e-005	6.0000e-005	0.0000	1.0103	1.0103	9.0000e-005	0.0000	1.0126
Vendor	0.0170	0.5077	0.1349	1.2100e-003	0.0296	2.4800e-003	0.0320	8.5400e-003	2.3700e-003	0.0109	0.0000	117.5239	117.5239	9.0100e-003	0.0000	117.7491
Worker	0.0483	0.0358	0.3505	1.0500e-003	0.1051	7.6000e-004	0.1058	0.0279	7.0000e-004	0.0286	0.0000	94.9587	94.9587	2.8500e-003	0.0000	95.0300
Total	0.0654	0.5472	0.4863	2.2700e-003	0.1348	3.2500e-003	0.1381	0.0365	3.0800e-003	0.0396	0.0000	213.4929	213.4929	0.0120	0.0000	213.7917

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.3986	3.0990	3.3223	4.9800e-003		0.1875	0.1875		0.1794	0.1794	0.0000	420.1546	420.1546	0.0833	0.0000	422.2382
Total	0.3986	3.0990	3.3223	4.9800e-003		0.1875	0.1875		0.1794	0.1794	0.0000	420.1546	420.1546	0.0833	0.0000	422.2382

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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Category	tons/yr										MT/yr					
Hauling	1.0000e-004	3.7300e-003	8.5000e-004	1.0000e-005	1.8000e-004	1.0000e-005	2.0000e-004	5.0000e-005	1.0000e-005	6.0000e-005	0.0000	1.0103	1.0103	9.0000e-005	0.0000	1.0126
Vendor	0.0170	0.5077	0.1349	1.2100e-003	0.0296	2.4800e-003	0.0320	8.5400e-003	2.3700e-003	0.0109	0.0000	117.5239	117.5239	9.0100e-003	0.0000	117.7491
Worker	0.0483	0.0358	0.3505	1.0500e-003	0.1051	7.6000e-004	0.1058	0.0279	7.0000e-004	0.0286	0.0000	94.9587	94.9587	2.8500e-003	0.0000	95.0300
Total	0.0654	0.5472	0.4863	2.2700e-003	0.1348	3.2500e-003	0.1381	0.0365	3.0800e-003	0.0396	0.0000	213.4929	213.4929	0.0120	0.0000	213.7917

3.2 Building Renovations - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0557	0.4458	0.5140	7.8000e-004		0.0251	0.0251		0.0240	0.0240	0.0000	65.7544	65.7544	0.0127	0.0000	66.0723
Total	0.0557	0.4458	0.5140	7.8000e-004		0.0251	0.0251		0.0240	0.0240	0.0000	65.7544	65.7544	0.0127	0.0000	66.0723

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	2.0000e-005	5.4000e-004	1.3000e-004	0.0000	1.4000e-004	0.0000	1.4000e-004	3.0000e-005	0.0000	4.0000e-005	0.0000	0.1561	0.1561	1.0000e-005	0.0000	0.1565
Vendor	2.1600e-003	0.0716	0.0191	1.9000e-004	4.6300e-003	1.5000e-004	4.7800e-003	1.3400e-003	1.4000e-004	1.4800e-003	0.0000	18.2224	18.2224	1.3500e-003	0.0000	18.2562
Worker	7.1300e-003	5.0800e-003	0.0512	1.6000e-004	0.0164	1.2000e-004	0.0166	4.3700e-003	1.1000e-004	4.4800e-003	0.0000	14.3607	14.3607	4.1000e-004	0.0000	14.3710

Total	9.3100e-003	0.0773	0.0704	3.5000e-004	0.0212	2.7000e-004	0.0215	5.7400e-003	2.5000e-004	6.0000e-003	0.0000	32.7392	32.7392	1.7700e-003	0.0000	32.7837
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Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0557	0.4458	0.5140	7.8000e-004		0.0251	0.0251		0.0240	0.0240	0.0000	65.7543	65.7543	0.0127	0.0000	66.0722
Total	0.0557	0.4458	0.5140	7.8000e-004		0.0251	0.0251		0.0240	0.0240	0.0000	65.7543	65.7543	0.0127	0.0000	66.0722

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	2.0000e-005	5.4000e-004	1.3000e-004	0.0000	1.4000e-004	0.0000	1.4000e-004	3.0000e-005	0.0000	4.0000e-005	0.0000	0.1561	0.1561	1.0000e-005	0.0000	0.1565
Vendor	2.1600e-003	0.0716	0.0191	1.9000e-004	4.6300e-003	1.5000e-004	4.7800e-003	1.3400e-003	1.4000e-004	1.4800e-003	0.0000	18.2224	18.2224	1.3500e-003	0.0000	18.2562
Worker	7.1300e-003	5.0800e-003	0.0512	1.6000e-004	0.0164	1.2000e-004	0.0166	4.3700e-003	1.1000e-004	4.4800e-003	0.0000	14.3607	14.3607	4.1000e-004	0.0000	14.3710
Total	9.3100e-003	0.0773	0.0704	3.5000e-004	0.0212	2.7000e-004	0.0215	5.7400e-003	2.5000e-004	6.0000e-003	0.0000	32.7392	32.7392	1.7700e-003	0.0000	32.7837

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	90.5948	90.5948	3.6500e-003	7.5000e-004	90.9108
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	90.5948	90.5948	3.6500e-003	7.5000e-004	90.9108
NaturalGas Mitigated	1.6900e-003	0.0154	0.0129	9.0000e-005		1.1700e-003	1.1700e-003		1.1700e-003	1.1700e-003	0.0000	16.7127	16.7127	3.2000e-004	3.1000e-004	16.8120
NaturalGas Unmitigated	1.6900e-003	0.0154	0.0129	9.0000e-005		1.1700e-003	1.1700e-003		1.1700e-003	1.1700e-003	0.0000	16.7127	16.7127	3.2000e-004	3.1000e-004	16.8120

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Junior High School	313184	1.6900e-003	0.0154	0.0129	9.0000e-005		1.1700e-003	1.1700e-003		1.1700e-003	1.1700e-003	0.0000	16.7127	16.7127	3.2000e-004	3.1000e-004	16.8120
Total		1.6900e-003	0.0154	0.0129	9.0000e-005		1.1700e-003	1.1700e-003		1.1700e-003	1.1700e-003	0.0000	16.7127	16.7127	3.2000e-004	3.1000e-004	16.8120

Mitigated

	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Junior High School	313184	1.6900e-003	0.0154	0.0129	9.0000e-005		1.1700e-003	1.1700e-003		1.1700e-003	1.1700e-003	0.0000	16.7127	16.7127	3.2000e-004	3.1000e-004	16.8120
Total		1.6900e-003	0.0154	0.0129	9.0000e-005		1.1700e-003	1.1700e-003		1.1700e-003	1.1700e-003	0.0000	16.7127	16.7127	3.2000e-004	3.1000e-004	16.8120

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Junior High School	277210	90.5948	3.6500e-003	7.5000e-004	90.9108
Total		90.5948	3.6500e-003	7.5000e-004	90.9108

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Junior High School	277210	90.5948	3.6500e-003	7.5000e-004	90.9108

Total		90.5948	3.6500e-003	7.5000e-004	90.9108
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6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.4467	4.0000e-005	4.1600e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	8.0400e-003	8.0400e-003	2.0000e-005	0.0000	8.5800e-003
Unmitigated	0.4467	4.0000e-005	4.1600e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	8.0400e-003	8.0400e-003	2.0000e-005	0.0000	8.5800e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.2397					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.2066					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	3.9000e-004	4.0000e-005	4.1600e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	8.0400e-003	8.0400e-003	2.0000e-005	0.0000	8.5800e-003

Total	0.4467	4.0000e-005	4.1600e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	8.0400e-003	8.0400e-003	2.0000e-005	0.0000	8.5800e-003
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Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.2397					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.2066					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	3.9000e-004	4.0000e-005	4.1600e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	8.0400e-003	8.0400e-003	2.0000e-005	0.0000	8.5800e-003
Total	0.4467	4.0000e-005	4.1600e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	8.0400e-003	8.0400e-003	2.0000e-005	0.0000	8.5800e-003

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	15.1735	0.0361	9.6000e-004	16.3641
Unmitigated	15.1735	0.0361	9.6000e-004	16.3641

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Junior High School	1.09091 / 2.80519	15.1735	0.0361	9.6000e-004	16.3641
Total		15.1735	0.0361	9.6000e-004	16.3641

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Junior High School	1.09091 / 2.80519	15.1735	0.0361	9.6000e-004	16.3641
Total		15.1735	0.0361	9.6000e-004	16.3641

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	16.6717	0.9853	0.0000	41.3033
Unmitigated	16.6717	0.9853	0.0000	41.3033

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Junior High School	82.13	16.6717	0.9853	0.0000	41.3033
Total		16.6717	0.9853	0.0000	41.3033

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Junior High School	82.13	16.6717	0.9853	0.0000	41.3033

Total		16.6717	0.9853	0.0000	41.3033
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9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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User Defined Equipment

Equipment Type	Number
----------------	--------

11.0 Vegetation

Chiller Information¹

Size of Chiller (tons)	215
# of Chillers	2
Total Chiller Capacity (ton)	431
Power Consumption Rate (kW/ton) ²	1.2
Operation	
Days per year ³	234
hours per day	10
Hours per year	2340
Electricity Consumption	
kW/year	1209124.8

- 1 [Chiller selection based on site drawings and York Chiller 0227 Specs](http://www.johnsoncontrols.com/-/media/jci/be/united-states/hvac-equipment/chillers/files/be_ycav_res_eg_60hz_.pdf?la=en)
http://www.johnsoncontrols.com/-/media/jci/be/united-states/hvac-equipment/chillers/files/be_ycav_res_eg_60hz_.pdf?la=en
- 2 [Latitude Air-Cooled Chillers](#)
- 3 Operation duration based on 9 months per year,6 days per week, 10 hours per day at 100% load
**Chiller will be powered by onsite electricity, no criteria pollutants emitted

Operational Annual GHG Emissions		Chiller Electricity Usage		lb/MWh			MT/yr			
Type	kwh/yr	MWh/yr	CO2 Intensity Factor ⁴	CH ₄ Intensity Factor ⁴	N ₂ O Intensity Factor ⁴	CO ₂	CH ₄	N ₂ O	Annual CO ₂ Emissions (MT CO ₂ e/yr)	
Chilller Electricity Consumption	1209124.8	1209.1248	720.49	0.02900	0.00600	395	0	1	397	

4 Based on CalEEMod defaults for SDG&E

A.3 Air Quality and GHG Summary

Air Quality & GHG Summary

Air Quality

Construction Summary

Summer	ROG	NOX	CO	SO2	Total PM10	Total PM2.5
				lb/day		
Maximum	3.94	30.13	29.82	0.06	2.74	1.90
Winter	ROG	Nox	CO	SO2	Total PM10	Total PM2.5
				lb/day		
Maximum	4.00	30.16	29.77	0.06	2.74	1.90

Construction Summary	ROG	NOX	CO	SO2	Total PM10	Total PM2.5
				lb/day		
Maximum Daily Emissions	4	30	30	<1	3	2
San Diego APCD Thresholds	75	250	550	250	100	55
Over/(Under)	(71)	(220)	(520)	(250)	(97)	(53)
Exceeds Threshold?	No	No	No	No	No	No

Operations Summary	ROG	Nox	CO	SO2	Total PM10	Total PM2.5
				lb/day		
Area	2	<1	<1	<1	<1	<1
Energy	<1	<1	<1	<1	<1	<1
Project Emissions	2	<1	<1	<1	<1	<1
San Diego APCD Thresholds	75	250	550	250	100	55
Over/(Under)	(73)	(250)	(550)	(250)	(100)	(55)
Exceeds Threshold?	No	No	No	No	No	No

Greenhouse Gases

Construction Summary		MTCO ₂ e/yr
Construction Year		
2019		637
2020		636
2021		96
Total		1369
30-Year Amortization		46

Operations GHG Summary	MTCO ₂ e/yr
Category	
Area	<1
Electricity	487
Natural Gas	17
Waste	41
Water	16
Construction	46
Project Total	608

Appendix B
**Montgomery Middle School
Whole Site Modernization
Project
Historic Resources Assessment**



MONTGOMERY MIDDLE SCHOOL WHOLE SITE MODERNIZATION PROJECT

Historic Resources Assessment

Prepared for

San Diego Unified School District
Facilities Planning and Construction
4860 Ruffner Street
San Diego, CA 92111

November 2017



Primary Elevation of Building 100, View Northwest (ESA 2017)

MONTGOMERY MIDDLE SCHOOL WHOLE SITE MODERNIZATION PROJECT

Historic Resources Assessment

Prepared for / Submitted to:

San Diego Unified School District
Facilities Planning and Construction
4860 Ruffner Street
San Diego, CA 92111

Project Director:

Margarita Jerabek, Ph.D., Director of Historical Resources

Report Authors:

Amanda Kainer, M.S., Senior Architectural Historian
Christina Chiang, M.A., Senior Architectural Historian
Max Loder, M.A., Associate Architectural Historian

Project Location:

2470 Ulric St, San Diego, CA 92111
La Jolla (CA) USGS 7.5-minute Topographic Quad
Township 16 South, Range 3 West, Section 10

Assessor Parcel Number: 4312-303-100

Acreage: 13.31 acres

Prepared by:

ESA
550 West C Street
Suite 750
San Diego, CA 92101
619.719.4200

Irvine	Sacramento
Los Angeles	San Diego
Oakland	San Francisco
Orlando	Santa Monica
Pasadena	Seattle
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MONTGOMERY MIDDLE SCHOOL WHOLE SITE MODERNIZATION PROJECT

Historic Resources Assessment

Executive Summary

Environmental Science Associates (ESA) has been retained by the San Diego Unified School District (“the applicant” or “SDUSD” or “District”) to prepare a Historic Resources Assessment (Report) for the proposed Montgomery Middle School Whole Site Modernization Project (Project). The applicant is proposing to make interior and exterior improvements to the buildings and campus grounds of Montgomery Middle School, including a new Heating-Ventilation-Air Conditioning (HVAC) system; ramps and handrails compliant with the Americans with Disabilities Act (ADA); restroom, electrical, fire, and safety upgrades; and parking and path-of-travel improvements. The focus of this Report is to identify and evaluate historic resources located on the Montgomery Middle School campus (“Montgomery MS” or “campus”). The campus is located at 2470 Ulric Street, within the City of San Diego (City), San Diego County (County), California on assessor parcel number (APN) 4312-303-100. The SDUSD is the lead agency pursuant to the California Environmental Quality Act (CEQA).

ESA evaluated Montgomery MS for potential eligibility for listing in the National Register of Historic Places (National Register) and California Register of Historical Resources (California Register) as a historic district. Because SDUSD is the lead agency, the local designation programs are not applicable and therefore Montgomery MS was not evaluated against the City’s Historical Resources Register criteria. As a result of ESA’s research and survey investigations, Montgomery MS is recommended eligible as a historic district under National Register Criteria A and C and California Register Criteria 1 and 3 at the local level of significance. Montgomery MS is associated with the construction of residential suburbs due to the population boom associated with the thriving San Diego Naval Station and defense industry during World War II (WWII) that made a significant contribution to the broad patterns of our history at the local level. Additionally, Montgomery MS is eligible for its architectural associations as a notable work of the prominent Southern California architecture firm of Kistner and Curtis and as a distinctive example of a Moderne style school campus. Based upon this significance finding, a period of significance has been identified as 1943, when the first three permanent buildings were constructed on campus, to 1945, when Building 200 was expanded to the north to support the booming population in the Linda Vista community at the end of WWII. The following buildings and landscape features constructed during the period of significance contribute to the eligibility of Montgomery MS as a historic district under National Register Criteria A and C and California Register Criteria 1 and 3: Building 100, Building 200, Cafeteria and the landscape and their associated landscape and

courtyard. Therefore, Montgomery MS is assigned a California Historic Resources Status Codes of 3S, “appears eligible for the National Register as an individual property through survey evaluation,” and 3CS, “appears eligible for the California Register as an individual property through survey evaluation.” As contributors to the Montgomery MS historic district, Building 100, Building 300, and the Cafeteria are each assigned the following California Historic Resources Status Codes of 3D, “appears eligible for the National Register as a contributor to a National Register district through survey evaluation, and 3CD, “appears eligible for the California Register as a contributor to a California Register district through survey evaluation.”

Lastly, none of the buildings on campus appear to rise to the threshold of individual distinction to be individually eligible for the National Register or California Register on their own historical or architectural merits.

Introduction

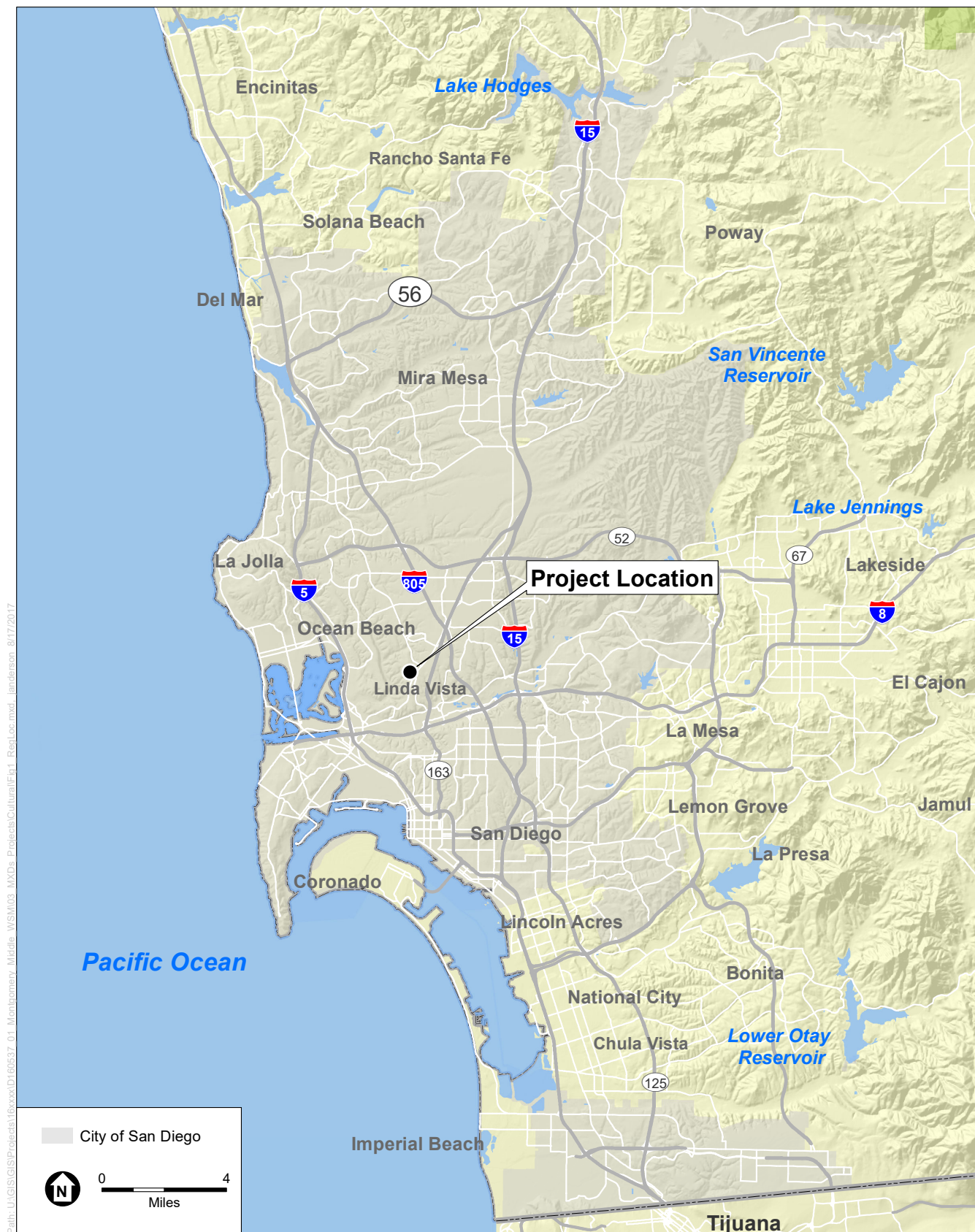
ESA has been retained by the applicant to prepare a Historic Resources Assessment (Report) for the proposed Montgomery Middle School Whole Site Modernization Project (Project). The 13.31-acre Montgomery Middle School campus (“Montgomery MS” or “campus”) is presently developed with the buildings and grounds of Montgomery MS, a part of the San Diego Unified School District (“SDUSD” or “District”). The applicant is proposing to make interior and exterior improvements to the buildings and campus grounds of Montgomery MS, including a new Heating-Ventilation-Air Conditioning (HVAC) system; ramps and handrails compliant with the Americans with Disabilities Act (ADA); restroom, electrical, fire, and safety upgrades; and parking and path-of-travel improvements. The focus of this Report is to identify and evaluate potential historic resources located on the campus.

ESA personnel involved in the preparation of this report are as follows: Margarita Jerabek, Ph.D., project director, provided senior technical and compliance oversight; and report authors were Amanda Kainer, Senior Architectural Historian, Christina Chiang, M.A., Senior Architectural Historian, and Max Loder, M.A., Associate Architectural Historian. Resumes of key personnel are included in **Appendix A**.

Location

The 13.31-acre Montgomery MS is located in the City of San Diego (City) in the Linda Vista neighborhood and is located in the Linda Vista Community Plan Area (CPA) as shown in **Figure 1, Regional Location Map**. The boundaries of Montgomery MS are shown in **Figure 2, Aerial Photograph of Montgomery MS and Vicinity**. The northeast boundary of the campus is Ulric Street; the irregular southeast boundary comprises East Jewett Street, the parcels identified by APN numbers 4312-303-200, 7602-169-500/7602-169-400/4312-303-000, 4312-302-000, 4312-302-100, 4312-302-200, 4312-302-300, 4312-302-400, and 4312-302-500 respectively, and West Jewett Street; the southwest boundary is Comstock Street; and the northwest boundary is Fulton Street. The campus is depicted on the United States Geological Survey (USGS) 2015 7.5’ La Jolla topographic quadrangle map in Section 10 of Township 16 South, Range 3 West. Major arterials providing sub-regional access to the campus vicinity include Linda Vista Road, southeast of the Montgomery MS, and Genesee Avenue to the northeast. Primary regional access is

provided by California State Route 163, which runs northeast-southwest approximately 0.75 miles to the east of the site.



SOURCE: ESRI; SanGIS 2015

Montgomery Middle WSM

Figure 1
Regional Location



SOURCE: ESRI

Figure 2

Aerial Photograph of Montgomery MS and Vicinity

Historic Context

This thematic historic context presents the history of the region and Montgomery MS, and was developed to document and support the identification and evaluation of historic architectural resources. Research indicates Montgomery MS is associated with the following historical and architectural themes: The Development of Linda Vista, SDUSD, and Montgomery MS. Additionally, as part of this study, contexts were developed for the Moderne and Mid-Century Modern architectural styles and the architects responsible for designing campus, Kistner and Curtis and Clarence “Clyde” Hufbauer.

The Development of Linda Vista

During the early-twentieth century the community of Linda Vista was improved with agricultural fields. The area’s transition away from farmland began in 1927 when president and owner of the Pacific Building Company, Oscar W. Cotton, and developers, A.H. and Martha Frost, subdivided the area as “Chesterton” and the “Chesterton Extension.” No building activity occurred, but some of the street layout and names that were established in the original subdivision were later incorporated into Linda Vista.¹

The onset of WWII in 1939 led to great demand for defense worker and military housing. Linda Vista was created by the federal government’s Lanham Defense Housing Act of 1940 to meet the severe housing needs of this influx of workers. It was created as a planned defense worker housing project on the southwest portion of Kearny Mesa.²

Linda Vista’s development occurred quickly between 1940 and 1941 as part of the Linda Vista Housing Project (Defense Housing Project No. Cal. No. 4092). The initial construction goal was 3,000 homes for more than 13,000 people. The simple and functional houses were designed by San Diego architect, C.D. Persina, all utilizing similar floor plans for quick and cheap construction. The contractor was Los Angeles-based, McNeil and Zoss Construction Companies, who were experienced in building federal housing projects.³ This was the largest, low-cost federal defense housing project in the nation.⁴ Many of the residents worked in nearby aircraft plants and shipyards. After the initial construction during 1940–1941, the federal government continued from 1941 to 1945 to construct 2,200 more housing units in Linda Vista. The peak population residing there during the war was 27,000.⁵

¹ Urbana Preservation and Planning, LLC, *Historical Resource Analysis (Technical) Report: Linda Vista Housing Project Tenant Activity Building*, September 2010, 7.

² Urbana Preservation and Planning, LLC, *Historical Resource Analysis (Technical) Report: Linda Vista Housing Project Tenant Activity Building*, September 2010, 7–8.

³ Urbana Preservation and Planning, LLC, *Historical Resource Analysis (Technical) Report: Linda Vista Housing Project Tenant Activity Building*, September 2010, 10.

⁴ Donald S. Cameron and Gerard T. Beeckman, “Linda Vista: America’s Largest Defense Housing Project,” *Pencil Points* 22 (November 1941): 698.

⁵ Jamie Bryson, “Linda Vista Was Born of War Demands,” *San Diego Union*, December 15, 1969.

The main spatial axis of the housing project was Linda Vista Road, which had ridge and arterial routs emanating from it. The site plan formed pods with six single-family dwellings along the highest ridge, four single-family residences a level below, and single-family and duplex units on the periphery in cul-de-sacs and accessed by secondary loops.⁶ **Figure 3** shows a 1942 plot plan of the Linda Vista Housing Project centered around what would become Montgomery MS and also depicts the similar floor plans of the residences and circulation patterns of the community.

The original plan for Linda Vista did not include civic, shopping, or educational facilities, so a 1941 amendment to the Lanham Act provided for the development of these amenities. Central to the revised plan for Linda Vista was a community building to anchor the new development. Upon its construction in 1943, it was named the Tenant Activity Building and was the first community center.⁷

Retail construction took place in 1943. The first grocery store in the community opened in 1943, and to augment it the 82,000 square foot Linda Vista Shopping Center designed by architects Earl F. Gilbertson and Whitney R. Smith was opened that year adjacent to the community center. It was composed of two rows of buildings that opened onto a central landscaped mall. There was no defined main entrance and parking was at the Linda Vista Shopping Center's perimeter."⁸ It originally contained "a barbershop, market, drugstore, a five and dime, bakery, a junior department store, and other services."⁹

After WWII, the residential units were sold to private ownership in 1954.¹⁰ The Linda Vista Shopping Center was demolished during a 1970s redevelopment project.¹¹ It has been replaced by a supermarket center and parking lot.¹²

⁶ Christine Killory, "Temporary Suburbs," *The Journal of San Diego History* 39, no. 1 & 2 (Spring 1993).

⁷ Urbana Preservation and Planning, LLC, *Historical Resource Analysis (Technical) Report: Linda Vista Housing Project Tenant Activity Building*, September 2010, 11.

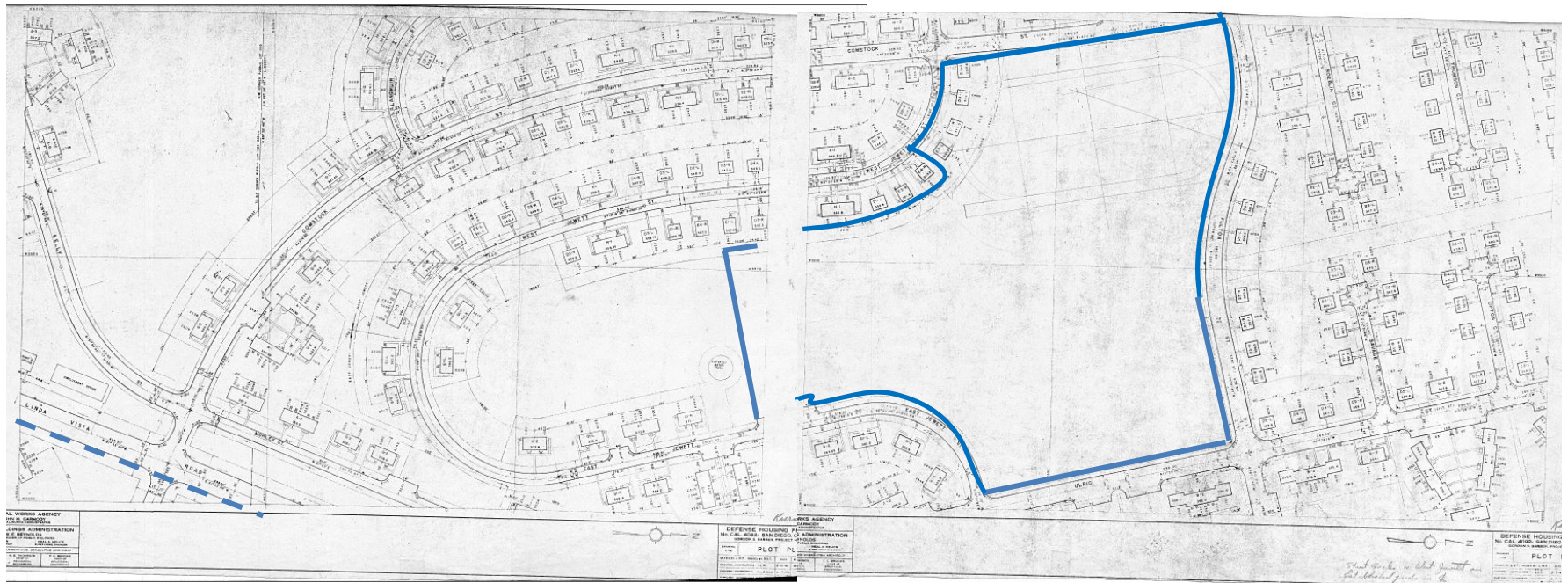
⁸ Urbana Preservation and Planning, LLC, *Historical Resource Analysis (Technical) Report: Linda Vista Housing Project Tenant Activity Building*, September 2010, 12.

⁹ Urbana Preservation and Planning, LLC, *Historical Resource Analysis (Technical) Report: Linda Vista Housing Project Tenant Activity Building*, September 2010, 11–12.

¹⁰ Philip R. Pryde, ed. *San Diego: An Introduction to the Region* (Dubuque: Kendall/Hunt Publishing Company, 1984), 200.

¹¹ Urbana Preservation and Planning, LLC, *Historical Resource Analysis (Technical) Report: Linda Vista Housing Project Tenant Activity Building*, September 2010, 12.

¹² Bill Manson, "Don't Let Linda Vista Fool You," *San Diego Reader*, December 30, 2004, <https://www.sandiegoreader.com/news/2004/dec/30/cover-dont-let-linda-vista-fool-you/#>, Accessed August 11, 2017.



SOURCE: SDUSD

Montgomery Middle School Project / 170365.00

Figure 3

Linda Vista Housing Project Plot Plan, 1942. The parcel of what would become Montgomery MS is outlined in blue (houses within the boundary were demolished for the field); Linda Vista Road indicated with a dashed blue line.

San Diego Unified School District (SDUSD)

Public education in the City of San Diego originates in 1850, when the Common Council appropriated funds for a school room in the sheriff's house. The origins of what would become the SDUSD, however, lie in School District No. 1, which was established on July 1, 1854. In 1865, the city erected the Little Green School on Mason Street, shortly followed by a new two-story school in the same location in 1872.¹³ The first high school began in 1888 with the opening of Russ School. Russ School became San Diego High School in 1903, and in 1906 a new San Diego High School was constructed. This would be the only high school until the opening of La Jolla Junior-Senior High School in 1922. The school population expanded nearly 500%, from 3,000 to 14,275 students between 1900 and 1922, leading to the construction of sixteen new elementary schools in that time period, as well as San Diego's second high school (La Jolla) and first two junior high schools (Memorial and Theodore Roosevelt).¹⁴

The onset of the Great Depression saw financial difficulties for San Diego schools. High unemployment led to a shrinking tax base, which in turn led to decreased budgets for schools. This translated to increased class sizes and lower teacher salaries, but began to change with federal aid from the Roosevelt Administration's New Deal economic program.¹⁵ By 1940, the District had expanded to thirty-eight elementary schools, five junior high schools, two junior-senior high schools, three high schools, a day and evening junior college, a continuation school, and a vocational school.¹⁶

This increase in schools further accelerated with the boom in wartime industry and military enrollment associated with WWII. Defense workers from across the country flooded into San Diego along with their children, who put a strain on San Diego's school system. The federal government under the Lanham Act of 1940 built housing for the workers and their families, and thirteen schools for their children.¹⁷ Among the best examples of federally-constructed housing and schools in San Diego was Linda Vista, which was comprised of a large amount of inexpensive, quickly-built housing for workers northeast of downtown San Diego. Schools in Linda Vista included Linda Vista Elementary, Kit Carson Elementary, and Stephen W. Kearny Senior High School (Montgomery MS), which would be renamed Montgomery Middle School in 1954 with the opening of a new Kearny Senior High School a short distance away.¹⁸ Also as a result of this urgent need for more schools, SDUSD became the first district in the country to design and build portable or temporary classrooms, several of which would be used at Montgomery MS but are no longer extant.¹⁹

¹³ San Diego Unified School District, *100 Years of Public Education in San Diego: July 1, 1954 to June 30, 1954* (San Diego: San Diego Unified School District, 1954), 3.

¹⁴ San Diego Unified School District, *Modern San Diego Public School Development* (San Diego: San Diego Unified School District, 2015), 1.

¹⁵ *Ibid.*, 4.

¹⁶ *Ibid.*

¹⁷ *Ibid.*, 7.

¹⁸ *Ibid.*

¹⁹ *Ibid.*

WWII was a time of immense growth for San Diego; the population was 203,341 in 1940 and had grown to 334,387 by 1950. Bonds issued in 1946, 1950, and 1953 funded new schools and paid for improvements to existing ones.²⁰ Modernist architects such as Clyde Hufbauer designed many of the new buildings resulting from bond measures, such as auditoriums, libraries and multi-purpose buildings.

Montgomery Middle School Establishment and Construction History

Montgomery MS, originally named Stephen W. Kearny High School until the name changed in 1954, opened in September 1941 under Principal Edward Taylor, but federal aid arrived too late to build new school buildings until the spring. Instead, 37 home units on Ingersoll Street were adapted in a few days to be used as the temporary school.²¹ These houses were not yet occupied by families and were used as classrooms to start the 1941–1942 school year.²² Student assemblies took place in a nearby canyon.²³ Student enrollment increased rapidly during the school year as families continued to move into the Linda Vista Housing Project for the war effort. By October, there were 235 students, twice the enrollment of the first week of classes, and new students were arriving almost daily.²⁴ Most of the students had moved to Linda Vista from other states.²⁵ The school site was also used for adult classes in first-aid, higher mathematics, conversational Spanish, speech arts, and typewriting. A foods and nutrition class was offered to meet the needs of people in wartime.²⁶ The new junior-senior high school was named after General Stephen Watts Kearny, who led the Army of the West from Santa Fe to San Diego in 1846.

In 1943, the first permanent school buildings that are still extant at Montgomery MS were constructed for administrative and classroom space. These consisted of Building 100 (**Figures 4 and 5**), Building 200 (southern half) (Figure 5), and the Cafeteria, and were designed by the architectural firm of Kistner and Curtis. Federal funds helped to build a large and well-equipped cafeteria, modern facilities for homemaking classes, art studios, and science laboratories (**Figure 6**) at a cost of approximately \$500,000. Students moved into the new school buildings in March 1943 and, upon opening, it was the third largest of San Diego's five high schools. However, even after the initial construction, the new school buildings were not large enough to accommodate a growing student population. The number of students and staff had increased exponentially by the second school year. After starting with 37 students and a staff of 11, by the time of the move to

²⁰ Ibid., 10.

²¹ "Linda Vista School Opens As 37,000 Go Back Today," *San Diego Union*, September 15, 1941: 7.

²² "School Board Sets Tentative \$8,785,840 Budget with U.S. Aid," *San Diego Union*, June 25, 1941: 12-B.

²³ Jamie Bryson, "Linda Vista Was Born of War Demands," *San Diego Union*, December 15, 1969.

²⁴ "Lunch Handed Out Windows," *San Diego Union*, October 15, 1941: 10-A.

²⁵ "Student Leaders to Run City Next Wednesday," *San Diego Union*, December 4, 1941: 10-A.

²⁶ "Knowledge for All' Goal of City Schools; Special Classes Opened for Adult Education," *San Diego Union*, November 12, 1941: 6-A.

the new campus, the school had 1,014 students and 45 staff members.²⁷ The seventh graders had to remain in the adapted home units.²⁸



SOURCE: San Diego History Center

Montgomery Middle School Project / 170365.00

Figure 4
Montgomery MS., Building 100, November 1943
View southwest from corner of Ulric and Fulton Streets

²⁷ “Students Move to New School,” *San Diego Union*, March 11, 1943: 6-A.

²⁸ Roger M. Showley, “After 50 years, Kearny High has a host of cherish memories,” *The San Diego Union*, September 1, 1991: D-3.



SOURCE: San Diego History Center

Montgomery Middle School Project / 170365.00

Figure 5
Montgomery MS, Buildings 100 (left) and 200 (right)
November 1943
View southeast from Fulton Street



SOURCE: San Diego History Center

Montgomery Middle School Project / 170365.00

Figure 6
Montgomery MS, Interior of Building 200, November
1943

As enrollment continued to grow, Building 200 was expanded to the north in 1945 with the addition of eight classrooms, which completed the u-shape site plan of the three buildings, 100, 200 and the Cafeteria. Building 300, designed for the Shop Building, and the Boys' and Girls' locker rooms were also built that year. Also in 1945, athletic facilities were improved, including a Boys' and Girls' locker rooms, quarter-mile track, regulation football gridiron, bleachers with seating for 1,500, basketball facilities, and expansion of the playground. These recreation facilities involved the demolition of some adjacent houses.²⁹ Finally in April 1945 the school was dedicated with a speech from SDUSD superintendent Will C. Crawford explaining the importance of education during wartime: "It is our work to educate these children differently than those in some parts of Europe, where hatred, lies, and distrust are stressed. We must develop within these students an appreciation of democracy and our ways of life."³⁰ Following the end of WWII, the campus continued to grow and several improvements were made to keep up with the Postwar baby boom. The Auditorium was constructed in 1955 and designed by architect Clyde Hufbauer. During the late 1950s, several buildings were remodeled including the Building 300 (Shop building) in 1957, rooms 251 and 252 in Building 200 in 1959, and locker installation in interior of several buildings in 1960.

Campus improvements continued into the 1960s. The Boys' and Girls' locker room buildings were connected in 1962 with the construction of the Adaptive Room (designed by Clyde Hufbauer) and became one physical education building. The Library, designed by Clyde Hufbauer, was built in 1962. The Cafeteria was remodeled in 1962, including a bump-out addition to the west façade of the Cafeteria, new fascia (the band under the roof edge) on the west and south elevations, removal of existing steps on the south façade, and a new screen door on the north façade.

Over the years a series of what appear to have been temporary buildings were constructed to help meet the need for classroom spaces. In 1946, a classroom building was located east of the Locker Rooms (**Figure 7**).³¹ In 1950, a Quonset hut-type building was situated south of the Locker Rooms.³² In 1951, two other rectangular classrooms were erected south of the Cafeteria.³³ In 1952, four other rectangular temporary classroom buildings were also added, two of them west of the 1951 classrooms; one of them north of the Locker Rooms; and one of them south of the Locker Rooms.³⁴ By 1953, all of the temporary classrooms except the buildings east and south of the Locker Rooms were removed.

An addition was added to the south end of Building 200.³⁵ In 1955, the building east of the Locker Room was moved to between the Locker Rooms and sold to the City, while the

²⁹ "Work Speeded on Facilities for Recreation at Project," *San Diego Union*, February 25, 1945: B.

³⁰ "Rites Dedicate Eight-Room Unit At Kearny High," *San Diego Union*, April 27, 1945: 8-A.

³¹ Jimmy Erickson, photographer, Aerial photograph of Linda Vista, Looking Northeast, September 13, 1946, 79:741.852, Erickson Book 15, San Diego History Center.

³² Larry Booth, photographer, Aerial photograph of Linda Vista, 1950, 92:18835-2563, Booth Historical Photograph Archive, San Diego History Center.

³³ Aerial photograph, March 12, 1951, San Diego City Schools Photo, San Diego Unified School District archive.

³⁴ Aerial photograph, December 18, 1952, San Diego City Schools Photo, San Diego Unified School District archive.

³⁵ Aerial photograph, December 10, 1953, San Diego City Schools Photo, San Diego Unified School District archive.

Auditorium was under construction east of the Locker Rooms.³⁶ The May 1956 Sanborn Map (**Figure 8**) labelled the Quonset hut building south of the Locker Rooms “Equipment Storage,” the rectangular building south of the Equipment Storage building as “Classrooms,” and the addition to Building 200 as “Storage Room.”

In 1957, two temporary classrooms were added west of the shop building. In 1973, there were two more rectangular temporary classrooms west of the Library, constructed in 1962, and an Adaptive Room, constructed in 1962, between the Boys’ and Girls’ Locker Rooms. Two small buildings were added, one northwest and one south of the Auditorium.³⁷ By 1977, only three temporary classrooms west of the Library and the classroom south of the Locker Rooms remained.³⁸ None of the temporary classrooms are extant today.



SOURCE: San Diego History Center

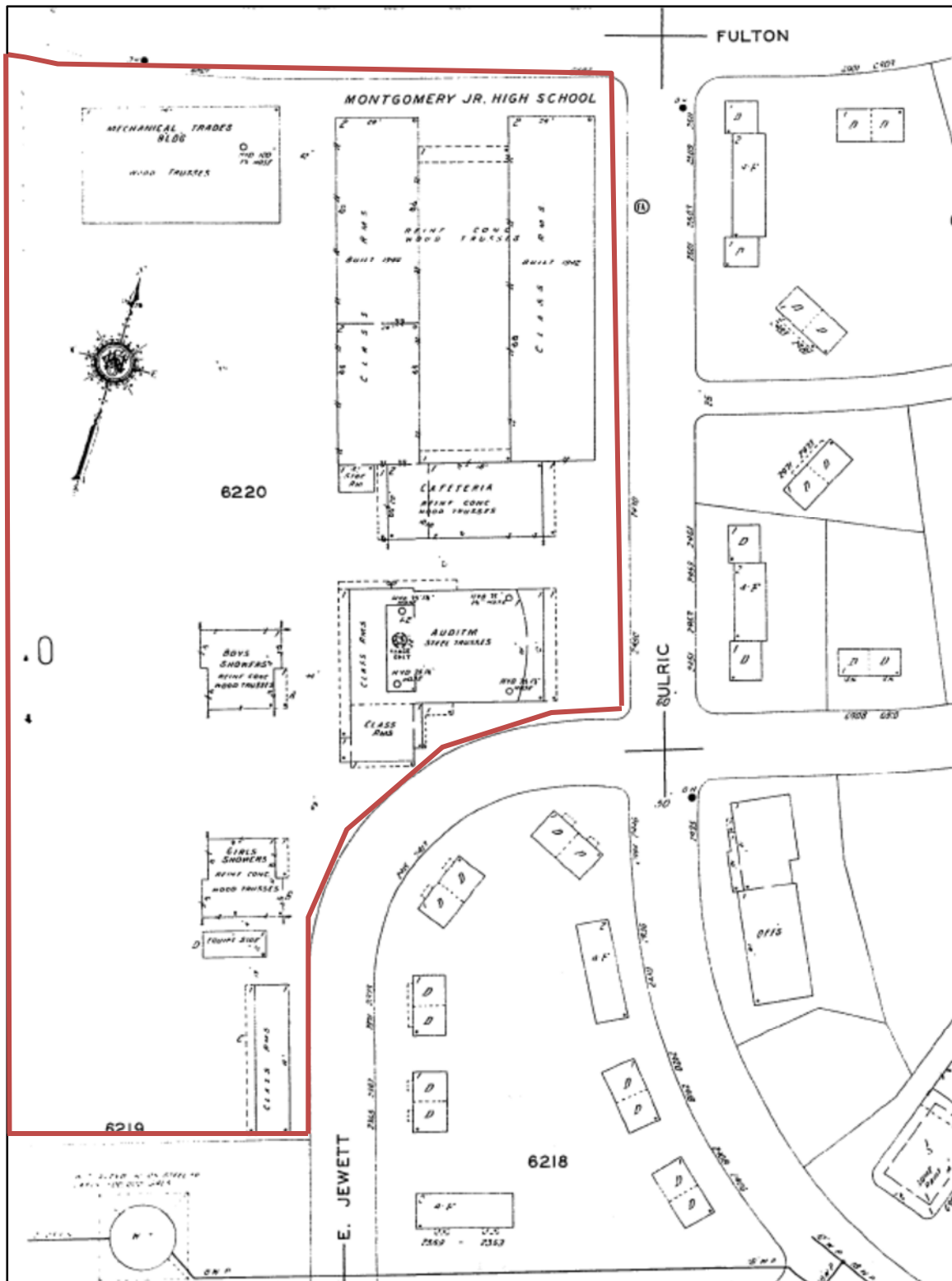
Montgomery Middle School Project / 170365.00

Figure 7
Aerial view northeast of Montgomery MS and the Linda Vista setting, 1946

³⁶ Aerial photograph, March 23, 1955, San Diego City Schools Photo, San Diego Unified School District archive.

³⁷ Aerial photograph, April 1973, produced for the Long-Range Master Plan, San Diego Unified School District archive.

³⁸ San Diego Unified School District, *Aerial Photographs of School Sites*, May 1977, 119.



SOURCE: Los Angeles Public Library

Montgomery Middle School Project / 170365.00

Figure 8
1956 Sanborn Map, volume 4, sheet 622,
Montgomery MS outlined in red

Between 1974 and 2016, many improvements were made to the campus as listed below, and are documented on the SDUSD architectural drawings that are referenced in Table 2 on pages 28-33:

- 1974: the addition of exterior lockers relocated from another middle school, attached to the Auditorium and Library, and new aluminum jalousies, a new door, removal of an existing window and new light fixtures for the Boys' Locker Room
- 1977: a parking lot for staff near the west elevation of the Shop Building, including a new driveway gate, and a new, inset door in the place of a window on the west elevation of the Shop Building
- 1979: a lunch court between the library and Boys' Locker Room
- 1981: additional toilet facilities in women's and men's faculty lounges in Buildings 100 and 200
- 1984: replacement of asphalt cement paving with concrete paving between Building 200 and the Library Building, and the Auditorium and Ulric Street
- 1986: installation of a new ceiling and lights in rooms 302 through 306 of the Shop Building
- 1987: roof gutter replacements on Buildings 100 and 200
- 1989: replacement of asphalt cement paving with concrete hardscape and landscape in the area between the Auditorium and Ulric Street
- 1993: interior improvements in Buildings 100, 200 the Auditorium, the Locker Rooms, and a new concrete access ramp on the east façade of the Boys' Locker Room along with fire alarm upgrades
- 2004: the Library underwent extensive renovation as part of a larger project, including a pop-out addition and curved curtain wall to its west façade, explained further in the next paragraph below
- 2003: HVAC upgrades in most buildings
- 2011: solar panels on the roofs of the Library, Auditorium, and Adaptive Room
- 2012: restroom accessibility improvements in the Locker Rooms and an exterior concrete ramp with a railing on the south façade of the Girls' Locker Room
- 2016: electronic marquee near the corner of Ulric and Jewett Streets

Extensive work was completed on campus in 2004 under the Montgomery Academy Modernization plan. This included interior improvements to all buildings except the Auditorium; a new lunch court shelter between the Library and Boys' Locker Room; a new staff parking lot ramp; concrete hardscape replacement between the Auditorium and the Cafeteria; raising threshold transition strips on the east façade entrance to Building 100 and the north façade entrance to the Cafeteria; a new access ramp at the north façade entrance of Building 200; a new sidewalk, new doors, replacement windows; a new concrete ramp and stairs, and new mechanical units on the roof of Building 300 (Shop Building); new windows and doors on the east façade of the Library (along with addition and other extensive alterations mentioned previously in this section); new doors on all facades of the Locker Rooms, with kick plates installed on existing doors, and new louvers; and a lowering of the existing ticket booth window on the east façade of the Auditorium to 34 inches above ground.

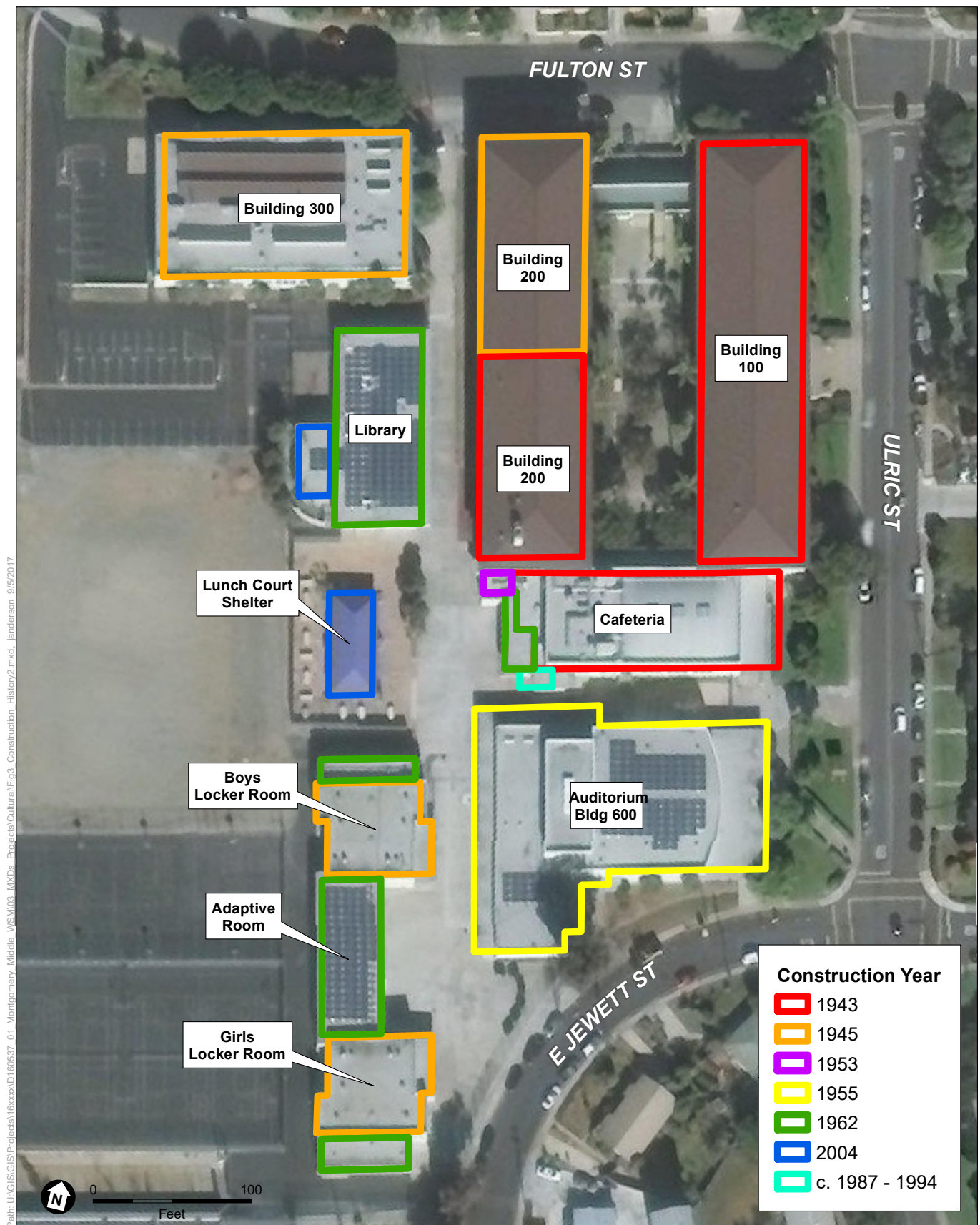
Work done for which plans could not be located include a sign removal and window replacements. The wood lettering on the canopy over the Ulric Street entrance to Building 100 reading “Stephen Watts Kearny High School” was removed some time in 1953, when a new Kearny High School opened approximately one mile northeast of the campus and the senior grades were transferred out of what then became Montgomery Middle School.³⁹ Replacement of the original six-over-six double hung wood windows in Buildings 100 and 200 and the Cafeteria with metal fixed and awning windows likely occurred sometime after 1993 as an elevation from plans created that year shows the windows extant on the Cafeteria. Window lights on the doors on the east elevation entrance of Building 100, and infilled transom windows on Buildings 100 and 200 were also replaced.

Currently, the field at Montgomery MS is operated as a City Park in a joint-use agreement between the City and SDUSD.⁴⁰

A diagram of Montgomery MS illustrating the construction of the buildings is provided in **Figure 9** (shown previously) and a summary of the plans on file at SDUSD is provided in **Table 2** on pages 28-33.

³⁹ “Montgomery Middle School,” www.theclio.com/web/entry?id=43764. Accessed August 7, 2017.

⁴⁰ David Garrick, “School Partnership Bringing More Parks to San Diego,” *The San Diego Union-Tribune*, March 24, 2017.



SOURCE: ESA 2017

Montgomery Middle School

Figure 9

Construction

History

Kistner and Curtis

The architectural firm for the original 1940s campus buildings was the architectural firm of Kistner and Curtis. The architectural firm operated out of the Spreckels Building in downtown San Diego, with an additional office in Los Angeles. It was a partnership between Theodore C. Kistner, Sr., and Robert Rice Curtis.⁴¹ Born in Carlinville, Illinois, in 1874, Theodore C. Kistner graduated with a bachelor of science in architecture from the University of Illinois, Urbana-Champaign in 1897. He operated his own firm in San Diego from 1911 to 1933, specializing in designing institutional buildings.⁴² He designed “scores of schools, public buildings and military bases in Southern California,” and planned the Marine Corps air stations at El Toro, Goleta, El Centro and Mojave.⁴³ Kistner died in 1973.

Robert Rice Curtis was born in Sheffield, Illinois, in 1879, and graduated from the University of Illinois, Urbana-Champaign in 1904. He came to California in circa 1922 and was hired by Kistner to run the San Diego office of their firm in 1933 while Kistner focused more on Los Angeles.⁴⁴ Like fellow Illinoisan Kistner, Curtis specialized in institutional buildings. He died in 1958.⁴⁵

Architect Clarence “Clyde” Hufbauer

The architect who designed the Auditorium, Adaptive Room, Library, and Cafeteria pop-out addition on Montgomery MS was Clarence “Clyde” Hufbauer. He was born in Los Angeles in 1911 and relocated to San Diego with his family in 1921. He attended San Diego State University before transferring to the University of California, Berkeley, to obtain his B.A., M.A., and, in 1936, Doctorate in Architecture. He was the chief draftsman in the San Diego office of Kistner and Curtis from 1938 to 1939, where he gained experience in school design. He then became a staff architect for the San Diego City Schools from 1940 to 1947 before launching his own firm in 1947.⁴⁶ He was the chief architect for the SDUSD, responsible for designing many schools in the years of explosive growth in San Diego following WWII. His schools were mostly one-story buildings characterized by interconnecting flat or low sloping roofs, a modular steel structural system with canopies supported by pipe columns, banded low walls and horizontal steel window systems that faced walkways and lawns on one side, and high transom windows on the other side. For example, due to a 1950s bond measure, he designed a plan that was used to build both the auditoriums at Montgomery MS and Crawford High School (1957) (**Figure 10**). He died in 1993.⁴⁷

⁴¹ “Kistner and Curtis, Architects (Partnership),” <http://pcad.lib.washington.edu/firm/1625/>. Accessed August 8, 2017. The 1956 AIA Directory entry for Kistner lists the Kistner and Curtis partnership and lasting from 1933 to 1941. The 1942 school plans were likely drawn up in a transitional period for the firm, when it became Kistner, Curtis, & Wright (1941-1952).

⁴² “Theodore C. Kistner Sr. (Architect),” <http://pcad.lib.washington.edu/person/671/>. Accessed August 8, 2017.

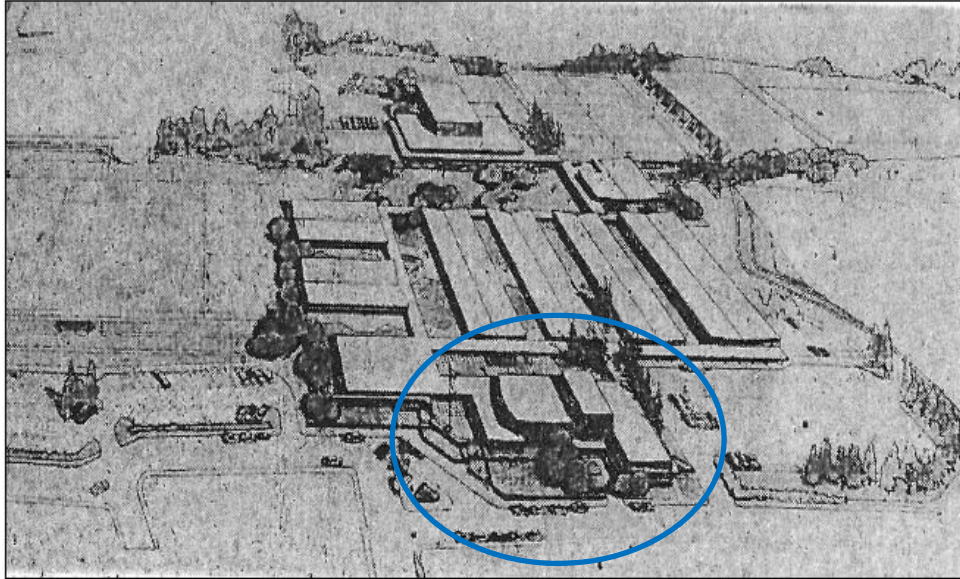
⁴³ “T.C. Kistner, Retired Architect, Dies at 99,” *Los Angeles Times*. October 11, 1973.

⁴⁴ “Robert Rice Curtis (Architect),” <http://pcad.lib.washington.edu/person/672/>. Accessed August 8, 2017.

⁴⁵ Ibid.

⁴⁶ “Clarence ‘Clyde’ Hufbauer,” <http://www.modernsandiego.com/Hufbauer.html>. Accessed August 9, 2017.

⁴⁷ Ibid.



SOURCE: San Diego History Center

Montgomery Middle School Project / 170365.00

Figure 10

Crawford High School, 1957, the Auditorium designed by Architect Clarence "Clyde" Hufbauer is Circled in Blue.

Moderne Style (1930-1945)

The Moderne style was popular during the Great Depression as developed by government relief projects. During this period the government created jobs for architects, designers, and builders by putting them to work, creating hundreds of government and civic buildings, including post offices, train stations, public schools, museums, bridges, and dams throughout the United States. Moderne structures reflected a greater use of conservative and classical elements and had a distinct monumental feel to them. The Moderne style was characterized by board-form or smooth concrete exteriors; schools were typically flat-roofed, although occasionally some had gabled or hipped tile roofs; they were generally symmetrical; mostly with horizontal emphasis; piers and pilasters, often fluted or reeded, provided architectural order, dividing structural bays and separating recessed window channels; shallow relief panels and interior murals were often incorporated; rounded and bullnosed corners or other curved elements were characteristic; and Art Deco motifs such as chevrons gave the schools a stylized appearance.

Linda Vista had two schools that were built in the distinctly Moderne style. Montgomery MS had Moderne-influenced curved and horizontal scored walls at the central recessed main entry along Ulric street and horizontally scored exterior wall panels. The school's lack of ornamentation appears to be influenced by the International Style.⁴⁸ The central, recessed entries appear to be influenced by the federal Public Works Administration (PWA) Moderne style. Kit Carson Elementary School was also a Moderne style school in Linda Vista (**Figure 11**). The building incorporated a curved wall with glass block windows, sculptural panels sponsored by the federal

⁴⁸ San Diego Unified School District, *Modern San Diego Public School Development* (San Diego: San Diego Unified School District, 2015), 7.

Works Progress Administration (WPA), exterior fluting, and rectangular banks of windows. The other elementary school, Linda Vista, was characterized more by its classical features than any Moderne details.⁴⁹

Schools from this time period also were typically designed with interior circulation corridors and classroom entries. The typical school plans were for one-story, elongated buildings and an auditorium-cafeteria built higher than the classrooms. Kit Carson Elementary School's U-shaped plan, two-story height, and prominent sculptural panels helped the building retain the "civic monumental character" of earlier large school buildings.⁵⁰ Montgomery MS also had a U-shaped plan and two-story height to give it a civic monumental character.



SOURCE: San Diego History Center

Montgomery Middle School Project / 170365.00

Figure 11
Kit Carson Elementary School, 1943

⁴⁹ San Diego Unified School District, *Modern San Diego Public School Development* (San Diego: San Diego Unified School District, 2015), 7.

⁵⁰ San Diego Unified School District, *Modern San Diego Public School Development* (San Diego: San Diego Unified School District, 2015), 10.

Mid-Century Modern Style Architecture (1945-1960)

The Mid-Century Modern style was also characterized by an emphasis on indoor-outdoor design. After WWII, new suburban subdivisions provided large sites for schools and architects would spread out many buildings across the site.⁵¹ Circulation was through open-air corridors covered by eave overhangs and sheltering canopies. Landscaping between buildings and along circulation paths became an important design element.⁵² Local architect Clyde Hufbauer designed many Postwar schools and buildings in San Diego in the Mid-Century Modern style, including the auditorium at Montgomery MS. He designed buildings with ample windows, smooth surfaces, low-pitched gabled, shed, or butterfly roofs, and entries sheltered by broadly projecting overhangs. School designs by Hufbauer and other architects displayed International style influences in cubic volumes, flat roofs, parapets, cantilevered elements, and large window walls at lobbies and entries. Other Modern styles, such as Contemporary, Post-and-Beam, and Futurist-Googie styles, were seen architectural elements of exposed rafters, colored wall panels, and folded plate walls in classrooms and school office buildings.⁵³

Regulatory Framework

Historical resources fall within the jurisdiction of the federal, state, and local designation programs. Federal laws provide the framework for the identification, and in certain instances, protection of historical resources. Additionally, state and local jurisdictions play active roles in the identification, documentation, and protection of such resources within their communities. The National Historic Preservation Act (NHPA) of 1966, as amended and the California Public Resources Code (PRC), Section 5024.1, are the primary federal and state laws and regulations governing the evaluation and significance of historical resources of national, state, regional, and local importance. Descriptions of these relevant laws and regulations are presented below. Because SDUSD is the lead agency, the local designation programs are not applicable and therefore Montgomery MS was not evaluated against the City's Historical Resources Register criteria.

Federal

NHPA of 1966

The principal federal law addressing historic properties is the National Historic Preservation Act (NHPA), as amended (54 United States Code of Laws [USC] 300101 et seq.), and its implementing regulations (36 CFR Part 800). Section 106 requires a federal agency with jurisdiction over a proposed federal action (referred to as an “undertaking” under the NHPA) to take into account the effects of the undertaking on historic properties, and to provide the Advisory Council on Historic Preservation (ACHP) an opportunity to comment on the undertaking.

⁵¹ San Diego Unified School District, *Modern San Diego Public School Development* (San Diego: San Diego Unified School District, 2015), 10.

⁵² San Diego Unified School District, *Modern San Diego Public School Development* (San Diego: San Diego Unified School District, 2015), 11.

⁵³ San Diego Unified School District, *Modern San Diego Public School Development* (San Diego: San Diego Unified School District, 2015), 15.

The term “historic properties” refers to “any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in, the National Register” (36 CFR Part 800.16(l)(1)). The implementing regulations (36 CFR Part 800) describe the process for identifying and evaluating historic properties, assessing the potential adverse effects of federal undertakings on historic properties, and seeking to develop measures to avoid, minimize, or mitigate adverse effects. The Section 106 process does not require the preservation of historic properties; instead, it is a procedural requirement mandating that federal agencies take into account effects to historic properties from an undertaking prior to approval.

The steps of the Section 106 process are accomplished through consultation with the State Historic Preservation Officer (SHPO), federally-recognized Indian tribes, local governments, and other interested parties. The goal of consultation is to identify potentially affected historic properties, assess effects to such properties, and seek ways to avoid, minimize, or mitigate any adverse effects on such properties. The agency also must provide an opportunity for public involvement (36 CFR 800.1(a)). Consultation with Indian tribes regarding issues related to Section 106 and other authorities (such as NEPA and Executive Order No. 13007) must recognize the government-to-government relationship between the Federal government and Indian tribes, as set forth in Executive Order 13175, 65 FR 87249 (Nov. 9, 2000), and Presidential Memorandum of Nov. 5, 2009.

National Register of Historic Places

The National Register of Historic Places (National Register) was established by the NHPA of 1966, as “an authoritative guide to be used by federal, State, and local governments, private groups and citizens to identify the Nation’s historic resources and to indicate what properties should be considered for protection from destruction or impairment” (36 CFR 60.2) (U.S. Department of the Interior, 2002). The National Register recognizes a broad range of cultural resources that are significant at the national, state, and local levels and can include districts, buildings, structures, objects, prehistoric archaeological sites, historic-period archaeological sites, traditional cultural properties, and cultural landscapes. As noted above, a resource that is listed in or eligible for listing in the National Register is considered “historic property” under Section 106 of the NHPA.

To be eligible for listing in the National Register, a property must be significant in American history, architecture, archaeology, engineering, or culture. Properties of potential significance must meet one or more of the following four established criteria:

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

In addition to meeting one or more of the criteria of significance, a property must have integrity. Integrity is defined as “the ability of a property to convey its significance” (U.S. Department of the Interior, 2002). The National Register recognizes seven qualities that, in various combinations, define integrity. The seven factors that define integrity are location, design, setting, materials, workmanship, feeling, and association. To retain historic integrity a property must possess several, and usually most, of these seven aspects. Thus, the retention of the specific aspects of integrity is paramount for a property to convey its significance.

Ordinarily religious properties, moved properties, birthplaces or graves, cemeteries, reconstructed properties, commemorative properties, and properties that have achieved significance within the past 50 years are not considered eligible for the National Register unless they meet at least one of the four significance criteria listed above, one of the Criteria Considerations (A-G), in addition to meeting at least one of the and possessing integrity (U.S. Department of the Interior, 2002).

State

California Environmental Quality Act

CEQA is the principal statute governing environmental review of projects occurring in the state and is codified at *Public Resources Code (PRC) Section 21000 et seq.* CEQA requires lead agencies to determine if a proposed project would have a significant effect on the environment, including significant effects on historical or unique archaeological resources. Under CEQA (Section 21084.1), a project that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment.

The *CEQA Guidelines* (Title 14 California Code of Regulations [CCR] Section 15064.5) recognize that historical resources include: (1) a resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources (California Register); (2) a resource included in a local register of historical resources, as defined in PRC Section 5020.1(k) or identified as significant in a historical resource survey meeting the requirements of PRC Section 5024.1(g); and (3) any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California by the lead agency, provided the lead agency’s determination is supported by substantial evidence in light of the whole record. The fact that a resource does not meet the three criteria outlined above does not preclude the lead agency from determining that the resource may be an historical resource as defined in PRC Sections 5020.1(j) or 5024.1.

If a lead agency determines that an archaeological site is a historical resource, the provisions of Section 21084.1 of CEQA and Section 15064.5 of the *CEQA Guidelines* apply. If an archaeological site does not meet the criteria for a historical resource contained in the *CEQA Guidelines*, then the site may be treated in accordance with the provisions of Section 21083, which is as a unique archaeological resource. As defined in Section 21083.2 of CEQA a “unique” archaeological resource is an archaeological artifact, object, or site, about which it can be clearly

demonstrated that without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

- Contains information needed to answer important scientific research questions and there is a demonstrable public interest in that information;
- Has a special and particular quality such as being the oldest of its type or the best available example of its type; or,
- Is directly associated with a scientifically recognized important prehistoric or historic event or person.

If an archaeological site meets the criteria for a unique archaeological resource as defined in Section 21083.2, then the site is to be treated in accordance with the provisions of Section 21083.2, which state that if the lead agency determines that a project would have a significant effect on unique archaeological resources, the lead agency may require reasonable efforts be made to permit any or all of these resources to be preserved in place (Section 21083.1(a)). If preservation in place is not feasible, mitigation measures shall be required. The *CEQA Guidelines* note that if an archaeological resource is neither a unique archaeological nor a historical resource, the effects of the project on those resources shall not be considered a significant effect on the environment (*CEQA Guidelines* Section 15064.5(c)(4)).

A significant effect under CEQA would occur if a project results in a substantial adverse change in the significance of a historical resource as defined in *CEQA Guidelines* Section 15064.5(a). Substantial adverse change is defined as “physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired” (*CEQA Guidelines* Section 15064.5(b)(1)). According to *CEQA Guidelines* Section 15064.5(b)(2), the significance of a historical resource is materially impaired when a project demolishes or materially alters in an adverse manner those physical characteristics that:

- A. Convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register; or
- B. Account for its inclusion in a local register of historical resources pursuant to section 5020.1(k) of the Public Resources Code or its identification in a historical resources survey meeting the requirements of section 5024.1(g) of the Public Resources Code, unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or
- C. Convey its historical significance and that justify its eligibility for inclusion in the California Register as determined by a Lead Agency for purposes of CEQA.

In general, a project that complies with the SOI Standards (Weeks and Grimer, 1995) is considered to have mitigated its impacts to historical resources to a less-than-significant level (*CEQA Guidelines* Section 15064.5(b)(3)).

California Register of Historical Resources

The California Register is “an authoritative listing and guide to be used by State and local agencies, private groups, and citizens in identifying the existing historical resources of the State

and to indicate which resources deserve to be protected, to the extent prudent and feasible, from substantial adverse change” (PRC Section 5024.1[a]). The criteria for eligibility for the California Register are based upon National Register criteria (PRC Section 5024.1[b]). Certain resources are determined by the statute to be automatically included in the California Register, including California properties formally determined eligible for, or listed in, the National Register.

To be eligible for the California Register, a prehistoric or historic-period property must be significant at the local, state, and/or federal level under one or more of the following four criteria:

1. Is associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage;
2. Is associated with the lives of persons important in our past;
3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
4. Has yielded, or may be likely to yield, information important in prehistory or history.

A resource eligible for the California Register must meet one of the criteria of significance described above, and retain enough of its historic character or appearance (integrity) to be recognizable as a historical resource and to convey the reason for its significance. It is possible that a historic resource may not retain sufficient integrity to meet the criteria for listing in the National Register, but it may still be eligible for listing in the California Register.

Additionally, the California Register consists of resources that are listed automatically and those that must be nominated through an application and public hearing process. The California Register automatically includes the following:

- California properties listed on the National Register and those formally determined eligible for the National Register;
- California Registered Historical Landmarks from No. 770 onward; and,
- Those California Points of Historical Interest that have been evaluated by the OHP and have been recommended to the State Historical Commission for inclusion on the California Register.

Other resources that may be nominated to the California Register include:

- Historical resources with a significance rating of Category 3 through 5 (those properties identified as eligible for listing in the National Register, the California Register, and/or a local jurisdiction register);
- Individual historical resources;
- Historical resources contributing to historic districts; and,
- Historical resources designated or listed as local landmarks, or designated under any local ordinance, such as an historic preservation overlay zone.

Archival Research

South Central Coastal Information Center Records Search

A cultural resources records search was conducted at the South Coastal Information Center (SCIC) at San Diego State University on July 31, 2017. The records search included the Montgomery MS and a 0.5-mile radius. The SCIC houses the pertinent archaeological and historic site and survey information necessary to determine whether cultural resources are known to exist within the project area. The records search included a review of all recorded historic built environment sites and the California Historical Resources Information System (CHRIS) (which includes the National Register, the California Register, California Historical Landmarks, California Points of Historical Interest, and various local historical registers). ESA also reviewed the City's inventory of historic properties (San Diego Register of Designated Historical Resources).

The results of the records search indicate four buildings appear to be built environment resources within a half-mile radius of Montgomery MS, which are presented in **Table 1**. Two built environment resources, the Boys Club and Linda Vista Baptist Church, have indirect views of Montgomery MS and the other two have no views.

TABLE 1
HISTORICAL RESOURCES LOCATED WITHIN A QUARTER-MILE RADIUS OF MONTGOMERY MS

Name	Address	Description	CHR Status Code	Date	Distance from Project Site	View of Project Site
Boys Club	2230 E. Jewett Street, San Diego	Boys Club Linda Vista Branch constructed in 1955 was the fourth Boys Club in San Diego. Currently still a Boys & Girls Club.	N/A	N/A	0.06 mile (295 feet)	Indirect view
Linda Vista Baptist Church	6970 Linda Vista Road, San Diego	Religious building constructed in 1946. Currently San Diego Calvary Korean Church. It was used as the Linda Vista Baptist Bible College and Seminary. In the 1970s and 80s, the church provided social services and resettlement assistance for Vietnamese immigrants.	N/A	8/2/17	0.07 mile (353 feet)	Indirect View
Tenant Activity Building	6909 Linda Vista Road, San Diego	Community Center constructed in 1943 and designated as Site No. 984 in the City's Register of Historical Resources. It was an 800 Series Field House funded by the Lanham Act amendment. It also represents historic development patterns and methods in the WWII era of San Diego's planning and development history when comprehensively constructed communities were financed and built by the federal government to meet wartime housing needs. It served as the gathering place for civic organizations, churches, schools, clubs, sporting events, dances, and other community activities for Linda Vista residents.	3S, 3CS, 5B	2/24/2011	0.19 mile (996 feet)	No View

Name	Address	Description	CHR Status Code	Date	Distance from Project Site	View of Project Site
Calvary Southern Baptist Church	6866 Linda Vista Road, San Diego	Modern-style church building constructed in 1963 and designed by architect Robert Des Lauriers, a local practitioner. Currently Canyon Ridge Baptist Church.	N/A	8/2/17	0.25 mile (1,327 feet)	No View

Previous Evaluations of Montgomery Middle School

Montgomery MS has not been previously evaluated. Additionally, it is not listed in the State of California Historic Resources Inventory (HRI) for the City of San Diego. Finally, Montgomery MS is not listed in the National or California Registers, or locally designated as a San Diego Historical Resource. The campus does not appear to be situated in a designated historic district, but Montgomery MS appears to be a part of a previously identified potential historic district that has not yet been fully evaluated. In 2010, Urbana Preservation and Planning identified a potential Linda Vista Housing Project Historic District that represents a finite group of resources in the Linda Vista community that are associated with the architectural, developmental, and land use planning history in the City of San Diego during WWII. This community has not been formally surveyed and evaluated. However, Urbana Preservation and Planning previously found that the Tenant Activity Building, which is within a quarter-mile radius of the Project Site, appeared to be eligible as a contributing element to this potential district.

Additional Research

ESA conducted site-specific research on Montgomery MS utilizing the following sources: building permits, City directories, plans and aerial photographs from the SDUSD archives, historical photographs and articles from the San Diego History Center, historical *San Diego Union*, *San Diego Tribune*, and *Evening Tribune* at the University of California, San Diego Library, historical *Los Angeles Times*, San Diego Central Library, City of San Diego Development Services, San Diego County Assessor, the California Historical Resources Inventory Database, and other published sources.

Historic maps and aerial photographs were examined to provide historical information about Montgomery MS and the land uses surrounding the campus. Historic aerial photographs taken in 1951, 1952, 1953, 1955, 1957, 1973 and 1977 were examined, as was a Sanborn Map from 1956 and Plot Plan of the Linda Vista community drawn in 1942.

Original architectural drawings obtained from SDUSD provide a construction history of Montgomery MS from 1942 to 2016 and were essential in preparing the construction history context of Montgomery HS found above under Historic Context. A summary of these architectural drawings on file at SDUSD are compiled in Table 2 below. There were no building permits available for the campus. The earliest plan on file dated to 1942 and referenced new classroom and administrative buildings, a cafeteria, and locker rooms for boys and girls.

TABLE 2
MONTGOMERY MIDDLE SCHOOL ARCHITECTURAL DRAWINGS⁵⁴

Date	Project/Application #	Architect/Engineer	Description	Notes
03/1942	4-902-5	Kistner & Curtis	First unit/Front Wing (Building 100)	Kearny Junior-Senior High School
03/1942	4-902-5	Kistner & Curtis	First unit (Cafeteria)	Kearny Junior-Senior High School
03/1942		Kistner & Curtis	Rear wing (partial Building 200) Boys' and Girls' Locker rooms (built in 1945)	Kearny Junior-Senior High School
02/1944	4-902-5A	Kistner & Curtis	Shop Building (Building 300)	Kearny Junior-Senior High School
02/09/1944		Architectural Department, Board of Education, San Diego Unified School District	Playground development	Kearny Junior-Senior High School
05/28/1944		Clyde Hufbauer (Architectural Department, Board of Education, San Diego Unified School District)	Federal works agency ground improvement plan	Kearny Junior-Senior High School Shows half of building 200 completed
06/25/1944		Clyde Hufbauer (Architectural Department, Board of Education, San Diego Unified School District)	Federal works agency ground improvement plan	Kearny Junior-Senior High School
05/26/1954		J. Thomas Erchul (Architectural Department, Board of Education, San Diego Unified School District)	Interior remodel boys locker room	
09/01/1954	12397	Clyde Hufbauer	Auditorium	Ground plan has been altered; several windows on east elevation altered
04/21/1955		J. Thomas Erchul (Architectural Department, Board of Education, San Diego Unified School District)	Girls locker/shower building remodeling	
07/13/1955		J. Thomas Erchul (Architectural Department, Board of Education, San Diego Unified School District)	Multi-purpose court (paved with A.C.) between boys and girls shower/locker rooms, and south of them	Area in between lockers rooms later filled in with Adaptive Room

⁵⁴ The original building plans for Buildings 100, 200, 300, the Cafeteria, the Auditorium, The Adaptive Room, The Cafeteria Pop-Out, and the Library on the Project Site are highlighted in red.

Date	Project/Application #	Architect/Engineer	Description	Notes
		Jane Minshall (Landscape Architect)		
05/13/1956		Fred A. Johnson (Architectural Department, Board of Education, San Diego Unified School District) Jane Minshall (Landscape Architect)	Site development (new paving)	
05/15/1957	A5884	Th. Johnson (California Dept. of Public Works, Division of Architecture)	Remodeling existing shop building	
03/18/1959		[Illegible] (Architectural Department, Board of Education, San Diego Unified School District)	Interior remodel of rooms 251 and 252	
08/29/1960		Ralph B. Redhead (Architectural Department, Board of Education, San Diego Unified School District)	Outdoor P.E. Facility; mats, bars, ropes, wood horses, etc.	
12/07/1960		Ralph B. Redhead (Architectural Department, Board of Education, San Diego Unified School District)	Interior installation of 152 student lockers	
04/17/1962	22506	Clyde Hufbauer	Cafeteria building interior remodeling; new fascia on west and south façades; remove existing steps on south façade; new screen door on north façade Cafeteria pop-out addition	
5/21/1962	22506	Clyde Hufbauer	Library	
5/21/1962	22506	Clyde Hufbauer	Addition of adaptive room between Boys' and Girls' Locker Rooms	
05/27/1974		Architectural Department, Board of Education, San Diego Unified School District	Additional lockers and baskets for boys and girls locker rooms	
05/31/1974		Architectural Department, Board of Education, San Diego Unified School District	Additional student lockers relocated from Memorial Junior High	Attached to the exterior of Music Building (Auditorium); Library; non-extant portable buildings

Date	Project/Application #	Architect/Engineer	Description	Notes
06/23/1974		Architectural Department, Board of Education, San Diego Unified School District	Boys' locker room: new aluminum jalousies; new 3'x7' door; remove existing window and infill with concrete; new light fixtures	
04/14/1975		Architectural Department, Board of Education, San Diego Unified School District	Remodeling of the court between Buildings 100 and 200, planters added	
01/04/1977		Architectural Department, Board of Education, San Diego Unified School District	Parking for staff near west elevation of shop building; new driveway gate; new inset 3'x7' door in place of a window at west elevation	All windows on west elevation except for one subsequently removed
03/30/1979		Architectural Department, Board of Education, San Diego Unified School District	Lunch court between library and boys' locker room	
05/15/1981	54568	School Architect's Office, Board of Education, San Diego Unified School District	Additional toilet facilities in women's and men's faculty lounges	
11/05/1984		Architectural Department, Board of Education, San Diego Unified School District	Replacement of A.C. paving with concrete paving between building 200 and library building/lunch court	
11/08/1984		Architectural Department, Board of Education, San Diego Unified School District	Replacement of A.C. paving with concrete paving between Auditorium and Ulric Street	
10/13/1986	86185	Facilities Services Department, Office of the School District Architect	Ceiling and lighting installation in Shop Building, rooms 302 through 306	
01/15/1987	86238/71147	Facilities Services Department, Office of the School District Architect	Roof gutter replacement on Buildings 100 and 200	
04/19/1989	89009/71924	Facilities Services Department, Office of the School District Architect	Replacement of A.C. paving with concrete walk and landscape, in area between auditorium and Ulric Street	
06/20/1991	00811/91117	Facilities Services Department, Office of the School District Architect	Install handrail at 2 locations on building 100	Not built
03/24/1993	92342	Facilities Services Department, Office of	Disabled ramp, circular, at elevation	Not built

Date	Project/Application #	Architect/Engineer	Description	Notes
		the School District Architect	of cafeteria fronting Ulric Street	
12/06/1993	9305	Martinez Cutri & McArdle	Interior improvements in Buildings 100, 200, Auditorium, boys' and girls' locker rooms; new concrete access ramp on east façade of boys' locker room; fire alarm upgrades	
08/26/2002		Sillman Wright	<p>"Montgomery Academy Modernization": interior improvements in all buildings except the auditorium; new lunch court shelter; new staff parking lot ramp; concrete hardscape replacement between auditorium and cafeteria;</p> <p>Building 100: raised threshold transition strips on 3 main doors on east façade;</p> <p>Building 200: new access ramp at north façade entrance</p> <p>Cafeteria: raised threshold transition strips on north façade door</p> <p>Building 300, north façade: new sidewalk, new doors, replacement windows; new concrete stair and ramp; new mechanical units on roof</p> <p>Library: New addition on west façade with new windows and new door; new screen wall with door on west façade; new landscape outside screen wall; new windows and doors on east façade.</p> <p>Boys' and Girls' Locker Rooms: new doors on all facades; kick plates on existing doors; new louvers</p> <p>Auditorium: lower existing ticket booth window on east façade to 34" above the floor</p>	Done in 2004

Date	Project/Application #	Architect/Engineer	Description	Notes
04/18/2003		Randall Lamb	HVAC upgrades in most campus buildings	
07/08/2004	85524/03055	Architectural Program, Maintenance and Operations Department	Exterior concrete ramp on south end of courtyard between buildings 100 and 200	Not built
08/15/2011		Main Street Power	Solar panels on roofs of Library, Auditorium, and Adaptive Room of PE Building	
12/21/2012	21231	MarcaTects	Restroom accessibility improvements in boys' and girls' locker rooms; exterior concrete ramp with railing on south elevation of girls' locker room	
06/24/2016		Architectural Program, Maintenance and Operations Center	Electronic marquee near corner of Ulric and Jewett Streets	

Architectural Resources Survey

A historic architectural resources survey of the Montgomery MS was conducted by ESA architectural historian Christina Chiang, M.A., on August 2, 2017. Detailed notes and digital photographs were taken and the survey work utilized the survey methodology of the State Office of Historic Preservation (OHP). Montgomery MS was documented on California Department of Parks and Recreation (DPR) 523 form (**Appendix B**).

Description of Surveyed Resources

Montgomery MS consists of seven buildings clustered toward the northwest end of an irregularly shaped parcel. The west and south areas of the parcel consist of basketball, racquetball, and tennis courts and a track and field which also functions as a city park. Buildings 100 and 600 are set back behind a grass lawn that fronts Ulric Street and part of Jewett and Fulton Streets. Building 300 is setback behind a shallow landscape. Mature trees and shrubs are also present around buildings and near the streets. The remainder of the parcel is paved asphalt.

Administration and Classroom Building 100, Classroom Building 200 and Cafeteria

The Administrative and Classroom Building 100, Classroom Building 200, and the Cafeteria are arranged in a U-shaped plan around a central landscaped courtyard (**Figures 12 and 13**). The exterior space between the Cafeteria, Buildings 100 and 200 is a courtyard with lawn on either side of the classrooms and there are trees in planters along the center area. A pedestrian bridge

with a second floor walkway (**Figure 14**) connects the interior courtyard elevations of Buildings 100 and 200.



SOURCE : ESA, 2017

Montgomery Middle School Project / 160537.01

Figure 12
Courtyard Between Buildings 100 and 200, View South



SOURCE : ESA, 2017

Montgomery Middle School Project / 160537.01

Figure 13
Courtyard Between Buildings 100 and 200, View North



SOURCE : ESA, 2017

Montgomery Middle School Project / 160537.01

Figure 14
2nd Floor Walkway Connecting Buildings 100 and 200, View South

Administration and Classroom Building 100

Administration and Classroom Building 100 (**Figures 15 to 18**) is a two-story, rectangular-plan building covered by a hipped roof supported by wood trusses and with boxed eaves. It is articulated in the Moderne style. The original shingle roof tiles have been replaced by composition sheets. Its reinforced concrete walls are covered by plaster and the second-story has horizontally scored exterior wall panels. The building is symmetrically organized with rectangular windows evenly spaced in eight bays along the primary (east) and courtyard (west) elevations (**Figures 11 and 14**). The ground floor windows are grouped in rectangular wood frames.

The main, recessed entrance (**Figure 16**) is centered, facing Ulric Street on the primary (east) elevation, with a curved canopy; curved, horizontally scored walls; three sets of double doors and double transom windows (alteration, used to be louvered windows); concrete steps; and concrete planters on either side. Behind the primary entrance doors is the entrance lobby (**Figure 19**) that is lighted by recessed circular fixture and features curved walls. Similarly, as the east elevation, the west elevation (**Figure 18**) consists of evenly spaced double windows along both levels.

At the north and south ends of the west facade are long, vertical glass block windows that light an interior stairwell. At both ends of Building 100 are second-story pedestrian bridges that connect to Building 200 and create a covered arcade on the ground level. The north walkway is supported by six piers, creating a five-bay open entrance porch with a central stair to the first-story entrances. The south walkway is supported by six piers that make four open bays with a stair leading to the ground floor entrance. The walkways are decorated with scored horizontal line designs on the courtyard and street-facing sides. Access to both levels are through recessed

double door entrances with transom windows. The second level is also accessed from the courtyard by exterior concrete staircases that connect to the second-story walkways. The staircases are decorated by recessed bands and newel posts with a half-octagonal plan.

The north elevation (**Figure 17**) is organized symmetrically with three bays of windows. A secondary entrance on Fulton Street is similar to the main one with a curved canopy; horizontally scored walls; two sets of double doors and double transom windows; concrete steps; and concrete planters on either side. This entrance also has two small rectangular windows on either side.

The south façade has two windows with upper metal panels above where windows used to be located. The first story is connected by a covered arcade to the Cafeteria at the south façade, where there are two sets of double doors and metal panels, where the original transom windows were located.

The interiors are organized as double-loaded corridors (**Figure 20**) with original wood classroom doors with three-over-three inset windows and tripartite transom windows. Along the walls are inset display cases. The original transom windows were twice as high and had hopper sashes. The ceiling has been lowered and the top window is currently filled in for HVAC vents. The interiors include classrooms and administrative offices. The interior staircase is surrounded by a plaster wall with an original wood cap. The original handrail has been removed and three sets of handrails were added at a later date.



SOURCE : ESA, 2017

Montgomery Middle School Project / 160537.01

Figure 15
Primary (East) Elevation, View West



SOURCE : ESA, 2017

Montgomery Middle School Project / 160537.01

Figure 16
Primary Entrance on Primary (East) Elevation of Building 100, View West



SOURCE : ESA, 2017

Montgomery Middle School Project / 160537.01

Figure 17
North Elevation of Building 100, View South



SOURCE : ESA, 2017

Montgomery Middle School Project / 160537.01

Figure 18
West (Courtyard) Elevation of Building 100, View Southeast



SOURCE : ESA, 2017

Montgomery Middle School Project / 160537.01

Figure 19
Entrance Lobby of Building 100, View Northeast



SOURCE : ESA, 2017

Montgomery Middle School Project / 160537.01

Figure 20
Representative Interior Corridor of Building 100

Classroom Building (Building 200)

Classroom Building 200 (**Figures 21 to 23**) is a two-story, rectangular-plan building covered by a hipped roof supported by wood trusses and with boxed eaves. It is also articulated in the Moderne style. The original shingle roof tiles have been replaced by composition sheets. Its reinforced concrete walls are covered by plaster and the second-story has horizontally scored exterior wall panels. A slope chimney covered in plaster and decorated with three scored horizontal lines is on the southwest end. The building is symmetrically organized with rectangular windows evenly spaced along the west and east façades along both levels. The ground floor windows are grouped in a rectangular wood frame.

At the south end of the west elevation is a long, vertical window that lights an interior staircase. The original glass block has been replaced with metal windows. An original side entrance below the long window consists of original double doors surrounded by a curved canopy and projecting side walls. On the west façade (**Figure 23**), north of the side entrance, is an exterior staircase that leads to the basement of Building 200, where there are two rooms, one of which is a large boiler room that is still being used and the other is a small transformer vault that is now empty.

The north elevation (**Figure 21**) is similar to the one of Building 100, except there are only two windows on the second story. The upper windows are covered by metal panels. The main, recessed entrance is centered, facing Fulton Street with a curved canopy; horizontally scored walls; two sets of double doors and double transom windows; concrete steps; and concrete planters on either side. A ramp has been added northeast corner. A low wall is between Buildings 100 and 200 at the entrance to the courtyard from Fulton Street. The south façade has two windows with metal panels covering the upper ones in the second story. The first story has been

covered by a one-story addition of a storage room, currently used as the staff dining room, with three windows on the west facade.

The interiors are organized as double-loaded corridors with original wood classroom doors with three-over-three inset windows and tripartite transom windows. The original transom windows were twice as high and had hopper sashes. The ceiling has been lowered and the top window is currently filled in for HVAC vents. The interiors include classrooms and administrative offices.



SOURCE : ESA, 2017

Montgomery Middle School Project / 160537.01

Figure 21
North Elevation of Building 200, View South



SOURCE : ESA, 2017

Montgomery Middle School Project / 160537.01

Figure 22
East (Courtyard) Elevation of Building 200, View Southwest



SOURCE : ESA, 2017

Montgomery Middle School Project / 160537.01

Figure 23
West Elevation of Building 200 and Cafeteria, View Southeast

Cafeteria

The Cafeteria (**Figures 24 to 27**) is a two-story, rectangular-plan building covered by a two-section roof with parapets. The east section is a curved roof supported by a wood bowstring truss covering the seating area and the east section is a flat roof covering the kitchen, service rooms,

and faculty dining room. The roof is covered by composition sheets and the east section has three ventilators on top. The building is not in a particular architectural style, but its doors and windows match Buildings 100 and 200. Its reinforced concrete walls are covered by plaster.

The south elevation (**Figure 24**) is asymmetrically organized with a double door entrance with transom window and door surround, accessed by a concrete stair with low walls, between the two sections. The east section, where the indoor cafeteria seating is located, is a double-height space with a large bank of windows in a wood surround. The west section has a row of windows in a wood surround on the first story. Two windows have been removed when a single door and an addition was added for access from a wheelchair ramp and loading dock.

Covered arcades (**Figures 24 and 26**) are along on the east and west elevations. The east elevation has evenly spaced doors and two groups of windows. The porch is the original design with a flat shed roof and wood posts, accessed by stairs to the south. A wheelchair ramp has been added to the east side. The west elevation has an addition on the southwest corner, where the original porch used to be located. The original stairs to the south were removed and a new porch supported by metal pipes and a tall fascia around the flat shed dropped roof was added.

The north elevation (**Figure 25**) faces the courtyard with a porch formed by the walkway and arcade between Buildings 100 and 200. The second story is a solid wall with one vent. The first story is asymmetrically organized with two banks of windows in wood surrounds, an original double wooden door with inset windows, and a single window with a fan added to the upper sash. The floor of the porch here is scored concrete.



SOURCE : ESA, 2017

Montgomery Middle School Project / 160537.01

Figure 24
South and East Elevations of Cafeteria, View Northwest



SOURCE : ESA, 2017

Montgomery Middle School Project / 160537.01

Figure 25
North Elevation of Cafeteria, View South



SOURCE : ESA, 2017

Montgomery Middle School Project / 160537.01

Figure 26
West Elevation of Cafeteria, View East



SOURCE : ESA, 2017

Montgomery Middle School Project / 160537.01

Figure 27
South Elevation of Cafeteria, View Northwest

Shop Building 300

The Shop Building 300 (**Figures 28 to 31**) is a two-story, rectangular-plan building covered by a flat roof supported by trusses and with seven saw-tooth sections to bring natural light into the shop rooms. The roof is covered by composition sheets and the saw-tooth roof sections have been covered. The building is not in a particular architectural style, but its doors and windows match the Main Building. The plaster walls are punctuated by evenly spaced groups of windows with wood surrounds on the south and north facades.

The south elevation (**Figure 29**) has two entrances with concrete stairs with low walls that lead to original, recessed double doors. The south elevation doors are all replacement recessed single doors. A wheelchair ramp has been added to the northeast corner. The north elevation (**Figure 27**) also has two double-door entrances, but without stairs. A door was added to the west end and a bank of windows taken out and another door added to the middle.

The east elevation (**Figure 30**) has two groups of windows in wood surrounds and a recessed entrance to a bathroom with a single door, transom and two side windows. Two original wood doors with inset windows in the recessed entrance lead to classrooms on the north and south. The concrete stair to the entrance has been altered by the removal of a concrete post on the north end, which a district archival plan shows was done in 1957 to enlarge a classroom. A wheelchair ramp has been added to the north end of the east façade entrance. The west elevation originally had three openings, the middle one is still a recessed, original double door. The west one was been filled in with a bank of windows for a general shop room in 1957, as seen in the district archival plan. The room is now used as a science laboratory. The east one used to lead to a wood shop,

but in 1957, the opening was filled in with a single door for entrance to a small lumber storage room. A low concrete wall borders the back parking lot on the south and west sides.



SOURCE : ESA, 2017

Montgomery Middle School Project / 160537.01

Figure 28
East Elevation of Shop Building (Building 300), View East



SOURCE : ESA, 2017

Montgomery Middle School Project / 160537.01

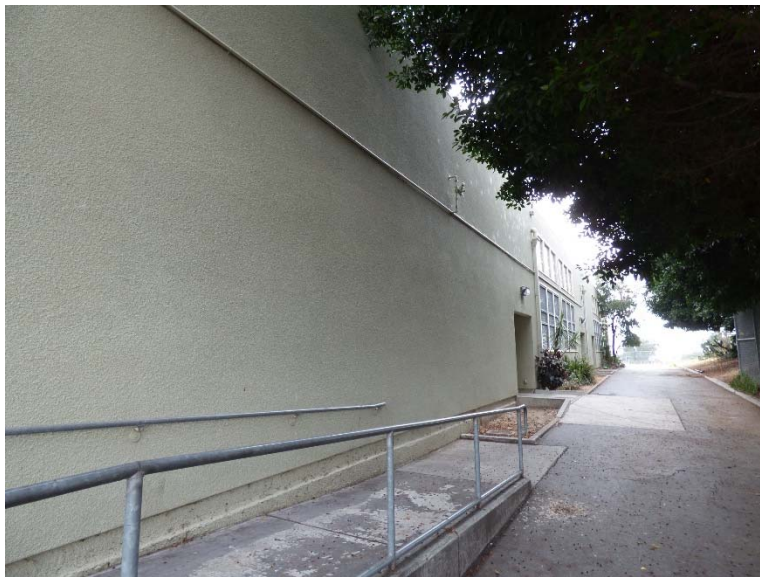
Figure 29
South Elevation of Shop Building (Building 300), View North



SOURCE : ESA, 2017

Montgomery Middle School Project / 160537.01

Figure 30
East Elevation of Shop Building (Building 300), View West



SOURCE : ESA, 2017

Montgomery Middle School Project / 160537.01

Figure 31
North Elevation of Shop Building (Building 300), View Southwest

Physical Education Building

The Physical Education Building (**Figures 32 to 35**) is a one-story building with an irregular plan organized in three sections. The two buildings constructed were the boys' locker room to the

north and a girls' locker room to the south which were later connected by the addition of an Adaptive. Also, additions were added to expand both the lockers rooms to the north and south.

The boys' and girls' locker rooms are reinforced concrete supported by wood trusses and covered by a flat composition sheet roof and parapets with coping. Original skylights were removed in 1962. The buildings were originally mostly showers for the physical education classes. The walls are covered by stucco. The boys' locker room has a southeast corner entrance under a canopy with a wood post. Originally this canopy was similar to the covered arcade on the Main Building with four posts. On the east façade, there is a non-original double door accessed by stairs to the south and a bump-out under the canopy with covered windows. The girls' locker room mirrors the boys' locker room across the adaptive room between them. The 1962 north addition to the boys' locker room was added at a lower height than the original building with a double door and a row of windows. A mural with shadow figures of athletes was painted on this addition. The similar 1962 south addition to the girls' locker room was also added at a lower height with more windows and doors than seen in the boys' locker room addition, as well as a short canopy. Both rooms have wheelchair ramps added to the ends of the east façade.

The adaptive room has a rectangular plan, a stucco exterior, and is set back on the east to leave an open space between the two locker room entrances. The east façade has a recessed entry to the recreation rooms that are currently used as gymnastics and dance studios. A terrazzo panel marks a water fountain and a door and vents punctuate a mostly solid east façade wall.

The west façade opens to the basketball and tennis courts. The west façade has evenly spaced windows with wood surrounds, the upper windows have been covered. Replacement double doors leads from each Locker Room down concrete stairs to the outside. Another terrazzo panel water fountain was added to the north end of the west façade, but it has been removed and replaced by metal water fountains.



SOURCE : ESA, 2017

—Montgomery Middle School Project / 160537.01

Figure 32
East Elevation of Physical Education Building,
View West



SOURCE : ESA, 2017

Montgomery Middle School Project / 160537.01

Figure 33
South and West Elevations of Physical Education
Building, View Northeast



SOURCE : ESA, 2017

Montgomery Middle School Project / 160537.01

Figure 34
West Elevation of Physical Education Building,
View East



SOURCE : ESA, 2017

Montgomery Middle School Project / 160537.01

Figure 35
East Elevation of Physical Education Building,
View West

Auditorium Building 600

The Auditorium Building 600 (**Figures 36 to 45**) is a two-story, reinforced concrete building with an L-shaped plan. Constructed in 1955, most of the building consists of an auditorium, with the western and southwestern portions of the building devoted to music and speech arts classrooms. Solar panels were installed on much of the roof in 2013.

The east elevation (**Figure 36**) features a large, curved surface with the words “Montgomery Auditorium” set back over a covered passageway supported by thin metal posts, centered by a gallery of floor to ceiling, multilite steel fixed windows with interior “mullion posts.” On either side of the gallery are two pairs of double doors separated by a metal railing. Non-original lighting is present on the covered walkway. Original window or ticket booth openings present on the north side of the east elevation are boarded.

The eastern half of the south elevation (**Figure 38**) consists largely of a stucco surface with narrow utility pipes running across. A pair of large wall vents over a shallow covered walkway supported by a thin post transitions into the western half of the south façade, which consists of a popout pavilion area. The intersection of the auditorium and pavilion contains two pairs of double doors and two single doors. The pavilion itself features a row of steel multilite combination awning-fixed windows, one of which appears to have been filled in with stucco. The windows are covered by metal grilles (**Figure 40**). The windows are also separated by two angled stucco dividers which connect the wall to the shallow eaves above the windows. The south-facing portion of the pavilion consists of a set of fourteen-lite steel awning windows, which runs from one end of the façade to the other. The windows are mostly obscured by metal grilles (called out

as “Sun Control Louvers” in the original plans) of the same width. Six evenly spaced vents are below the windows, behind bushes present in a planter.

The west elevation (**Figure 41**) faces the Physical Education Building. It is comprised of a small popout toward the southwestern corner of the Auditorium and a covered walkway with classroom entrances. The popout features three pairs of two four-light steel awning windows. The majority of the west façade consists of the covered walkway supported by thin metal posts. The walkway shelters five evenly spaced classroom entrances consisting of single doors. Above the walkway is a stucco wall with electrical panels and horizontal utility pipes.

The north elevation (**Figure 43**) faces the Cafeteria. Its western half is a continuation of the covered walkway featured on the west façade. It has two recessed restroom entrances on either side of a slightly-recessed terrazzo installation with two water fountains, one of which appears to be replaced. The walkway continues with two more classroom entrances and a steel roll-up door. The walkway ends with two double-door entrances to the main auditorium space, separated by a metal railing. Above the entrances to the auditorium are two large metal grilles. The rest of the north elevation consists of a large stucco area with utility pipes running across before transitioning into the east façade.

The interior (**Figure 44**) behind the east elevation is a carpeted atrium illuminated by the gallery of steel multilite windows. The cavernous main area consists of rows of wooden chairs sloping down to a stage.



SOURCE : ESA, 2017

—Montgomery Middle School Project / 160537.01

Figure 36
East Elevation of Auditorium, View West



SOURCE : ESA, 2017

Montgomery Middle School Project / 160537.01

Figure 37
Detail of East Elevation of Auditorium, View
Southeast



SOURCE : ESA, 2017

Montgomery Middle School Project / 160537.01

Figure 38
South Elevation of Auditorium, View Northwest



SOURCE : ESA, 2017

Montgomery Middle School Project / 160537.01

Figure 39
Detail of South Elevation of Auditorium, View North



SOURCE : ESA, 2017

Montgomery Middle School Project / 160537.01

Figure 40
Detail of windows beneath grilles on portion of
South Elevation of Auditorium, View Northeast



SOURCE : ESA, 2017

Montgomery Middle School Project / 160537.01

Figure 41
West Elevation of Auditorium, View Southeast



SOURCE : ESA, 2017

Montgomery Middle School Project / 160537.01

Figure 42
West Elevation and portion of South Elevation of
Auditorium, View Northeast



SOURCE : ESA, 2017

Montgomery Middle School Project / 160537.01

Figure 43
North Elevation of Auditorium, View Southeast



SOURCE : ESA, 2017

Montgomery Middle School Project / 160537.01

Figure 44
Atrium of Auditorium, View Southwest



SOURCE : ESA, 2017

Montgomery Middle School Project / 160537.01

Figure 45
Main Area of Auditorium, View Northeast

Library

The Library (**Figures 46 to 50**) is a one-story, reinforced concrete building with a T-shaped plan constructed in 1962. A pop out addition was added to the southern half of the west elevation in 2004, altering its original rectangular plan. It is capped by a large wrap-around cornice which acts a narrow eave for all façades except the east, where it extends further to shade the entrances. Solar panels were installed on the flat roof in 2013.

The east (primary) elevation (**Figure 46**) consists of two doors with transom windows and one with a transom vent, five adjacent groupings of three jalousie clerestory windows, and four adjacent pairs of two sliding windows toward the north end. Multi-pane sidelights on two of the doors appear to have been infilled with stucco at an unknown date.

The south elevation (**Figure 47**) is a blank stucco wall. The word “Library” is painted at the eastern end of the cornice.

The west elevation (**Figure 48**) comprises the 2004 addition and its associated curved, concrete masonry unit wall enclosing a concrete courtyard. Horizontal metal grilles projecting inwards from the wall as well as trees provide a measure of shade or definition to the courtyard, which has a pair of metal gates serving as an entrance. The pop out itself is a nearly indistinguishable extension of the main building, with stucco siding and a narrow eave. The pop out also has two large sections of steel windows and a single entrance door providing access to the library.

The north elevation (**Figure 49**) comprises a pair of doors, above a vent, leading to the heater room and a single door leading to the interior of the library. Between the doors are two small infilled openings that appear to originally have had metal sliding panels attached to them.



SOURCE : ESA, 2017

Montgomery Middle School Project / 160537.01

Figure 46
East Elevation of Library, View Northwest



SOURCE : ESA, 2017

Montgomery Middle School Project / 160537.01

Figure 47
South Elevation of Library, View Northwest



SOURCE : ESA, 2017

Montgomery Middle School Project / 160537.01

Figure 48
Partial West Elevation and North Elevation of
Library, View East



SOURCE : ESA, 2017

Montgomery Middle School Project / 160537.01

Figure 49
North Elevation of Library, View South



SOURCE : ESA, 2017

Montgomery Middle School Project / 160537.01

Figure 50
Courtyard of West Elevation of Library, View North

Eligibility Assessment

In order to qualify for eligibility, Montgomery MS must possess significance under one or more of the applicable National Register and California Register criteria and retain sufficient integrity to convey its historical significance.

Significance Evaluation

ESA evaluated Montgomery MS for potential eligibility for listing in the National Register and California Register as a historic district. Montgomery MS was evaluated against the following historical and architectural themes: The Development of Linda Vista; San Diego Unified School District (SDUSD); Montgomery Middle School; Moderne Style Architecture (1930-1945); and Mid-Century Modern Style Architecture (1945-1960).

Criterion A/1: Events

Montgomery MS, originally named Stephen W. Kearny High School, is associated with the expansion of San Diego's Naval Station, the growth of defense industries, and the development of residential suburbs during WWII. It was planned and constructed to educate the children living in the Linda Vista Housing Project, one of the largest federal housing projects built in the nation. An outgrowth of the federal government's Lanham Defense Housing Act of 1940, the Linda Vista Housing Project was built to meet the shortage of housing due to the growth of the defense industry. After the initial construction of 1940–1941 of approximately 3,000 homes, the federal government continued from 1941 to 1945 to construct 2,200 more housing units. As a result of the surge of house construction and a boom in population, schools were desperately needed to educate children. In 1941, SDUSD asked the federal government for \$3,270,399.50 for new buildings and additions to existing buildings due to the increased student population resulting

from the defense programs established in San Diego. Stephen W. Kearny High School (later renamed Montgomery MS) opened in September 1941, but federal aid arrived too late to build new school buildings until the spring. Instead, 37 home units on Ingersoll Street were adapted in a few days to be used as the temporary school. Not until 1943 were three permanent school buildings constructed on campus, these included Building 100, Building 200 (the southern half), and the Cafeteria. As enrollment continued to grow, Building 200 was expanded to the north in 1945 in addition to the construction of Boys' and Girls' locker rooms (now extensively altered) and Building 300 (altered).

Therefore, the history of Montgomery MS is associated with the construction of residential suburbs due to the population boom associated with the thriving San Diego Naval Station and defense industry during WWII that made a significant contribution to the broad patterns of our history at the local level. Montgomery MS appears to meet National Register Criterion A and California Register Criterion 1 with a period of significance of 1943, when the first three permanent buildings were constructed on campus, to 1945, when Building 200 was expanded to the north to support the booming population in the Linda Vista community at the end of WWII. The following buildings and landscape features constructed during the period of significance contribute to Montgomery MS historic district under Criterion A/1: Building 100, Building 200, Cafeteria, the setback in front of the west elevations of Building 100 and the Cafeteria, and the interior courtyard within Building 100, Building 200 and Cafeteria.

Criterion B/2: Significant Persons

Montgomery MS does not appear to satisfy National Register Criterion B or California Register Criterion 2 for eligibility related to a historic personage. Montgomery MS is not identified with the productive life of significant individual District teachers, principals, administrators, students, or any other persons important in our past.

Criterion C/3: Design/Construction

Montgomery MS appears eligible as a historic district under National Register Criterion C and California Register Criterion 3 as an exceptional, distinctive, outstanding, and singular example of its type and style. Building 100, Building 200, and the Cafeteria, constructed between 1943 to 1945, embody the characteristics of a federally-constructed school under the Lanham Act articulated in the Moderne style with the following character-defining features such as the unified campus design, combination cluster-plan, low massing, flat roofs, outdoor corridors, courtyards, central quad, and expressive use of concrete. Additionally, the buildings constructed between 1943 and 1945 represent the work of prominent local architectural firm Kistner and Curtis, who designed a number of school projects during their accomplished career. The firm holds a prolific body of work with schools designs for districts in San Diego, Los Angeles, Orange, San Bernardino and Ventura Counties. In addition to the architectural design of El Toro, Goleta, El Centro, and Mojave Marine Corps air stations. Therefore, Montgomery MS is a notable work of prominent Southern California architecture firm of Kistner and Curtis and a distinctive example of a Moderne style campus and is eligible as a historic district under National Register Criterion C and California Register Criterion 3. The period of significance under architecture is defined as 1943, when the first three permanent buildings were constructed on campus, to 1945, when

Building 200 was expanded to the north to support the booming population in the Linda Vista community at the end of WWII. The following buildings and landscape features contribute to the historic district from the period of significance: Building 100, Building 200, Cafeteria, the setback in front of the west elevations of Building 100 and the Cafeteria, and the interior courtyard within Building 100, Building 200 and the Cafeteria. These three buildings along with their associated landscape represent the distinguishable architectural identity of Montgomery MS from 1943 to 1945 that individually would lack distinction.

While both Building 300 and the Physical Education building were constructed in 1945 and fall within the period of significance, both are classified as non-contributing buildings. Building 300 does not retain the same level of architectural detail or prominence as the other permanent buildings completed between 1943 and 1945 and has some alterations affecting character-defining features. Additionally, the Physical Education Building is an amalgamation of buildings constructed between 1945 to 1962 and does not represent the initial design concept. Because both Building 300 and the Physical Education Building are not distinctive examples of their style and are no longer representative examples of Kistner and Curtis' body of work, they are classified as non-contributing buildings.

The buildings constructed on the campus following WWII are not distinctive examples of Mid-Century Modern style architecture, rather they are vernacular and utilitarian classroom buildings built to economically accommodate the increased student population. The Auditorium, Adaptive Room (which was an addition that created the Physical Education Building), Library, and Cafeteria pop-out addition were designed by architect Clarence "Clyde" Hufbauer, but are not considered the best examples of his work and are not distinctive examples of the Mid-Century Modern style.

Criterion D/4: Data Potential

Montgomery MS is not likely to yield any information important to prehistory or history. Therefore, Montgomery MS does not meet the above criterion.

Integrity Analysis

The National Register and California Register recognizes a property's integrity through seven aspects or qualities: location, design, setting, materials, workmanship, feeling, and association. Eligible properties should retain several, if not most, of these aspects. Both registers require that a resource retain sufficient integrity to convey its significance, and the property must retain the essential physical features that enable it to convey its historical identity. Integrity is based on significance and understanding why a property is important. National Register Bulletin 15 states that "only after significance is fully established can you proceed to the issue of integrity" (U.S. Department of the Interior 2002). Montgomery MS has been identified as a historic district significant under National Register Criteria A and C and California Register Criteria 1 and 3 for its historical association the development of residential suburbs during WWII to support the defense and military industries and for its architectural associations as a notable work of prominent Southern California architecture firm of Kistner and Curtis and as a distinctive example of a Moderne style campus. Based upon this significance finding, a period of

significance has been identified as 1943, when the first three permanent buildings were constructed on campus, to 1945, when Building 200 was expanded to the north to support the booming population in the Linda Vista community. The following buildings and landscape features contribute to the historic district from the period of significance: Building 100, Building 200, Cafeteria, the setback in front of the west elevations of Building 100 and the Cafeteria, and the interior courtyard within Building 100, Building 200 and the Cafeteria.

Montgomery MS retains the following six aspects of integrity from its period of significance (1943-1945): location, materials, workmanship, design, setting, and feeling. The historic core (Building 100, Building 200, and Cafeteria) of the campus occupies its original location. Regarding setting, Building 100, Building 200, and Cafeteria retain their original setting including the landscape, relationship between the buildings and open space, and surrounding neighborhood context. While additional buildings were constructed on the campus after 1945, these buildings are constructed outside of the historic core and do not affect their integrity of setting. The grouping of the three buildings at the corner Fulton Street and Ulric Street remain visually prominent and the focal point of the campus. The school continues to express the aesthetic and historic feeling of a Moderne style school constructed during WWII. The historic core (Building 100, Building 200, and Cafeteria) has changed minimally since they were constructed between 1943 and 1945, as a result, has its feeling intact. Regarding association, it does not appear Montgomery MS is associated with significant administrators, principals, teachers, students, or events. Therefore, Montgomery MS is not directly linked to an important historic event or person and therefore does not have integrity of association.

Regarding materials, design and workmanship, the historic core (Building 100, Building 200, and Cafeteria) retain the majority of their character-defining features and u-shape site plan. Despite some alterations including the installation of metal security screens, replacement of windows and doors, and small additions on secondary elevations, Building 100, Building 200, and Cafeteria retain integrity of materials, design and workmanship. As compared to the other buildings on campus, the Auditorium, Physical Education Building, Library and Building 300 are altered and have diminished integrity of design, workmanship and materials.

In summary, the historic core of Montgomery MS (Building 100, Building 200 and Cafeteria) retains integrity of location, design, materials, workmanship, setting, feeling and association.

Findings and Conclusions

ESA evaluated Montgomery MS for potential eligibility for listing in the National Register of Historic Places (National Register) and California Register of Historical Resources (California Register) as a historic district. As a result of ESA's research and survey investigations, Montgomery MS is recommended eligible under National Register Criteria A and C and California Register Criteria 1 and 3 as a historic district at the local level of significance. Montgomery MS is associated with the construction of residential suburbs due to the population boom associated with the thriving San Diego Naval Station and defense industry during WWII that made a significant contribution to the broad patterns of our history at the local level. Additionally, Montgomery MS is eligible for its architectural associations as a notable work of

prominent Southern California architecture firm of Kistner and Curtis and as a distinctive example of a federally funded school constructed under the Lanham Act and articulated in the Moderne style. Based upon this significance finding, a period of significance has been identified as 1943, when the first three permanent buildings were constructed on campus, to 1945, when Building 200 was expanded to the north to support the booming population in the Linda Vista community at the end of WWII. The following buildings and landscape features constructed during the period of significance contribute to the eligibility of Montgomery MS under National Register Criteria A and C and California Register Criteria 1 and 3 as a historic district: Building 100, Building 200, Cafeteria, the setback in front of the west elevations of Building 100 and Cafeteria, and the interior courtyard within Building 100, Building 200 and Cafeteria. Therefore, Montgomery MS is assigned a California Historic Resources Status Codes of 3S, “appears eligible for the National Register as an individual property through survey evaluation,” and 3CS, “appears eligible for the California Register as an individual property through survey evaluation.” As contributors to the Montgomery MS historic district, Building 100, Building 300 and Cafeteria are each assigned the following California Historic Resources Status Codes of 3D, “appears eligible for the National Register as a contributor to a National Register district through survey evaluation, and 3CD, “appears eligible for the California Register as a contributor to a California Register district through survey evaluation.”

Lastly, none of the buildings on campus appear to rise to the threshold of individual distinction to be individually eligible for the National Register or California Register on their own historical or architectural merits.

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Appendix A

Preparers' Qualifications



Margarita Jerabek, PhD

Historic Resources Director

EDUCATION

Ph.D., Art History,
University of California,
Los Angeles

M.A., Architectural
History, School of
Architecture, University
of Virginia

Certificate of Historic
Preservation, School of
Architecture, University
of Virginia

B.A., Art History, Oberlin
College

30 YEARS EXPERIENCE

AWARDS

2014 Preservation
Award, The Dunbar
Hotel, L.A. Conservancy

2014 Westside Prize, The
Dunbar Hotel, Westside
Urban Forum

2014 Design Award:
Tongva Park & Ken
Genser Square, Westside
Urban Forum

2012 California
Preservation Foundation
Award, RMS Queen Mary
Conservation Management
Plan, California
Preservation Foundation

PROFESSIONAL AFFILIATIONS

California Preservation
Foundation

Santa Monica Conservancy

Los Angeles Conservancy

Society of Architectural
Historians

National Trust for
Historic Preservation
Leadership Forum

American Institute of
Architects (AIA), National
Allied Member

Margarita Jerabek has 30 years of professional practice in the United States with an extensive background in historic preservation, architectural history, art history and decorative arts, and historical archaeology. She specializes in Visual Art and Culture, 19th-20th Century American Architecture, Modern and Contemporary Architecture, Architectural Theory and Criticism, Urbanism, and Cultural Landscape, and is a regional expert on Southern California architecture. Her qualifications and experience meet and exceed the Secretary of the Interior's Professional Qualification Standards in History, Archaeology, and Architectural History. Margarita has managed and conducted a wide range of technical studies in support of environmental compliance projects, developed preservation and conservation plans, and implemented preservation treatment projects for public and private clients in California and throughout the United States.

Relevant Experience

Margarita has prepared a broad range of environmental documentation and conducted preservation projects throughout the Los Angeles metropolitan area and Southern California. She provides expert assistance to public agencies and private clients in environmental review, from due diligence through planning/design review and permitting and when necessary, implements mitigation and preservation treatment measures on behalf of her clients. As primary investigator and author of hundreds of technical reports, plan review documents, preservation and conservation plans, HABS/HAER/HALS reports, construction monitoring reports, salvage reports and relocation plans, she is a highly experienced practitioner and expert in addressing historical resources issues while supporting and balancing project goals.

She is an expert in the evaluation, management and treatment of historic properties for compliance with Sections 106 and 110 of the NHPA, NEPA, Section 4(f) of the Department of Transportation Act, CEQA, and local ordinances and planning requirements. Margarita regularly performs assessments to ensure conformance with the Secretary of the Interior's Standards for the Treatment of Historic Properties, and assists clients with adaptive reuse/rehabilitation projects by providing preservation design and treatment consultation, agency coordination, legally defensible documentation, construction monitoring and conservation treatment.

Margarita is a regional expert on Southern California architecture. She has prepared a broad range of environmental documentation and conducted preservation projects throughout the Los Angeles metropolitan area as well as in Ventura, Orange, Riverside, San Bernardino and San Diego counties. Beyond her technical skill, she is a highly experienced project manager with broad national experience throughout the United States. She currently manages PCR's on-call preservation services with the City of Santa Monica, County of San Bernardino Department of Public Works, City of Hermosa Beach, Los Angeles Unified School District, and Long Beach Unified School District.



Max Loder

Architectural Historian

EDUCATION

M.A., Public History
with a concentration in
Historic Preservation,
University of
California, Riverside

B.A., History,
University of
California, Los
Angeles

4 YEARS EXPERIENCE

RECOGNITIONS

2014 Recipient of the
Chancellor's
Distinguished
Fellowship award, UC
Riverside.

2015 Recipient of
Preservation/Planning
Fellowship award, UC
Riverside.

Max Loder is an architectural historian with more than four years of academic and professional experience performing field surveys and preparing DPR forms; preparing statements of significance; conducting historical analysis; composing architectural descriptions; contributing to California Environmental Quality Act (CEQA)-level documents and conducting necessary project research. He also has a year of public sector planning experience in design review. He has worked closely with private individuals, public officials, and large and small organizations to help work toward solutions to their historic and planning needs.

Relevant Experience (Excerpt)

Historic Resources Assessments

City of Jurupa Valley (Riverside County)

Gresham Savage Nolan & Tilden, Riverside Cement-Crestmore Plant Cultural Resources Assessment, Jurupa Valley, CA. *Contributing Author, Surveyor, and Researcher.* Max assisted in researching and preparing an extensive cultural resources assessment for the Riverside Cement Plant site for its possible redevelopment of the site for 3.6 million square feet of industrial warehouse. This included exploring mitigation options for impacts to potential historic resources located on the site.

City of Los Angeles

Sportsmen's Lodge Hotel Historic Resources Assessment, Los Angeles, CA. *Deputy Project Manager, Contributing Author, and Researcher.* Max evaluated the Sportsmen's Lodge Hotel, which was identified by SurveyLA as part of the Sportsmen's Lodge Historic District for historic and architectural significance at the local, state, federal levels. The hotel was designed in the Mid-Century Modern style by James D. Barrington and was identified for its historical associations with the Sportsmen's Lodge.

City of West Hollywood

852 North West Knoll Drive Preliminary Historic Resources Assessment Report, West Hollywood, CA. *Primary Author, Researcher, Surveyor.* Max was the primary author of a preliminary historic resources assessment report for a West Hollywood property improved in 1924. Max also performed an intensive pedestrian survey of the property and conducted research in support of this project.

1011 North Sierra Bonita Drive Historic Resources Assessment Report, West Hollywood, CA. *Contributing Author, Researcher, and Surveyor.* The purpose of the report was to identify and evaluate potential historic resources located at the property. ESA assessed the property for its architectural and historic significance at the local, state, and federal levels. Max surveyed, performed research, and contributing to the historic resources assessment.



Christina Chiang

Senior Architectural Historian

EDUCATION

M.A., Architectural History (Major: American Architecture), University of Virginia

B.S., University of California, Los Angeles (Cum Laude)

7 YEARS EXPERIENCE

AWARDS

DuPont Fellowship (UVA)

Phi Beta Kappa (UCLA)

Christina Chiang has conducted extensive archival research, field observation, recordation, prepared survey documentation and historic context statements, and assisted in database management for numerous historic resources projects. She has also worked as an Assistant Curator at an archive of Southern California architecture and design, where she organized exhibitions, conducted research on mid-century modern design, and helped manage the collection. She has substantial experience in the evaluation of Recent Past resources, large-scale surveys, and linear and engineering properties.

Relevant Experience

Ms. Chiang has completed and co-authored a wide range of architectural investigations including historic resources assessment and impacts analysis reports for compliance with CEQA, local landmark applications, a business district renovations guide, plan reviews, Section 106 significance evaluations, and HABS, HAER, and HALS documentations. She was the lead author of a HAER about a vertical-lift bridge in the Port of Los Angeles, the Commodore Schuyler F. Heim Bridge. She has also performed extensive research, survey work, and prepared numerous reports in many cities and counties of Southern California.

She is involved a diverse set of projects and analyses. These include a historic report on a modern building and its cultural landscape, a CEQA review for a bungalow in West Hollywood, and a HABS report for the Long Beach Civic Center.

Historic Resources Assessments: Ms. Chiang has contributed to the research, site inspections, and report preparation of a number of historic resources assessments in the Los Angeles metropolitan area for compliance with CEQA. Ms. Chiang has evaluated a number of different types of potential historical resources, including single-family and multi-family residences, commercial buildings, Nike missile sites, roads, a space shuttle assembly complex, transmission lines, electrical substations, and train stations in Burbank, Century City, Downey, Long Beach, Los Angeles, Malibu, Riverside, San Diego, Santa Ana, Santa Monica, San Pedro, West Hollywood, and Westwood.

Large Scale Survey Experience: She was the lead architectural historian and main evaluator for the LA-RICS survey of a large number of publicly owned sites in Los Angeles County. Ms. Chiang also served as survey team organizer for large-scale surveys for Verizon Wireless throughout California, the Westside Extension Subway Line, and the Palmdale-to-Los Angeles California High-Speed Rail segment. She also surveyed Corridor 9 and wrote National Register and local Historic Preservation Overlay Zone applications for the 52nd Place and the 27th and 28th Streets Historic Districts in Los Angeles for the Community Redevelopment Agency. Additionally, Ms. Chiang helped complete the city-wide survey and evaluation of resources in

the City of Calabasas and a survey of modern resources in the City of
Riverside.



Amanda Kainer

Senior Architectural Historian

EDUCATION

M.S., Historic Preservation (Emphasis: Conservation Science), Columbia University, New York, New York

B.S., Design (Emphasis: Interior Architecture), University of California, Davis

B.A., Art History, University of California, Davis, 2002

9 YEARS EXPERIENCE

PROFESSIONAL AFFILIATIONS

California Preservation Foundation

Los Angeles Conservancy

Santa Monica Conservancy

Docomomo SoCal

Association of Preservation Technology Western Chapter

Society of Architectural Historians

AWARDS

Joel Polsky Academic Achievement Award, American Society of Interior Designers

Amanda Kainer has more than eight years of professional and academic experience in the practice of historic preservation and architectural history. Amanda has conducted extensive archival research, field observation, recordation, and prepared survey documentation and assisted in database management for numerous historic resources projects. She has training and substantial experience in the evaluation and conservation of art and architecture and passion for interior design.

Relevant Experience

Amanda has completed and co-authored a wide range of architectural investigations including historic resources assessment and impacts analysis reports for compliance with CEQA, character-defining features reports, plan reviews, investment tax credit applications, Section 106 significance evaluations, and HABS documentations. She has also performed extensive research, survey work, and prepared numerous landmark and preliminary assessment reports as a part of ESA's On-Call Historic Preservation Contract with the City of Santa Monica.

She is involved a diverse set of projects and analyses. These include anything from a California Register nomination for the UCLA Faculty Center to a paint analysis for a Churrigueresque style 1920s commercial building in Santa Monica. She has co-authored Section 106 reports for the residential development in Thousand Oaks, Santa Monica Pier, Avalon Fuel Dock on Catalina Island, and a Mid-Century roadside motel in Bakersfield. For LAUSD, Amanda authored a character-defining features analysis for seven historic schools, provided historic analysis for an MND, and preliminary resource evaluations and plan reviews for various historic schools.

Historic Resources Assessments: Amanda has contributed to the research, site inspections, and report preparation of a number of historic resources assessments in the Los Angeles metropolitan area for compliance with CEQA. Amanda has evaluated a number of different types of potential historical resources, including single-family and multi-family residences, banks, commercial buildings, schools, hotels, and cultural landscapes in Beverly Hills, Venice, Los Angeles, and Santa Monica.

Large Scale Survey Experience: She was a contributing author for three major Community Redevelopment Agency of the City of Los Angeles— Adelante Eastside, Wilshire Center/Koreatown, and Normandie 5 Redevelopment Areas. Amanda also served as Survey Team Leader and co-author for the comprehensive survey of over 4,000 objects of fine and decorative arts aboard the RMS Queen Mary in Long Beach. Additionally, Amanda helped complete the district-wide survey and evaluation of the Long Beach Unified School District and a windshield survey of Hermosa Beach for the Historic Resources Chapter of the Hermosa Beach General Plan Update.



JOEL LEVANETZ, M.A., AICP, RPA

Managing Architectural Historian

EDUCATION

M.A., Public History
and Teaching,
University of San
Diego, 2008

B.S., Anthropology
and Archaeology,
University of
Wisconsin-Madison,
2004

15 YEARS EXPERIENCE

CERTIFICATIONS/ REGISTRATION/ EDUCATION

Registered
Professional
Archaeologist

PROFESSIONAL AFFILIATIONS

American Institute of
Certified Planners

American Planning
Association

National Trust for
Historic Preservation

California Preservation
Foundation

Mr. Levantetz is a Secretary of Interior Professional Qualified Archaeologist, Historian and Architectural Historian. Mr. Levantetz has 15 years of experience specializing in projects involving cultural and historic resource assessments, Historic American Building Survey (HABS)/Historic American Engineering Record (HAER)/Historic American Landscape Survey (HALS) documentation, and DPR 523 series form preparation.

Mr. Levantetz has overseen projects that range in scale and complexity. As project manager, Mr. Levantetz has coordinated surveys, supervised staff and subcontractors, provided quality control for data collection and technical report writing, interacted with regulatory agency personnel, maintained client communications, tracked budgets, met crucial project deadlines and established strong networks through business development.

Mr. Levantetz has a detailed understanding of relevant regulations and ordinances that affect cultural resources and historic properties, such as Sections 106 and 110 of National Historic Preservation Act (NHPA), the National Environmental Protection Act (NEPA), the California Environmental Quality Act (CEQA), and the Secretary of Interior Standards for the Treatment of Historic Properties. He has completed numerous impacts assessments and determinations of eligibility across a range of administrative levels including local, state, and National Register of Historic Places (NRHP). Among the agencies served by Mr. Levantetz are the California Department of Transportation (Caltrans), Federal Rail Administration (FRA), California High Speed Rail Authority, Federal Highway Administration, Department of Defense (DOD), Federal Emergency Management Agency (FEMA), Bureau of Land Management (BLM), National Park Service (NPS), California Energy Commission (CEC), Federal Communications Commission (FCC), Federal Aviation Administration (FAA), Department of Housing and Urban Development (HUD) and the General Services Administration (GSA).

Appendix B

DPR Form

State of California ☐ Natural Resources Agency
DEPARTMENT OF PARKS AND RECREATION
DISTRICT RECORD

Primary #
HRI #
Trinomial

Page 1 of 7

*NRHP Status Code 3S; 3CS

*Resource Name or # (Assigned by recorder) Montgomery Middle School

D1. Historic Name: Stephen W. Kearny High School D2. Common Name: Montgomery Middle School

***D3. Detailed Description** (Discuss overall coherence of the district, its setting, visual characteristics, and minor features. List all elements of district.): Montgomery Middle School ("Montgomery MS") is located in the largely residential Linda Vista neighborhood of the City of San Diego, County of San Diego, on assessor parcel number 4312-303-100. It is owned by the San Diego Unified School District (SDUSD). Most of the buildings and structures that comprise Montgomery MS are within the northeastern portion of the parcel, adjacent to Ulric, Fulton, and East Jewitt Streets. A total of seven buildings and one structure is in the district, along with associated physical education fields, grass lawns, mature trees, shrubs, and asphalt paving and courtyard. The National Park Service defines a historic district as "a significant concentration, linkage, or continuity of sites, buildings, structures, or objects united historically or aesthetically by plan or physical development." [See *Continuation Sheet*]

***D4. Boundary Description** (Describe limits of district and attach map showing boundary and district elements.): The northeast boundary of Montgomery MS is Ulric Street; the irregular southeast boundary comprises East Jewett Street, the parcels identified by APN numbers 4312-303-200, 7602-169-500/7602-169-400/4312-303-000, 4312-302-000, 4312-302-100, 4312-302-200, 4312-302-300, 4312-302-400, and 4312-302-500 respectively, and West Jewett Street; the southwest boundary is Comstock Street; and the northwest boundary is Fulton Street.

***D5. Boundary Justification:** The potential district's boundaries are the boundaries of Montgomery MS.

D6. Significance: Theme The Development of Linda Vista; San Diego Unified School District (SDUSD); Montgomery Middle School; Moderne Style Architecture (1930-1945); and Mid-Century Modern Style Architecture (1945-1960) **Area** _____

Period of Significance 1943-1945 **Applicable Criteria** A/1; C/3

(Discuss district's importance in terms of its historical context as defined by theme, period of significance, and geographic scope. Also address the integrity of the district as a whole.)

ESA evaluated Montgomery MS for potential eligibility for listing in the National Register and California Register as a historic district. Montgomery MS was evaluated against the following historical and architectural themes: The Development of Linda Vista; San Diego Unified School District (SDUSD); Montgomery Middle School; Moderne Style Architecture (1930-1945); and Mid-Century Modern Style Architecture (1945-1960). Montgomery MS contains seven buildings, along with hardscape/landscape features such as physical education fields, asphalt courtyards, grass lawns, mature trees, and shrubs. Three of the buildings and their associated landscapes lack individual distinction but share a common association with the history of Linda Vista, the work of prominent Southern California architectural firm Kistner & Curtis, and as a distinctive example of a federally funded school constructed under the Lanham Act and articulated in the Moderne style. [See *Continuation Sheet*]

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

***D8. Evaluator:** Max Loder **Date:** 11/15/2017

Affiliation and Address: ESA, 626 Wilshire Boulevard, Suite 1100, Los Angeles, CA 90017

CONTINUATION SHEET

Property Name: Montgomery Middle School

Page 2 of 7

*D3. Detailed Description (continued)

Listed below are the contributing and non-contributing buildings identified during the survey of the project site. Features that were extant during the period of significance (1943-1945) are associated with the themes identified in D6. are identified as contributors to the potential district. Features that were constructed after the period of significance and/or are not associated with the themes are identified as non-contributors.

Contributors

The following three buildings along with their associated landscapes represent the distinguishable historical and architectural identity of Montgomery MS from 1943 to 1945 that individually would lack distinction.

- Building 100
- Building 200
- Cafeteria
- Setback in front of the west elevations of Building 100 and the Cafeteria
- Interior courtyard within Building 100, Building 200 and the Cafeteria

Non-contributors

- Shop Building 300
- Physical Education Building
- Auditorium Building 600
- Library
- All remaining landscape and hardscape features

*D6. Significance (continued)

Criterion A/1: Events

Montgomery MS, originally named Stephen W. Kearny High School, is associated with the expansion of San Diego's Naval Station, the growth of defense industries, and the development of residential suburbs during WWII. It was planned and constructed to educate the children living in the Linda Vista Housing Project, one of the largest federal housing projects built in the nation. An outgrowth of the federal government's Lanham Defense Housing Act of 1940, the Linda Vista Housing Project was built to meet the shortage of housing due to the growth of the defense industry. After the initial construction of 1940-1941 of approximately 3,000 homes, the federal government continued from 1941 to 1945 to construct 2,200 more housing units. As a result of the surge of house construction and a boom in population, schools were desperately needed to educate children. In 1941, SDUSD asked the federal government for \$3,270,399.50 for new buildings and additions to existing buildings due to the increased student population resulting from the defense programs established in San Diego. Stephen W. Kearny High School (later renamed Montgomery MS) opened in September 1941, but federal aid arrived too late to build new school buildings until the spring. Instead, 37 home units on Ingersoll Street were adapted in a few days to be used as the temporary school. Not until 1943 were three permanent school buildings constructed on campus, these included Building 100, Building 200 (the southern half), and the Cafeteria. As enrollment continued to grow, Building 200 was expanded to the north in 1945 in addition to the construction of Boys' and Girls' locker rooms (now extensively altered) and Building 300 (altered).

Therefore, the history of Montgomery MS is associated with the construction of residential suburbs due to the population boom associated with the thriving San Diego Naval Station and defense industry during WWII that made a significant contribution to the broad patterns of our history at the local level. Montgomery MS appears to meet National Register Criterion A and California Register Criterion 1 with a period of significance of 1943, when the first three permanent buildings were constructed on campus, to 1945, when Building 200 was expanded to the north to support the booming population in the Linda Vista community at

CONTINUATION SHEET

Property Name: Montgomery Middle School

Page 3 of 7

the end of WWII. The following buildings and landscape features constructed during the period of significance contribute to Montgomery MS historic district under Criterion A/1: Building 100, Building 200, Cafeteria, the setback in front of the west elevations of Building 100 and the Cafeteria, and the interior courtyard within Building 100, Building 200 and Cafeteria.

Criterion B/2: Significant Persons

Montgomery MS does not appear to satisfy National Register Criterion B or California Register Criterion 2 for eligibility related to a historic personage. Montgomery MS is not identified with the productive life of significant individual District teachers, principals, administrators, students, or any other persons important in our past.

Criterion C/3: Design/Construction

Montgomery MS appears eligible as a historic district under National Register Criterion C and California Register Criterion 3 as an exceptional, distinctive, outstanding, and singular example of its type and style. Building 100, Building 200, and the Cafeteria, constructed between 1943 to 1945, embody the characteristics of a federally-constructed school under the Lanham Act articulated in the Moderne style with the following character-defining features such as the unified campus design, combination cluster-plan, low massing, flat roofs, outdoor corridors, courtyards, central quad, and expressive use of concrete. Additionally, the buildings constructed between 1943 and 1945 represent the work of prominent local architectural firm Kistner and Curtis, who designed a number of school projects during their accomplished career. The firm holds a prolific body of work with school designs for districts in San Diego, Los Angeles, Orange, San Bernardino and Ventura Counties. In addition to the architectural design of El Toro, Goleta, El Centro, and Mojave Marine Corps air stations. Therefore, Montgomery MS is a notable work of prominent Southern California architecture firm of Kistner and Curtis and a distinctive example of a Moderne style campus and is eligible as a historic district under National Register Criterion C and California Register Criterion 3. The period of significance under architecture is defined as 1943, when the first three permanent buildings were constructed on campus, to 1945, when Building 200 was expanded to the north to support the booming population in the Linda Vista community at the end of WWII. The following buildings and landscape features contribute to the historic district from the period of significance: Building 100, Building 200, Cafeteria, the setback in front of the west elevations of Building 100 and the Cafeteria, and the interior courtyard within Building 100, Building 200 and the Cafeteria. These three buildings along with their associated landscape represent the distinguishable architectural identity of Montgomery MS from 1943 to 1945 that individually would lack distinction.

While both Building 300 and the Physical Education building were constructed in 1945 and fall within the period of significance, both are classified as non-contributing buildings. Building 300 does not retain the same level of architectural detail or prominence as the other permanent buildings completed between 1943 and 1945 and has some alterations affecting character-defining features. Additionally, the Physical Education Building is an amalgamation of buildings constructed between 1945 to 1962 and does not represent the initial design concept. Because both Building 300 and the Physical Education Building are not distinctive examples of their style and are no longer representative examples of Kistner and Curtis' body of work, they are classified as non-contributing buildings.

The buildings constructed on the campus following WWII are not distinctive examples of Mid-Century Modern style architecture, rather they are vernacular and utilitarian classroom buildings built to economically accommodate the increased student population. The Auditorium, Adaptive Room (which was an addition that created the Physical Education Building), Library, and Cafeteria pop-out addition were designed by architect Clarence "Clyde" Hufbauer, but are not considered the best examples of his work and are not distinctive examples of the Mid-Century Modern style.

Criterion D/4: Data Potential

CONTINUATION SHEET

Property Name: Montgomery Middle School

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Montgomery MS is not likely to yield any information important to prehistory or history. Therefore, Montgomery MS does not meet the above criterion.

Integrity Analysis

Montgomery MS retains the following six aspects of integrity from its period of significance (1943-1945): location, materials, workmanship, design, setting, and feeling. The historic core (Building 100, Building 200 and Cafeteria) of the campus occupies its original location. Regarding setting, Building 100, Building 200 and Cafeteria retain their original setting including the landscape, relationship between the buildings and open space, and surrounding neighborhood context. While additional buildings were constructed on the campus after 1945, these buildings are constructed outside of the historic core and do not affect their integrity of setting. The grouping of the three buildings at the corner Fulton Street and Ulric Street remain visually prominent and the focal point of the campus. The school continues to express the aesthetic and historic feeling of a Moderne style school constructed during WWII. The historic core (Building 100, Building 200 and Cafeteria) has changed minimally since they were constructed between 1943 and 1945, as a result, has its feeling intact. Regarding association, it does not appear Montgomery MS is associated with significant administrators, principals, teachers, students, or events. Therefore, Montgomery MS is not directly linked to an important historic event or person and therefore does not have integrity of association.

Regarding materials, design and workmanship, the historic core (Building 100, Building 200 and Cafeteria) retain the majority of their character-defining features and u-shape site plan. Despite some alterations including the installation of metal security screens, replacement of windows and doors, and small additions on secondary elevations, Building 100, Building 200 and Cafeteria retain integrity of materials, design and workmanship. As compared to the other buildings on campus, the Auditorium, Physical Education Building, Library and Building 300 are altered and have diminished integrity of design, workmanship and materials. In summary, the historic core of Montgomery MS (Building 100, Building 200 and Cafeteria) retains integrity of location, design, materials, workmanship, setting, feeling and association.

***B12. References**

Bryson, Jamie. "Linda Vista Was Born of War Demands." San Diego Union, December 15, 1969.

Cameron, Donald S. and Gerard T. Beeckman, "Linda Vista: America's Largest Defense Housing Project," Pencil Points 22. November 1941.

"Clarence 'Clyde' Hufbauer," <http://www.modernsandiego.com/Hufbauer.html>. Accessed August 9, 2017.

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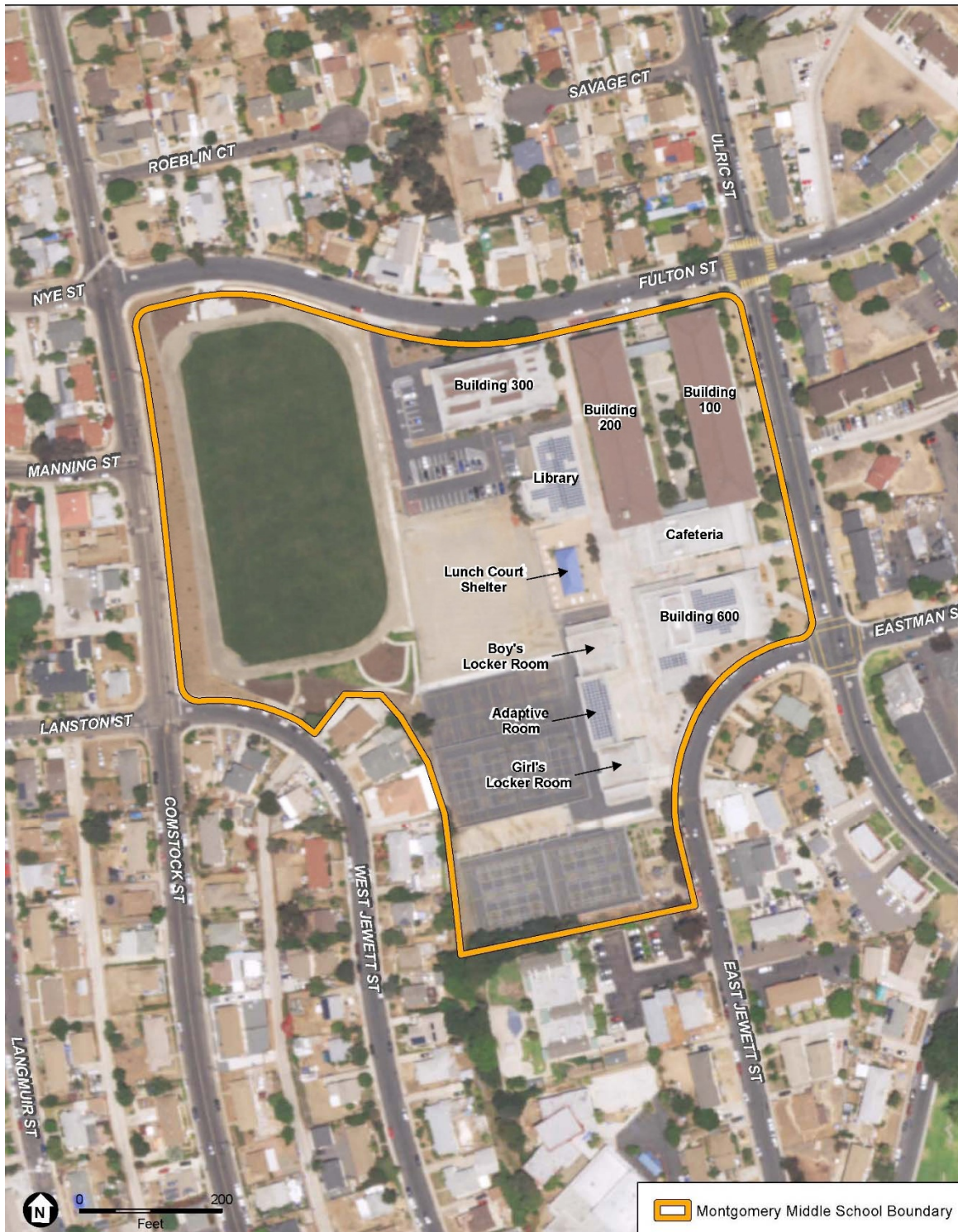
State of California -- Natural Resources Agency
DEPARTMENT OF PARKS AND RECREATION
LOCATION MAP

Primary #
HRI#
Trinomial

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*Resource Name or # (Assigned by recorder) Montgomery Middle School

*Map Name: Montgomery MS & Vicinity Aerial Photograph *Scale: 1:2,800 *Date of map: 11/8/ 2017



Appendix C

SOI Standards Review for Montgomery Middle School Whole Site Modernization





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memorandum

date August 16, 2018

to Facilities Planning and Construction, San Diego Unified School District

cc

from Margarita Jerabek, Ph.D., Director of Historic Resources; Joel Levanetz, M.A., AICP, RPA

subject SOI Standards Review for Montgomery Middle School Whole Site Modernization – INTERNAL ADMINISTRATIVE DRAFT

ESA has reviewed the plans for the proposed Montgomery Middle School Whole Site Modernization project (“Project”) for the San Diego Unified School District (“SDUSD”) Montgomery Middle School (“Montgomery MS” or “Campus”) located at 2470 Ulric Street in the neighborhood of Linda Vista within the City of San Diego, California. Under the proposed plans, dated November 11, 2017, and February 23, 2018, the Project consists of accessibility improvements to improve the path of travel, restroom accessibility, safety upgrades and a new chiller plant.

ESA’s Historic Resources Group staff Margarita Jerabek, Ph.D., Director of Historic Resources, and Max Loder, M.A., Architectural Historian, reviewed the Project plans for conformance to the *Secretary of the Interior’s Standards for Rehabilitation* (“SOI Standards”), following a site visit to the Campus.¹ The ESA team, under the direction of Dr. Jerabek, prepared this memorandum to assess the Project’s compliance with the Standards.

I. HISTORIC OVERVIEW

The principal buildings on the Campus are the Moderne-style Buildings 100 and 200, constructed in 1943. Also in 1943, the Cafeteria was constructed adjacent to Buildings 100 and 200, forming a U-shaped footprint surrounding a shared courtyard. Along with an addition to Building 200 that nearly doubled its size, the year 1945 saw the construction of Building 300 and the Boys’ and Girls’ Locker Rooms. Later alterations to the Campus include a small addition to the western elevation of the Cafeteria in 1953, the Auditorium/Building 600, constructed in 1955 southeast of the Cafeteria; the Library, constructed in 1962 southeast of Building 300; additions to the Locker Rooms, including the connector Adaptive Room, in 1962; and the Lunch Court Shelter and a small addition to the west elevation of the Library constructed in 2004.

II. HISTORIC STATUS

¹ Department of Interior regulations, 36 CFR 57.

Under the current investigation, Montgomery MS was determined eligible for the National Register of Historic Places and California Register of Historic Places as a district through survey evaluation. Within the district, the Administration & Classroom Building 100 (const. 1943), Classroom Building 200 (const. 1943-1945), the attached Cafeteria (const. 1943), and their associated setbacks and landscape features were determined to be contributors to the district. Non-contributing buildings include Shop Building 300 (const. 1945), Physical Education Building (const. 1945-1962), Auditorium Building 600 (const. 1955), the Library (const. 1962), and other landscape features.

III. PRIMARY PROJECT COMPONENTS

The Project consists of the primary components that are designed to improve ADA access and safety and to modernize the campus:

1. New Serving Window (Cafeteria Building, west elevation)
2. New Bus Drop-Off Loading Zone (Hardscape on section of Ulric Street southwest of Cafeteria)
3. New Three Stop/Two Story ADA Lift (Courtyard, covered walkway, and bridge between Buildings 100 and 200)
4. New ADA Ramp (Building 100)
5. New ADA Ramp (Cafeteria)
6. New ADA Handrails (Existing Entrance Stairways)
7. New ADA Parking Stall (Hardscape fronting Fulton Street between Buildings 100 and 200)
8. New Interior ADA Corridor Ramp (Building 100)
9. Repair/Replace Existing Concrete Sidewalks and Improve Path of Travel (Sidewalks and pathways adjacent to, and in between, Buildings 100, 200, and 300)
10. Chiller Plant (Area west of Lunch Court)
11. Interior Ramp Extension (Building 200)
12. Main Door Replacement (Building 100)
13. Transformer Installation and Meter Main Relocation (area north of Building 200)

IV. SUMMARY OF SOI STANDARDS REVIEW FINDINGS

This analysis was limited to Project components with the possibility of directly or indirectly impacting character-defining features and spaces which were analyzed for conformance with the Standards.²

This analysis finds that the Project, as indicated in the site plans provided to ESA dated November 11, 2017, does not fully comply with the Standards. However, design refinements and preservation treatment recommendations that can be incorporated into the project design could avoid any impacts. The findings are presented in a Standards summary table and detailed in a Standard-by-Standard analysis.

² National Park Service, Department of the Interior, Washington, DC. 1995. *The Secretary of the Interior's Standards for Rehabilitation, with Guidelines for Rehabilitating, Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings*. In accordance with CEQA Guidelines, a project that conforms with the Secretary's Standards is generally considered to be a project that will not cause a significant adverse impact. A project conforming with the Secretary's Standards can generally be considered categorically exempt from CEQA.

SECRETARY OF THE INTERIOR’S STANDARDS REVIEW

Montgomery Middle School Whole Site Modernization, San Diego Unified School District, Montgomery Middle School, 2470 Ulric Street, San Diego, CA 92111

Montgomery Middle School was determined eligible for the National Register of Historic Places and California Register of Historic Places as a district through survey evaluation. Within the district, the Administration & Classroom Building 100 (const. 1943), Classroom Building 200 (const. 1943-1945), attached Cafeteria (const. 1943), and their associated setbacks and landscapes features were determined to be contributors. Non-contributing buildings include Shop Building 300 (const. 1945), Physical Education Building (const. 1945-1962), Auditorium Building 600 (const. 1955), the Library (const. 1962), and other landscape features. The appropriate treatment approach for the contributors to the district is rehabilitation.

Principal Project Components	Character-Defining Features, Spaces, Materials and Finishes affected by Project (where applicable) General Treatment Approach and Specifications	No. 1: A property will be used as it was historically or given a new use that requires minimal change	No. 2: The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features/spaces/spatial relationships will be avoided.	No. 3: Each property will be recognized as a physical record of its time, place, and use. Avoid changes that create a false sense of historical development.	No. 4: Changes that have acquired historic significance in their own right will be retained and preserved.	No. 5: Distinctive materials, features, finishes, and construction techniques... will be preserved.	No. 6: Deteriorated historic features will be repaired rather than replaced. Where severity of deterioration requires replacement, the new feature will match the old in design, color, texture, and, where possible, materials.	No. 7: Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible.	No. 9: New additions, ext. alterations, or related new construction will not destroy historic materials, features/spatial relationships that characterize the property. New work shall be differentiated from the old and will be compatible with the historic materials.	No. 10: New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.	Recommended Project Modifications and Comments
1. New Serving Window (Scope Key #6) a. Design does not appear on current plans	Affected Area Character-defining Features: West elevation of Cafeteria Building General Treatment Approach: a. The window being replaced is not character-defining	Yes	Yes	Yes	N/A	Yes	Yes	Yes	Yes	Yes	Further information on window (design, size, etc.) is needed to fully evaluate, including elevations of existing and proposed west Cafeteria elevation. A note clarifying that any new cafeteria window will be designed to match existing windows on Cafeteria in design, size, and materials will also suffice. Implementation of Mitigation Measures 1 and 2 would ensure that conformance with the SOI Standards would be met, and that impacts are less than significant.
2. New Bus Drop-Off Loading Zone (Scope Key #7) a. Design does not appear on current plans	Affected Area Character-defining Features: Hardscape on Ulric Street southwest of Cafeteria General Treatment Approach: a. Design does not appear on current plans	Yes	Yes	Yes	N/A	Yes	N/A	N/A	Yes	Yes	The proposed bus drop-off loading zone complies with the Standards. No project modifications are recommended.
3. New Three Stop/Two Story ADA Lift in Courtyard (Scope Key #9, Buildings 100 and 200) a. Sink 21” deep pit into courtyard b. Demo portion of existing first and second story bridge walls to allow for elevator opening c. Install elevator shaft on eastern side of south portion of first and second story bridges	Affected Area Character-defining Features: Square portion of concrete in courtyard between Buildings 100 and 200 for pit Portions first and second story bridge walls General Treatment Approach: a. Install 21” deep concrete pit into square portion of courtyard to accommodate subterranean elevator equipment b. Remove sections of approximately 5' long wall on first and second story bridges to accommodate elevator openings c. Install elevator shaft with three openings and stucco exterior finish, adjacent to east side of bridge on southern side of courtyard	Yes	Yes	Yes	N/A	Yes	N/A	N/A	Yes	No	While the elevator shaft is separated from the bridges by several inches for seismic purposes, and thus significantly more reversible than if it were attached to the bridges, the proposed work as designed does not comply with the reversibility component of Standard 10. This is due to the necessary removal of portions of the bridge walls. It is recommended the design of the elevator be revised to retain the bridge walls, as feasible. Implementation of Mitigation Measures 1 and 2 would ensure that conformance with the SOI

Principal Project Components	Character-Defining Features, Spaces, Materials and Finishes affected by Project (where applicable) General Treatment Approach and Specifications	No. 1: A property will be used as it was historically or given a new use that requires minimal change	No. 2: The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features/spaces/spatial relationships will be avoided.	No. 3: Each property will be recognized as a physical record of its time, place, and use. Avoid changes that create a false sense of historical development.	No. 4: Changes that have acquired historic significance in their own right will be retained and preserved.	No. 5: Distinctive materials, features, finishes, and construction techniques... will be preserved.	No. 6: Deteriorated historic features will be repaired rather than replaced. Where severity of deterioration requires replacement, the new feature will match the old in design, color, texture, and, where possible, materials.	No. 7: Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible.	No. 9: New additions, ext. alterations, or related new construction will not destroy historic materials, features/spatial relationships that characterize the property. New work shall be differentiated from the old and will be compatible with the historic materials.	No. 10: New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.	Recommended Project Modifications and Comments
											Standards would be met, and that impacts are less than significant.
4. New ADA Ramp (Scope Key #10, Building 100) a. Install switchback ramp with intermediate landing at southern side of entry stairs fronting Ulric Street	Affected Area Character-defining Features: Portion of landscape adjacent to primary (east) elevation of Building 100 Existing guardrails General Treatment Approach: a. Remove landscaping to install concrete pad at existing line of concrete to lead to ramp b. Remove 4' portion of guardrail on entry landing to accommodate ramp opening c. Construct concrete or CMU wall ramp with guardrails	Yes	Yes	Yes	N/A	Yes	N/A	N/A	Yes	Yes	The proposed ramp complies with the differentiation component of Standard 9 due to its cladding being differentiated from that of Building 100. The proposed ramp therefore complies with the Standards. No project modifications are recommended.
5. New ADA Ramp (Scope Key #10, Cafeteria) a. Install switchback ramp with intermediate landing at southwestern corner of Cafeteria	Affected Area Character-defining Features: portion of hardscape adjacent to southwest corner of Cafeteria Existing guardrails General Treatment Approach: a. Remove hardscaping to install concrete pad at existing line of concrete to lead to ramp b. Remove 4' portion of guardrail on entry landing to accommodate ramp opening c. Construct concrete or CMU wall ramp with guardrails	Yes	Yes	Yes	N/A	Yes	N/A	N/A	Yes	Yes	The proposed ramp complies with the differentiation component of Standard 9 due to its cladding being differentiated from that of the Cafeteria. The proposed ramp therefore complies with the Standards. No project modifications are recommended.

Principal Project Components	Character-Defining Features, Spaces, Materials and Finishes affected by Project (where applicable) General Treatment Approach and Specifications	No. 1: A property will be used as it was historically or given a new use that requires minimal change	No. 2: The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features/spaces/spatial relationships will be avoided.	No. 3: Each property will be recognized as a physical record of its time, place, and use. Avoid changes that create a false sense of historical development.	No. 4: Changes that have acquired historic significance in their own right will be retained and preserved.	No. 5: Distinctive materials, features, finishes, and construction techniques... will be preserved.	No. 6: Deteriorated historic features will be repaired rather than replaced. Where severity of deterioration requires replacement, the new feature will match the old in design, color, texture, and, where possible, materials.	No. 7: Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible.	No. 9: New additions, ext. alterations, or related new construction will not destroy historic materials, features/spatial relationships that characterize the property. New work shall be differentiated from the old and will be compatible with the historic materials.	No. 10: New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.	Recommended Project Modifications and Comments
6. New ADA Handrails (Scope Key #11) a. In-kind replacement of existing galvanized steel handrails on entrance stairs to Buildings 100, 200, and 300	Affected Area Character-defining Features: Existing steel handrails on entrance stairways General Treatment Approach: a. The steel handrails would be replaced in-kind	Yes	Yes	Yes	N/A	Yes	Yes	N/A	Yes	Yes	The proposed handrails comply with the Standards. No project modifications are recommended.
7. New ADA Parking Stall (Scope Key #12) a. New painting to make an ADA parking stall	Affected Area Character-defining Features: Hardscape fronting Fulton Street between Buildings 100 and 200 General Treatment Approach: a. The painted hardscape comprising a parking space would be re-painted to turn the space into an ADA parking stall	Yes	Yes	Yes	N/A	Yes	N/A	N/A	Yes	Yes	The proposed work to create an ADA parking stall complies with the Standards. No project modifications are recommended.
8. New Interior ADA Corridor Ramp (Scope Key #13, Building 100) a. Demolish existing carpet and base on interior second story ramp b. Apply cementitious fill to achieve a new slope c. Demolish existing walls and doors d. Construct new exterior walls, doors, and low roof system to accommodate a longer ramp e. Refinish now exterior wall and ceiling surfaces to match adjacent texture f. Install new, longer, 24' ramp	Affected Area Character-defining Features: Existing walls and doors General Treatment Approach: a. Demolish existing ramp, doors and walls b. Construct longer ramp and new doors and walls with a roof cover to accommodate it	Yes	Yes	Yes	N/A	Yes	N/A	N/A	No	No	As designed, the size of the new ramp, and the subsequent removal and replacement of character-defining features, pose adverse impacts to the elevation. The proposed work does not comply with Standards 9 & 10 because of the removal of character-defining features. It is recommended the design of the new ramp and stairs be revised to retain or reuse the original wall and doors and, if possible, reduce the size of the ramp. Implementation of Mitigation Measures 1 and 2 would ensure that conformance with the SOI Standards would be met, and that impacts are less than significant.

Principal Project Components	Character-Defining Features, Spaces, Materials and Finishes affected by Project (where applicable) General Treatment Approach and Specifications	No. 1: A property will be used as it was historically or given a new use that requires minimal change	No. 2: The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features/spaces/spatial relationships will be avoided.	No. 3: Each property will be recognized as a physical record of its time, place, and use. Avoid changes that create a false sense of historical development.	No. 4: Changes that have acquired historic significance in their own right will be retained and preserved.	No. 5: Distinctive materials, features, finishes, and construction techniques... will be preserved.	No. 6: Deteriorated historic features will be repaired rather than replaced. Where severity of deterioration requires replacement, the new feature will match the old in design, color, texture, and, where possible, materials.	No. 7: Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible.	No. 9: New additions, ext. alterations, or related new construction will not destroy historic materials, features/spatial relationships that characterize the property. New work shall be differentiated from the old and will be compatible with the historic materials.	No. 10: New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.	Recommended Project Modifications and Comments
9. Repair/Replace Existing Concrete Sidewalks and Improve Path of Travel (Scope Key #16) a. Repair/replace existing concrete sidewalks and pathways throughout the campus	Character-defining Features: The sidewalks and pathways adjacent to and in between Buildings 100, 200, and 300 General Treatment Approach: a. The sidewalks would be repaired or replaced	Yes	Yes	Yes	N/A	Yes	Yes	Yes	Yes	Yes	Further information on sidewalk and pathway improvements (design, size, etc.) is needed to fully evaluate, including illustrations of existing and proposed sidewalks and pathways. Sidewalks should be repaired in place. If that is not feasible, then they should be replaced in-kind to match existing. A note clarifying that any new sidewalks and pathway improvements will either repair in place or be replaced in kind to match existing will also suffice. Implementation of Mitigation Measures 1 and 2 would ensure that conformance with the SOI Standards would be met, and that impacts are less than significant.

<p>10. Chiller Plant</p> <p>a. Construct a new chiller plant yard on non-contributing area of the District</p>	<p>Character-defining Features: The area west of the Lunch Court is an altered area and is not considered a character-defining feature on the Campus.</p> <p>General Treatment Approach:</p> <p>a. Install new mechanical equipment in a fenced enclosure west of the Lunch Court</p>	Yes	Yes	Yes	N/A	Yes	N/A	N/A	Yes	Yes	<p>The new chiller plant yard occurs in a non-character defining area of the District and does not alter character-defining features, spaces, or the overall site plan.</p> <p>No project modifications are recommended.</p>
<p>11. Interior Ramp Extension (Building 200)</p> <p>a. Elongate an existing interior ramp from Building 100/200 to campus circulation path</p>	<p>Affected Area Character-defining Features: Existing walls and roof element</p> <p>General Treatment Approach:</p> <p>a. Demolish existing walls and roof element an entrance</p> <p>b. Construct longer ramp and new walls with a roof cover to accommodate it</p>	Yes	Yes	Yes	N/A	Yes	N/A	N/A	No	No	<p>As designed, the construction and design of the ramp extension, and the subsequent removal and replacement of the character-defining feature of the exterior roof element, poses adverse impacts to the elevation. The proposed work does not comply with Standards 9 & 10 because of the removal of character-defining features.</p> <p>It is recommended that the design of the new ramp and stairs be revised to retain or reuse the original roof element.</p> <p>Implementation of Mitigation Measures 1 and 2 would ensure that conformance with the SOI</p>

Principal Project Components	Character-Defining Features, Spaces, Materials and Finishes affected by Project (where applicable) General Treatment Approach and Specifications	No. 1: A property will be used as it was historically or given a new use that requires minimal change	No. 2: The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features/spaces/spatial relationships will be avoided.	No. 3: Each property will be recognized as a physical record of its time, place, and use. Avoid changes that create a false sense of historical development.	No. 4: Changes that have acquired historic significance in their own right will be retained and preserved.	No. 5: Distinctive materials, features, finishes, and construction techniques... will be preserved.	No. 6: Deteriorated historic features will be repaired rather than replaced. Where severity of deterioration requires replacement, the new feature will match the old in design, color, texture, and, where possible, materials.	No. 7: Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible.	No. 9: New additions, ext. alterations, or related new construction will not destroy historic materials, features/spatial relationships that characterize the property. New work shall be differentiated from the old and will be compatible with the historic materials.	No. 10: New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.	Recommended Project Modifications and Comments
											Standards would be met, and that impacts are less than significant.

Principal Project Components	Character-Defining Features, Spaces, Materials and Finishes affected by Project (where applicable) General Treatment Approach and Specifications	No. 1: A property will be used as it was historically or given a new use that requires minimal change	No. 2: The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features/spaces/spatial relationships will be avoided.	No. 3: Each property will be recognized as a physical record of its time, place, and use. Avoid changes that create a false sense of historical development.	No. 4: Changes that have acquired historic significance in their own right will be retained and preserved.	No. 5: Distinctive materials, features, finishes, and construction techniques... will be preserved.	No. 6: Deteriorated historic features will be repaired rather than replaced. Where severity of deterioration requires replacement, the new feature will match the old in design, color, texture, and, where possible, materials.	No. 7: Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible.	No. 9: New additions, ext. alterations, or related new construction will not destroy historic materials, features/spatial relationships that characterize the property. New work shall be differentiated from the old and will be compatible with the historic materials.	No. 10: New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.	Recommended Project Modifications and Comments
12. Main Door Replacement (Building 100) a. Replacement of main entry doors b. New paint for entrance	Affected Area Character-defining Features: Existing walls and door element General Treatment Approach: a. Replace existing primary entrance doors b. Repaint exterior entrance	Yes	No	No	N/A	No	No	N/A	No	No	Further information on entrance improvements (design, size, etc.) is needed to fully evaluate, including illustrations of proposed replacement doors and exterior paint alterations. As proposed, the replacement of the primary entrance doors and subsequent removal and replacement of a character-defining feature would pose adverse impacts to the elevation. The proposed work does not comply with Standards 9 & 10 because of the removal of character-defining features. It is recommended that the design be revised to retain or reuse the original doors. If this is done, the Standards could be met. Implementation of Mitigation Measures 1 and 2 would ensure that conformance with the SOI Standards would be met, and that impacts are less than significant.
13. Transformer a. Construct a transformer and meter main in front of Building 200	Affected Area Character-defining Features: Hardscape fronting Fulton Street at Building 200 General Treatment Approach: a. Install new transformer and relocate meter main from public right-of-way	Yes	Yes	Yes	N/A	Yes	N/A	N/A	Yes	Yes	The new transformer and meter main occur in a non-character defining area of the District and does not significantly alter character-defining features, spaces, or the overall site plan. No project modifications are recommended.

V. STANDARD-BY-STANDARD ANALYSIS

Rehabilitation Standard No. 1: *A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces and spatial relationships.*

1. **New Serving Window (Cafeteria Building, west elevation):** This project component does not involve a change of use and therefore complies with Standard No. 1.
2. **New Bus Drop-Off Loading Zone (Hardscape on section of Ulric Street southwest of Cafeteria):** The section of hardscape on Ulric Street proposed for the new bus drop-off loading zone appears to currently function as such. Therefore, this project component does not involve a change of use and complies with Standard No. 1.
3. **New Three Stop/Two Story ADA Lift (Courtyard, covered walkway, and bridge between Buildings 100 and 200):** This project component does not involve a change of use and therefore complies with Standard No. 1.
4. **New ADA Ramp (Building 100):** This project component does not involve a change of use and therefore complies with Standard No. 1.
5. **New ADA Ramp (Cafeteria):** This project component does not involve a change of use and therefore complies with Standard No. 1.
6. **New ADA Handrails (Existing Entrance Stairways):** This project component does not involve a change of use and therefore complies with Standard No. 1.
7. **New ADA Parking Stall (Hardscape fronting Fulton Street between Buildings 100 and 200):** This project component does not involve a change of use and therefore complies with Standard No. 1.
8. **New Interior ADA Corridor Ramp (Building 100):** This project component does not involve a change of use and therefore complies with Standard No. 1.
9. **Repair/Replace Existing Concrete Sidewalks and Improve Path of Travel (Sidewalks and pathways adjacent to, and in between, Buildings 100, 200, and 300):** This project component does not involve a change of use and therefore complies with Standard No. 1.
10. **Chiller Plant (Area west of Lunch Court):** This project component involves a change of use of hardscape to an enclosed chiller plant area, but does so with minimal changes on a non-contributing portion of the campus. It therefore complies with Standard No. 1.
11. **Interior Ramp Extension (Building 200):** This project component does not involve a change of use and therefore complies with Standard No. 1.
12. **Main Door Replacement (Building 100):** This project component does not involve a change of use and therefore complies with Standard No. 1.
13. **Transformer Installation and Meter Main Relocation (area north of Building 200):** This project component involves a change of use of hardscape to a transformer and meter main, but does so with minimal changes on a non-contributing portion of the campus. It therefore complies with Standard No. 1.

Rehabilitation Standard No. 2: *The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces and spatial relationships that characterize the property will be avoided.*

1. **New Serving Window (Cafeteria Building, west elevation):** Further information on the proposed window (design, size, etc.) is needed to fully evaluate the project component under this Standard. Please see the recommendation column of the Standards Review Table for further guidance.
2. **New Bus Drop-Off Loading Zone (Hardscape on section of Ulric Street southwest of Cafeteria):** The proposed new drop-off loading zone complies with Standard No. 2.
3. **New Three Stop/Two Story ADA Lift (Courtyard, covered walkway, and bridge between Buildings 100 and 200):** This project component complies with Standard No. 2. The proposed elevation shaft pit and removal of sections of the first- and second-story bridge walls are minimal changes to character-defining features and after completion of the component
4. **New ADA Ramp (Building 100):** The proposed ramp complies with Standard No. 2. It is only a slight alteration of character-defining features and spaces, and the exterior serving area of the Cafeteria would retain its historic character after this component is completed.
5. **New ADA Ramp (Cafeteria):** The proposed ramp complies with Standard No. 2. It is only a slight alteration of character-defining features and spaces, and the main entrance to Building 100 would retain its historic character after this component is completed.
6. **New ADA Handrails (Existing Entrance Stairways):** This project component complies with Standard No. 2. The in-kind replacement of existing galvanized steel handrails would not alter the historic character of the property.
7. **New ADA Parking Stall (Hardscape fronting Fulton Street between Buildings 100 and 200):** The proposed re-hardscaping and painting of already-altered hardscape meets Standard No. 2.
8. **New Interior ADA Corridor Ramp (Building 100):** This project component complies with Standard 2 as its alterations are mostly on a small portion of the interior of Building 100 and largely hidden from view from the public right-of-way on Fulton Street. Though the new exterior walls, doors, ceiling and ramp are alterations of character-defining features, due to this low visibility and small area of impact, the historic character of Building 100 would be maintained.
9. **Repair/Replace Existing Concrete Sidewalks and Improve Path of Travel (Sidewalks and pathways adjacent to, and in between, Buildings 100, 200, and 300):** Further information on sidewalk and pathway improvements (design, size, etc.) is needed to fully evaluate the project component under this Standard the component under this Standards, including illustrations of existing and proposed sidewalks and pathways. Please see the recommendation column of the Standards Review Table for further guidance.
10. **Chiller Plant (Area west of Lunch Court):** The proposed Chiller Plant meets Standard No. 2. It occurs on an area of Campus not visible from the public right-of-way and considered non-contributing. It would not alter the historic character of the Campus.
11. **Interior Ramp Extension (Building 200):** The proposed ramp extension meets Standard No. 2. It occurs on an area of Campus not visible from the public right-of-way and would not alter the historic character of the Campus.

12. Main Door Replacement (Building 100): Further information on the proposed entrance (design, size, etc.) is needed to fully evaluate the component under this Standard. Please see the recommendation column of the Standards Review Table for further guidance.

13. Transformer Installation and Meter Main Relocation (area north of Building 200): The proposed transformer and meter main meet Standard No. 2. It occurs on an area of Campus considered non-contributing, and would not alter the historic character of the Campus.

Rehabilitation Standard No. 3: *Each property will be recognized as a physical record of its time, place and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historical properties, will not be undertaken.*

- 1. New Serving Window (Cafeteria Building, west elevation):** Further information on the proposed window (design, size, etc.) is needed to fully evaluate the project component under this Standard. Please see the recommendation column of the Standards Review Table for further guidance.
- 2. New Bus Drop-Off Loading Zone (Hardscape on section of Ulric Street southwest of Cafeteria):** The proposed new drop-off loading zone complies with Standard No. 3 as it does not add conjectural features or elements from other historical properties.
- 3. New Three Stop/Two Story ADA Lift (Courtyard, covered walkway, and bridge between Buildings 100 and 200):** This project component complies with Standard No. 3 as the work is clearly contemporary and does not create a false sense of historical development.
- 4. New ADA Ramp (Building 100):** This project component complies with Standard No. 3 as the work is clearly contemporary and does not create a false sense of historical development.
- 5. New ADA Ramp (Cafeteria):** This project component complies with Standard No. 3 as the work is clearly contemporary and does not create a false sense of historical development.
- 6. New ADA Handrails (Existing Entrance Stairways):** This project component complies with Standard No. 3 as the work is clearly contemporary and does not create a false sense of historical development.
- 7. New ADA Parking Stall (Hardscape fronting Fulton Street between Buildings 100 and 200):** This project component complies with Standard No. 3 as the work is clearly contemporary and does not create a false sense of historical development.
- 8. New Interior ADA Corridor Ramp (Building 100):** This project component complies with Standard No. 3 as the work is clearly contemporary and does not create a false sense of historical development.
- 9. Repair/Replace Existing Concrete Sidewalks and Improve Path of Travel (Sidewalks and pathways adjacent to, and in between, Buildings 100, 200, and 300):** Further information on sidewalk and pathway improvements (design, size, etc.) is needed to fully evaluate the component under this Standard, including illustrations of existing and proposed sidewalks and pathways. Please see the recommendation column of the Standards Review Table for further guidance.
- 10. Chiller Plant (Area west of Lunch Court):** This project component complies with Standard No. 3

as the work is clearly contemporary and does not create a false sense of historical development.

- 11. Interior Ramp Extension (Building 200):** This project component complies with Standard No. 3 as the work is clearly contemporary and does not create a false sense of historical development.
- 12. Main Door Replacement (Building 100):** Further information on the proposed entrance (design, size, etc.) is needed to fully evaluate the component under this Standard. Please see the recommendation column of the Standards Review Table for further guidance.
- 13. Transformer Installation and Meter Main Relocation (area north of Building 200):** This project component complies with Standard No. 3 as the work is clearly contemporary and does not create a false sense of historical development.

Rehabilitation Standard No. 4: *Changes to a property that have acquired significance in their own right will be retained and preserved.*

- 1. New Serving Window (Cafeteria Building, west elevation):** Standard No. 4 is not applicable to this project component.
- 2. New Bus Drop-Off Loading Zone (Hardscape on section of Ulric Street southwest of Cafeteria):** Standard No. 4 is not applicable to this project component.
- 3. New Three Stop/Two Story ADA Lift (Courtyard, covered walkway, and bridge between Buildings 100 and 200):** Standard No. 4 is not applicable to this project component.
- 4. New ADA Ramp (Building 100):** Standard No. 4 is not applicable to this project component.
- 5. New ADA Ramp (Cafeteria):** Standard No. 4 is not applicable to this project component.
- 6. New ADA Handrails (Existing Entrance Stairways):** Standard No. 4 is not applicable to this project component.
- 7. New ADA Parking Stall (Hardscape fronting Fulton Street between Buildings 100 and 200):** Standard No. 4 is not applicable to this project component.
- 8. New Interior ADA Corridor Ramp (Building 100):** Standard No. 4 is not applicable to this project component.
- 9. Repair/Replace Existing Concrete Sidewalks and Improve Path of Travel (Sidewalks and pathways adjacent to, and in between, Buildings 100, 200, and 300):** Standard No. 4 is not applicable to this project component.
- 10. Chiller Plant (Area west of Lunch Court):** Standard No. 4 is not applicable to this project component.
- 11. Interior Ramp Extension (Building 200):** Standard No. 4 is not applicable to this project component.
- 12. Main Door Replacement (Building 100):** Standard No. 4 is not applicable to this project component.

- 13. Transformer Installation and Meter Main Relocation (area north of Building 200):** Standard No. 4 is not applicable to this project component.

Rehabilitation Standard No. 5: *Distinctive materials, features, finishes and construction techniques or examples of craftsmanship that characterize a property will be preserved.*

- 1. New Serving Window (Cafeteria Building, west elevation):** Further information on the proposed window (design, size, etc.) is needed to fully evaluate the project component under this Standard. Please see the recommendation column of the Standards Review Table for further guidance.
- 2. New Bus Drop-Off Loading Zone (Hardscape on section of Ulric Street southwest of Cafeteria):** The proposed new drop-off loading zone complies with Standard No. 5 as it would replace hardscape in kind and merely paint over it.
- 3. New Three Stop/Two Story ADA Lift (Courtyard, covered walkway, and bridge between Buildings 100 and 200):** This project component complies with Standard No. 5. While small portions of character-defining wall sections and concrete hardscape will be removed as part of the component, they are minor alterations. Buildings 100 and 200 would retain the distinctive qualities that convey their significance as historic district contributors.
- 4. New ADA Ramp (Building 100):** This project component complies with Standard No. 5. Though it would remove segments of existing guardrails and hardscape, these are minor interventions into the character-defining features of Building 100. Building 100 would retain the distinctive qualities that convey their significance as historic district contributors.
- 5. New ADA Ramp (Cafeteria):** This project component complies with Standard No. 5. Though it would remove segments of existing guardrails and hardscape, these are minor interventions into the character-defining features of the Cafeteria. The Cafeteria would retain the distinctive qualities that convey its significance as a contributor to a historic district.
- 6. New ADA Handrails (Existing Entrance Stairways on Buildings 100, 200, and 300):** This project component complies with Standard No. 5. Though it would remove segments of existing guardrails on Buildings 100, 200, and 300, these are minor alterations of character-defining features. Buildings 100 and 200 would still retain the distinctive qualities that convey their significance as historic district contributors, while Building 300 is a non-contributor.
- 7. New ADA Parking Stall (Hardscape fronting Fulton Street between Buildings 100 and 200):** This project component would replace existing contributing hardscape in kind and repaint it, and as such complies with Standard No. 5.
- 8. New Interior ADA Corridor Ramp (Building 100):** The project component complies with Standard No. 5 as its alterations are mostly on a small portion of the interior of Building 100 and largely hidden from view from the public right-of-way on Fulton Street. Though the new exterior walls, doors, ceiling and ramp are alterations of distinctive features, due to this low visibility and small area of impact, the historic character of Building 100 would be maintained.
- 9. Repair/Replace Existing Concrete Sidewalks and Improve Path of Travel (Sidewalks and pathways adjacent to, and in between, Buildings 100, 200, and 300):** Further information on sidewalk and pathway improvements (design, size, etc.) is needed to fully evaluate the component under this Standard, including illustrations of existing and proposed sidewalks and pathways. Please

see the recommendation column of the Standards Review Table for further guidance.

- 10. Chiller Plant (Area west of Lunch Court):** The project component involves a change of use of hardscape to an enclosed chiller plant area, but does so with minimal changes on a non-contributing portion of the campus. It therefore complies with Standard No. 5.
- 11. Interior Ramp Extension (Building 200):** This project component complies with Standard No. 5. Though it would remove segments of existing wall and roof element, these are minor interventions into the character-defining features of the Building 200. The building would retain the distinctive qualities that convey its significance as a contributor to a historic district.
- 12. Main Door Replacement (Building 100):** Further information on the proposed entrance (design, size, etc.) is needed to fully evaluate the component under this Standard. Please see the recommendation column of the Standards Review Table for further guidance.
- 13. Transformer Installation and Meter Main Relocation (area north of Building 200):** The project component involves a change of use of hardscape to a transformer and meter main, but does so with minimal changes on a non-contributing portion of the campus. It therefore complies with Standard No. 5.

Rehabilitation Standard No. 6: *Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old in design, color, texture, and, where possible, materials. Replacement of missing features will be substantiated by documentary and physical evidence.*

- 1. New Serving Window (Cafeteria Building, west elevation):** Further information on the proposed window (design, size, etc.) is needed to fully evaluate the component under this Standard. Please see the recommendation column of the Standards Review Table for further guidance.
- 2. New Bus Drop-Off Loading Zone (Hardscape on section of Ulric Street southwest of Cafeteria):** Standard No. 6 is not applicable to this project component.
- 3. New Three Stop/Two Story ADA Lift (Courtyard, covered walkway, and bridge between Buildings 100 and 200):** Standard No. 6 is not applicable to this project component.
- 4. New ADA Ramp (Building 100):** Standard No. 6 is not applicable to this project component.
- 5. New ADA Ramp (Cafeteria):** Standard No. 6 is not applicable to this project component.
- 6. New ADA Handrails (Existing Entrance Stairways):** This project component complies with Standard No. 6. The replacement of the existing handrails is necessary for improved accessibility and safety, and will be done in-kind to match the existing handrails.
- 7. New ADA Parking Stall (Hardscape fronting Fulton Street between Buildings 100 and 200):** Standard No. 6 is not applicable to this project component.
- 8. New Interior ADA Corridor Ramp (Building 100):** Standard No. 6 is not applicable to this project component.
- 9. Repair/Replace Existing Concrete Sidewalks and Improve Path of Travel (Sidewalks and**

pathways adjacent to, and in between, Buildings 100, 200, and 300): Further information on sidewalk and pathway improvements (design, size, etc.) is needed to fully evaluate the component under this Standard, including illustrations of existing and proposed sidewalks and pathways. Please see the recommendation column of the Standards Review Table for further guidance.

10. Chiller Plant (West of Lunch Court): Standard No. 6 is not applicable to this project component.

11. Interior Ramp Extension (Building 200): Standard No. 6 is not applicable to this project component.

12. Main Door Replacement (Building 100): Further information on the proposed entrance (design, size, etc.) is needed to fully evaluate the component under this Standard. Please see the recommendation column of the Standards Review Table for further guidance.

13. Transformer Installation and Meter Main Relocation (area north of Building 200): Standard No. 6 is not applicable to this project component.

Rehabilitation Standard No. 7: *Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.*

- 1. New Serving Window (Cafeteria Building, west elevation):** Further information on the proposed window (design, size, etc.) is needed to fully evaluate the component under this Standard. Please see the recommendation column of the Standards Review Table for further guidance.
- 2. New Bus Drop-Off Loading Zone (Hardscape on section of Ulric Street southwest of Cafeteria):** Standard No. 7 is not applicable to this project component.
- 3. New Three Stop/Two Story ADA Lift (Courtyard, covered walkway, and bridge between Buildings 100 and 200):** Standard No. 7 is not applicable to this project component.
- 4. New ADA Ramp (Building 100):** Standard No. 7 is not applicable to this project component.
- 5. New ADA Ramp (Cafeteria):** Standard No. 7 is not applicable to this project component.
- 6. New ADA Handrails (Existing Entrance Stairways):** Standard No. 7 is not applicable to this project component.
- 7. New ADA Parking Stall (Hardscape fronting Fulton Street between Buildings 100 and 200):** Standard No. 7 is not applicable to this project component.
- 8. New Interior ADA Corridor Ramp (Building 100):** Standard No. 7 is not applicable to this project component.
- 9. Repair/Replace Existing Concrete Sidewalks and Improve Path of Travel (Sidewalks and pathways adjacent to, and in between, Buildings 100, 200, and 300):** Further information on sidewalk and pathway improvements (design, size, etc.) is needed to fully evaluate the component under this Standard, including illustrations of existing and proposed sidewalks and pathways. Please see the recommendation column of the Standards Review Table for further guidance.
- 10. Chiller Plant (Area west of Lunch Court):** Standard No. 7 is not applicable to this project component.

component.

11. Interior Ramp Extension (Building 200): Standard No. 7 is not applicable to this project component.

12. Main Door Replacement (Building 100): Standard No. 7 is not applicable to this project component.

13. Transformer Installation and Meter Main Relocation (area north of Building 200): Standard No. 7 is not applicable to this project component.

Rehabilitation Standard No. 8: *Archeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measure will be undertaken.*

1. New Serving Window (Cafeteria Building, west elevation): Standard No. 8 is not applicable to this project component.

2. New Bus Drop-Off Loading Zone (Hardscape on section of Ulric Street southwest of Cafeteria): Standard No. 8 is not applicable to this project component.

3. New Three Stop/Two Story ADA Lift (Courtyard, covered walkway, and bridge between Buildings 100 and 200): Standard No. 8 is not applicable to this project component.

4. New ADA Ramp (Building 100): Standard No. 8 is not applicable to this project component.

5. New ADA Ramp (Cafeteria): Standard No. 8 is not applicable to this project component.

6. New ADA Handrails (Existing Entrance Stairways): Standard No. 8 is not applicable to this project component.

7. New ADA Parking Stall (Hardscape fronting Fulton Street between Buildings 100 and 200): Standard No. 8 is not applicable to this project component.

8. New Interior ADA Corridor Ramp (Building 100): Standard No. 8 is not applicable to this project component.

9. Repair/Replace Existing Concrete Sidewalks and Improve Path of Travel (Sidewalks and pathways adjacent to, and in between, Buildings 100, 200, and 300): Standard No. 8 is not applicable to this project component.

10. Chiller Plant (Area west of Lunch Court): Standard No. 8 is not applicable to this project component.

11. Interior Ramp Extension (Building 200): Standard No. 8 is not applicable to this project component.

12. Main Door Replacement (Building 100): Standard No. 8 is not applicable to this project component.

13. Transformer Installation and Meter Main Relocation (area north of Building 200): Standard No. 8 is not applicable to this project component.

Rehabilitation Standard No. 9: *New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work shall be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and environment.*

1. **New Serving Window (Cafeteria Building, west elevation):** Further information on the proposed window (design, size, etc.) is needed to fully evaluate the component under this Standard. Please see the recommendation column of the Standards Review Table for further guidance.
2. **New Bus Drop-Off Loading Zone (Hardscape on section of Ulric Street southwest of Cafeteria):** The proposed new drop-off loading zone complies with Standard No. 9. The proposed alteration will not harm the historic nature of the Campus.
3. **New Three Stop/Two Story ADA Lift (Courtyard, covered walkway, and bridge between Buildings 100 and 200):** This project component complies with Standard No. 9. A minimal amount of historic material, not visible from the public right-of-way on Fulton Street, is being destroyed to build the proposed ADA lift. The new lift will also be clearly differentiated from Buildings 100 and 200 in that it would obviously be a contemporary addition.
4. **New ADA Ramp (Building 100):** This project component complies with Standard No. 9. The concrete or CMU finish/cladding of the proposed ramp will be differentiated from that of Building 100. It would therefore meet the differentiation intent of Standard 9.
5. **New ADA Ramp (Cafeteria):** This project component complies with Standard No. 9. The concrete or CMU finish/cladding of the proposed ramp will be differentiated from that of the Cafeteria. It would therefore meet the differentiation intent of Standard 9.
6. **New ADA Handrails (Existing Entrance Stairways):** This project component complies with Standard No. 9. The in-kind replacement of the existing handrails will not harm the historic nature of the Campus, and will be differentiated from the old in their design while still remaining compatible.
7. **New ADA Parking Stall (Hardscape fronting Fulton Street between Buildings 100 and 200):** This project component complies with Standard No. 9. Painting the hardscape, after replacing it in kind, for a new ADA parking stall will not harm its historic nature.
8. **New Interior ADA Corridor Ramp (Building 100):** This project component does not comply with Standard No. 9. The removal of the character-defining walls and doors where the new ramp is proposed for construction is substantial and will alter historic features and spatial relationships that characterize this section of Building 100. Please see the recommendation column of the Standards Review Table for further guidance.
9. **Repair/Replace Existing Concrete Sidewalks and Improve Path of Travel (Sidewalks and pathways adjacent to, and in between, Buildings 100, 200, and 300):** Further information on sidewalk and pathway improvements (design, size, etc.) is needed to fully evaluate the component under this Standard, including illustrations of existing and proposed sidewalks and pathways. Please see the recommendation column of the Standards Review Table for further guidance.
10. **Chiller Plant (Area west of Lunch Court):** This project component complies with Standard No. 9. The proposed Chiller Plant is in an area of the Campus that is non-contributing, and would not destroy character-defining materials, features, or spatial relationships.

- 11. Interior Ramp Extension (Building 200):** This project component does not comply with Standard No. 9. The removal of the character-defining roof element where the new ramp is proposed for construction will alter historic features and spatial relationships that characterize this section of Building 200. Please see the recommendation column of the Standards Review Table for further guidance.
- 12. Main Door Replacement (Building 100):** Further information on entrance improvements (design, etc.) is needed to fully evaluate the component under this Standard, including illustrations of existing and proposed entrance and exterior finishes. Please see the recommendation column of the Standards Review Table for further guidance.
- 13. Transformer Installation and Meter Main Relocation (area north of Building 200):** This project component complies with Standard No. 9. The proposed transformer and meter main are in an area of the Campus that is non-contributing, and would not destroy character-defining materials, features, or spatial relationships.

Rehabilitation Standard No. 10: *New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.*

- 1. New Serving Window (Cafeteria Building, west elevation):** Further information on the proposed window (design, size, etc.) is needed to fully evaluate the component under this Standard. Please see the recommendation column of the Standards Review Table for further guidance.
- 2. New Bus Drop-Off Loading Zone (Hardscape on section of Ulric Street southwest of Cafeteria):** The proposed new drop-off loading zone complies with Standard No. 10. If the proposed alteration were to be removed in the future, the essential form and integrity of the hardscape would be unimpaired.
- 3. New Three Stop/Two Story ADA Lift (Courtyard, covered walkway, and bridge between Buildings 100 and 200):** This project component does not comply with Standard No. 10. While the proposed elevator shaft is separated from the bridges by several inches for seismic purposes, and thus significantly more reversible than if it were attached to the bridges, the necessary removal of portions of the bridge walls violates the intent of reversibility. Please see the recommendation column of the Standards Review Table for further guidance.
- 4. New ADA Ramp (Building 100):** This project component complies with Standard No. 10. If the proposed ramp were to be removed in the future, the essential form and integrity of Building 100 and its environment would be unimpaired.
- 5. New ADA Ramp (Cafeteria):** This project component complies with Standard No. 10. If the proposed ramp were to be removed in the future, the essential form and integrity of the Cafeteria and its environment would be unimpaired.
- 6. New ADA Handrails (Existing Entrance Stairways):** This project component complies with Standard No. 10. If the proposed handrails were to be removed in the future, the essential form and integrity of Buildings 100 and 200, and their environment, would be unimpaired.
- 7. New ADA Parking Stall (Hardscape fronting Fulton Street between Buildings 100 and 200):** This project component complies with Standard No. 10. If the proposed ADA parking stall alterations were to be removed in the future, the essential form and integrity of the hardscape would be unimpaired.

8. **New Interior ADA Corridor Ramp (Building 100):** This project component does not comply with Standard No. 10. The removal of the character-defining walls and doors where the new ramp is proposed for construction is to be done in such a way that, if removed in the future, will impact the essential form and integrity of that section of Building 100. Please see the recommendation column of the Standards Review Table for further guidance.
9. **Repair/Replace Existing Concrete Sidewalks and Improve Path of Travel (Sidewalks and pathways adjacent to, and in between, Buildings 100, 200, and 300):** Further information on sidewalk and pathway improvements (design, size, etc.) is needed to fully evaluate the component under this Standard, including illustrations of existing and proposed sidewalks and pathways. Please see the recommendation column of the Standards Review Table for further guidance.
10. **Chiller Plant (Area west of Lunch Court):** This project component complies with Standard No. 10. The proposed Chiller Plant is in an area of the Campus that is non-contributing, and would not impair the essential form and integrity of the Campus in the first place.
11. **Interior Ramp Extension (Building 200):** This project component does not comply with Standard No. 10. The removal of the character-defining roof element where the new ramp is proposed for construction is to be done in such a way that, will impact the essential form and integrity of that section of Building 200. Please see the recommendation column of the Standards Review Table for further guidance.
12. **Main Door Replacement (Building 100):** Further information on entrance improvements (design, etc.) is needed to fully evaluate the component under this Standard, including illustrations of existing and proposed entrance and exterior finishes. Please see the recommendation column of the Standards Review Table for further guidance.
13. **Transformer Installation and Meter Main Relocation (area north of Building 200):** This project component complies with Standard No. 10. The proposed transformer and meter main are in an area of the Campus that is non-contributing, and would not impair the essential form and integrity of the Campus in the first place.

VI. SUMMARY

The recommended project modifications are summarized for each of the nine project components listed numerically below.

1. **New Serving Window (Cafeteria Building, west elevation):** Further information on window (design, size, etc.) is needed to fully evaluate, including elevations of existing and proposed west Cafeteria elevation. A note clarifying that any new cafeteria window will be designed to match existing windows on Cafeteria in design, size, and materials will also suffice. Implementation of mitigation measures identified below would ensure conformance with the SOI Standards.
2. **New Bus Drop-Off Loading Zone (Hardscape on section of Ulric Street southwest of Cafeteria):** The proposed bus drop-off loading zone complies with the applicable SOI Standards and no project modifications are recommended.
3. **New Three Stop/Two Story ADA Lift (Courtyard, covered walkway, and bridge between Buildings 100 and 200):** This project component as designed does not comply with Standard No. 10. The removal of portions of the bridge walls for the ADA lift would, if the lift were removed in the future, harm the essential form and integrity of the bridges. It is recommended the design of the

elevator be revised to retain the bridge walls, as feasible.

4. **New ADA Ramp (Building 100):** This project component complies with the applicable SOI Standards and no project modifications are recommended.
5. **New ADA Ramp (Cafeteria):** This project component complies with the applicable SOI Standards and no project modifications are recommended.
6. **New ADA Handrails (Existing Entrance Stairways):** This project component complies with the applicable SOI Standards and no project modifications are recommended.
7. **New ADA Parking Stall (Hardscape fronting Fulton Street between Buildings 100 and 200):** This project component complies with the applicable SOI Standards and no project modifications are recommended.
8. **New Interior ADA Corridor Ramp (Building 100):** This project component does not comply with Standards 9 and 10. As designed, the size of the new ramp, and the subsequent removal and replacement of character-defining features, pose adverse impacts to the elevation. The proposed work does not comply with Standards 9 & 10 because of the deleterious and relatively irreversible removal of character-defining features. It is recommended the design of the new ramp and stairs be revised to retain or reuse the original wall and doors and, if possible, reduce the size of the ramp.
9. **Repair/Replace Existing Concrete Sidewalks and Improve Path of Travel (Sidewalks and pathways adjacent to, and in between, Buildings 100, 200, and 300):** Further information on the proposed sidewalk design (scoring, etc.) is needed to fully evaluate this project component under the SOI Standards. Sidewalks should be repaired in place. If that is not feasible, then they should be replaced in-kind to match existing. A note clarifying that any new sidewalks and pathway improvements will either repair in place or be replaced in kind to match existing will also suffice.
10. **Chiller Plant (Area west of Lunch Court):** This project component complies with the applicable SOI Standards and no project modifications are recommended.
11. **Interior Ramp Extension (Building 200):** This project component does not comply with Standards 9 and 10. As designed, the construction and design of the ramp extension, and the subsequent removal and replacement of the character-defining feature of the exterior roof element, poses adverse impacts to the elevation. The proposed work does not comply with Standards 9 & 10 because of the removal of character-defining features. It is recommended the design of the new ramp and stairs be revised to retain or reuse the original roof element.
12. **Main Door Replacement (Building 100):** Further information on entrance improvements (design, size, etc.) is needed to fully evaluate, including illustrations of proposed replacement doors and exterior paint alterations. As proposed, the replacement of the primary entrance doors and subsequent removal and replacement of a character-defining feature would pose adverse impacts to the elevation. The proposed work does not comply with Standards 9 & 10 because of the removal of character-defining features. It is recommended the design of the be revised to retain or reuse the original doors.
13. **Transformer Installation and Meter Main Relocation (area north of Building 200):** This project component complies with the applicable SOI Standards and no project modifications are recommended.

VII. MITIGATION MEASURES

In order to ensure that project components 6, 9, 13, 16, the interior ram extension, and the main door replacement conform to the SOI Standards, the following mitigation measures should be implemented:

MM 1: Prior to the start of construction, a Qualified Preservation Professional, shall be retained to develop a plan of action for avoidance and protection of historic materials in coordination with the Client. The plan shall include at a minimum:

1. Notation of the building/structure/feature on construction plans.
2. Pre-construction survey to document the existing physical condition of the building/structure/feature.
3. Procedures and timing for the placement and removal of a protective barrier(s), such as protective wood boards, bracing or framing to protect fragile fenestration and other exposed architecture features and materials, protective fencing and/or concrete or water-filled plastic K-rails around each retained building/structure/feature.
4. Monitoring of the installation and removal of protective barriers by the Qualified Preservation Professional, or his or her designee.
5. Monitoring of the condition of the building/structure/feature at regular intervals during the duration of demolition and construction including vibration monitoring.
6. Post-construction survey to document the condition of the building/structure/feature after completion of the Project.
7. Preparation of a technical memorandum documenting the pre-construction and post-construction conditions of the historic materials and resource in compliance with protective measures outlined in this mitigation measure.

The plan shall comply with the Secretary of the Interior's Standards for the Treatment of Historic Properties (Standards) and shall be memorialized in a technical memorandum, which shall be submitted to Client for review and approval. The final approved plan shall be submitted to District no later than 30 days prior to the start of construction including any staging or demolition activities. The plan shall be provided to each construction manager/foreman at the Project kick-off meeting for each phase of work. The technical memorandum documenting the pre-construction and post-construction conditions shall be submitted to the District within 30 days of completion of the Project and removal of the protective barriers.

In addition, prior to the start of construction, the Client shall inform construction personnel of the location and significance of the historic materials/resource, and of the avoidance and protective measures that shall be implemented. If work crews are phased, the District shall ensure that each crew is provided with this information.

MM 2: Final Design Plan Review. The District shall retain a qualified preservation consultant, meeting the Secretary of the Interior’s Professional Qualifications Standards for History, Architectural History, or Architecture, pursuant to 36 CFR 61 and who has at least 10 years of experience in design review and collaboration applying the Standards (Qualified Preservation Professional) to review the final plans for all new proposed construction to ensure conformance with the Secretary of the Interior’s Standards for Rehabilitation (Standards). The Qualified Preservation Professional shall address the compatibility of the new construction with adjacent historical resources in relation to Standards 9 and 10 (related and adjacent new construction).

The Qualified Preservation Professional shall prepare a Secretary of the Interior’s Standards Preservation and Plan Review Report, documenting conformance with the Standards. The Qualified Preservation Professional shall submit a draft report to the District within 30 days of completion of the draft design plans, and shall make any recommendations necessary to bring the design into conformance with the Standards. The Qualified Preservation Professional shall review the final design plans and prepare a final report documenting conformance with the Standards, which shall be submitted to the District no less than 30 days prior to the commencement of construction. The final plan review shall be submitted to the District along with the final plan set prior to project approval.

VIII. CONCLUSION

Project elements 7, 10, 11, 12, the chiller plant, and the transformer as proposed are consistent with the SOI Standards. Implementation of Mitigation Measures 1 and 2 would ensure compliance with the SOI Standards for project elements 6, 9, 13, 16, the interior ram extension, and the main door replacement conform to the SOI Standards.